





TRANSPARENCY: DOES SHARED INFORMATION LEAD TO QUALITY SHIPPING ?

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OVERVIEW

- **Transparency and the exchange of information**
- **Flag State transparency**
- **The commercial context**
- **Continuous Synopsis Report**
- **The collective players**
- **IMO**
- **Conclusion**

TRANSPARENCY & HUMAN NATURE





TRANSPARENCY AND THE EXCHANGE OF INFORMATION

As a general comment, any exchange of information must:

- **Benefit public interest**
- **Be provided by all parties**
- **Provide same level of detail**



FLAG STATE TRANSPARENCY

- Different transparency onus for national and open registries?
- All have responsibilities to *be* transparent by, for example, submitting reports to national organizations, and to *seek* transparency by collecting ISM, class and insurance data, and the like, for appraisal
- A quality Administration requires a safety culture and an adequate infrastructure



- TRANSPARENCY - THE COMMERCIAL CONTEXT

- Transparency for all so as not to create a *un-*level playing field
- Secrecy *versus* openness
- Balancing the need for transparency with commercial concerns



CONTINUOUS SYNOPSIS REPORT

- Name of the flag State the ship is entitled to fly
- Date of the ship was registered with that State
- Ship's IMO number
- Name of the ship
- Port at which the ship is registered
- Name of the registered owner(s) and their registered address(es)



CONTINUOUS SYNOPSIS REPORT

- **Name of the registered Bareboat Charterer(s) and their registered address(es), if applicable**
- **Name of the ISM Designated Company**
- **Name of all Classification Society(ies) with which the ship is classed**
- **Name of the flag State Administration or Recognized Organization which has issued the Document of Compliance and the name of the body which has carried out the audit, if different**



CONTINUOUS SYNOPSIS REPORT

- **Name of the issuer of the Safety Management Certificate and the name of the body that carried out the audit, if different**
- **Name of the issuer of the International Ship Security Certificate and the name of the body that carried out the assessment, if different**
- **Date on which the ship ceased to be registered with the flag State**



THE COLLECTIVE PLAYERS

They include:

EQUASIS

OECD

- **It is continuing to report on the ownership and control of ships**

IMO



IMO

- **Single international voice**
- **Accepted rules and agreements**
- **Source for centralized data collection**
- **Commercial cooperation through NGOs**



CONCLUSION

- **Terrorism has created new rules**
- **Transparency must lead to compliance with international requirements**
- **A mechanism to monitor transparency exists – the IMO...but it needs teeth**
- **The Industry must discourage substandard shipping – let's see if transparency helps**



WHEN TRANSPARENCY FAILS!



