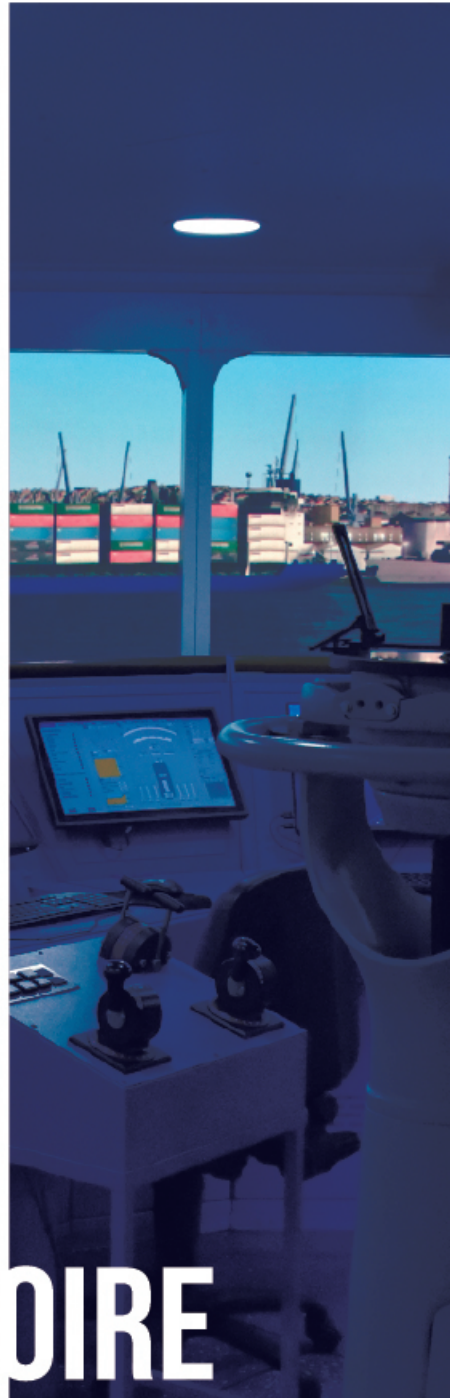
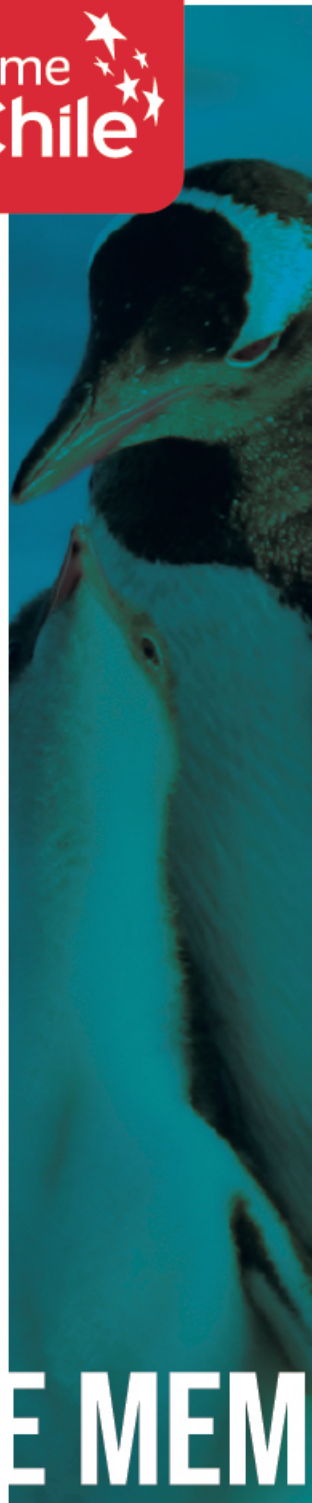
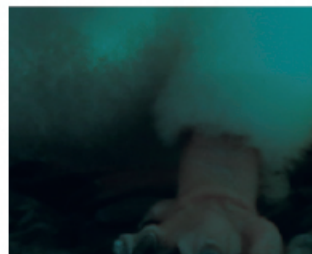


Maritime  
Chile



# AIDE MEMOIRE

Candidature of Chile to the Council of the  
International Maritime Organization  
2024 - 2025







# AIDE MEMOIRE

SUSTAINABLE DEVELOPMENT GOALS



@RUBEN JERIA



# AIDE MEMOIRE

## Chile



The Republic of Chile presents its candidature for re-election to the Council of the International Maritime Organization (IMO) under Category “C” for the 2024-2025 term, reaffirming its interest and willingness to continue contributing to the mission and work of the Organization.

Chile has devoted considerable efforts to ratifying and implementing the international instruments adopted within this multilateral forum and today, particularly, to the process of accepting and ratifying the 2021 amendments to the IMO Convention. The “Turquoise Foreign Policy” (green for the environment and blue for the sea) promoted by the Government of our country, aims to give continuity to the emphasis that Chile has given to the

protection of the oceans since assuming the presidency of COP25 in 2019, in which the ocean for the first time had an official place and a mandate to carry out activities.





# Chile MARITIME COUNTRY

Chile is a maritime country and, as such, has an important projection to the Pacific Ocean and its insular and antarctic territories. Given its geographical characteristics, the ocean is a fundamental part in the present and future of Chile, and has maintained and strengthened its leading role in ocean-related matters.

Its citizens have an historical relation with the ocean, being a significant element of their social, economic, and cultural development. Today, 94 percent of the Chilean foreign trade is carried out by sea, with the participation of a solid merchant marine fleet of modern Chilean flag vessels manned by highly qualified seafarers trained in national institutes, which fully comply with IMO standards.

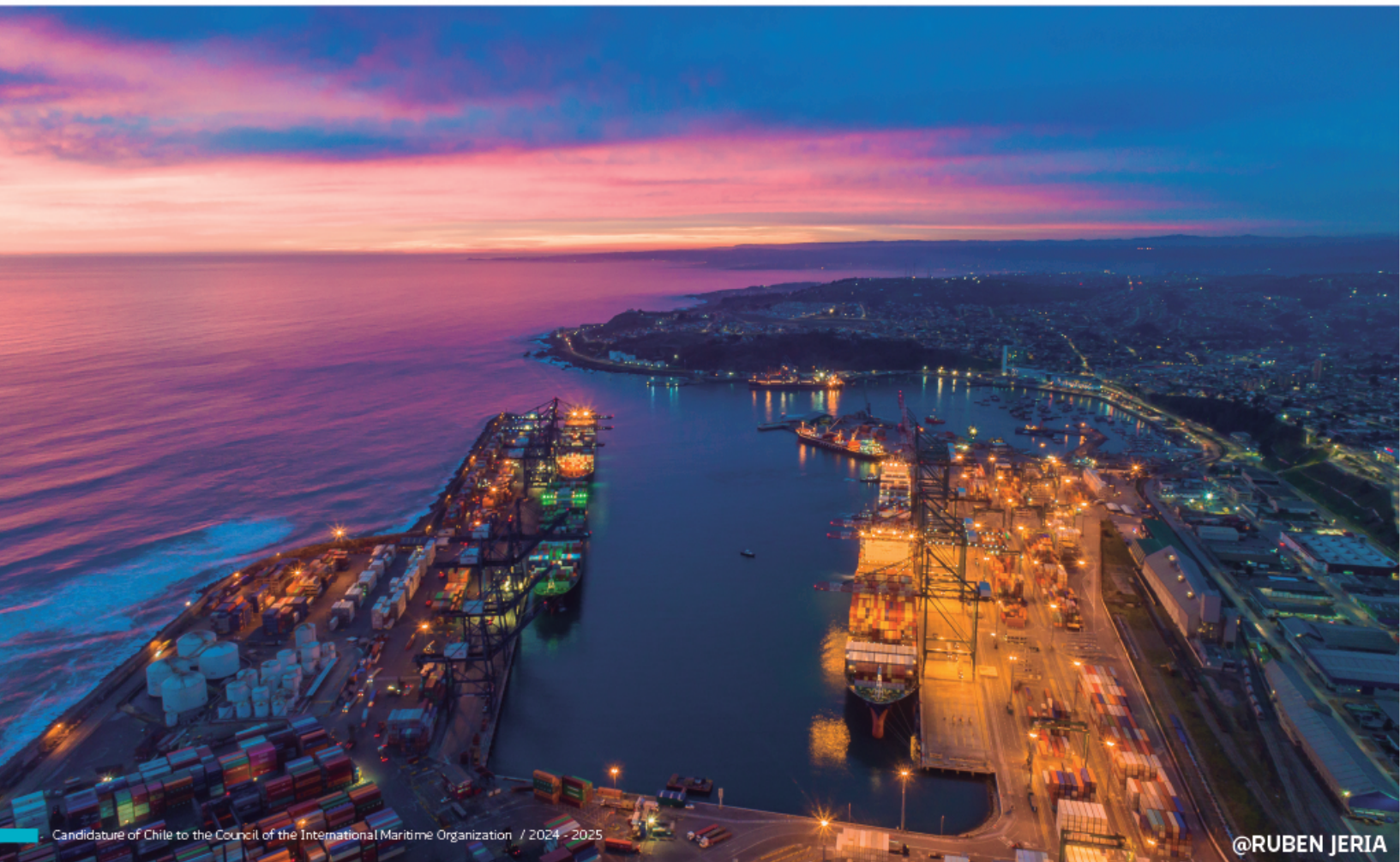
The capability of the country to protect life at sea, to combat marine pollution and its Nationally Determined Contribution (NDC) to climate change have a clear ocean component, connecting the importance of human life at sea and the implementation of marine protected areas with climate adaptation and mitigation benefits, becoming an international model in matters of maritime safety, protection and conservation of the ocean and the sustainable use of its resources.

Chile has an Ocean Policy that provides to all relevant national sectors with strategic guidelines, guidance, priorities and interests in the ocean, in line with the reality of the country, and covering areas such as: Conservation, Economic



Development, Safety, Territory and Scientific Development. The General Strategy of the Chilean Maritime Administration is a modern and effective planning tool, audited by IMO in 2022 and successfully implemented for the effective enforcement of international maritime instruments.

# Maritime Chile







## AND ITS COMMITMENT TO MARITIME SAFETY AND SECURITY

Chile, according to the IMO Global Search and Rescue Plan, has one of the largest Search and Rescue (SAR) areas of responsibility in the world and 4,300 km of coastline in the Southeast Pacific. Our country provides maritime safety assistance through effective SAR operations, meteorology, hydrography, oceanography, aids to navigation, and has consolidated its position as NAVAREA XV coordinator. The Chilean Maritime Authority manages, from the northern border to Antarctica, a network of 1,278 aids to navigation and maritime radio stations, with a 98 percent availability and a pilotage service with experienced pilots, trained in Chile, who assist in the entry of vessels to national ports and in their passage through

inland channels, the Strait of Magellan and the Drake Passage.

The Chilean Navy has vessels with modern equipment to conduct hydrographic surveys; in addition, it has a hydro-oceanographic scientific vessel used as a platform to carry out marine scientific research, with the purpose of contributing, together with the marine scientific community, to the fulfillment of the objectives of the 2021-2030 National Oceanographic Plan. Particularly relevant is the participation of the Hydrographic and Oceanographic Service of the Chilean Navy (SHOA) in the Tsunami Program of the Intergovernmental Oceanographic Commission (IOC), since SHOA



operates the National Tsunami Warning System (SNAM), which includes the permanent reception and analysis of information to assess the possibility of a tsunami affecting the coast of Chile.

Chile, due to its history and geographical proximity, has a calling towards the Antarctic region reflected in its continued physical presence in the Antarctic continent since 1947. There is a solid commitment to conduct the necessary hydrographic surveys to produce reliable nautical charts of Antarctic waters, in coordination with other member countries of the Antarctic Hydrographic Commission of the International Hydrographic Organization (IHO). In the near future,

possibly by 2024, Chile will have a new icebreaker to strengthen the ongoing hydro-oceanographic scientific activity.

It is therefore no coincidence that the Maritime Education and Training Center of the Chilean Navy (CIMAR), where the Antarctic Navigation Academy “Piloto Luis Pardo Villalón” operates since 1991, is currently teaching IMO Model Courses 7.11 and 7.12 Basic and Advanced Training for Ships Operating in Polar Waters, respectively, and to date it has trained 659 Chilean and foreign participants from 22 countries.

With regard to ports, Chile has certified public and private terminals, in accordance with IMO's International







Ship and Port Facility Security (ISPS) Code. Therefore, the National Maritime Authority has implemented an annual audit plan to ensure appropriate security measures for ships and port facilities with the objective of providing safe maritime transportation.



# Chile AND ITS COMMITMENT TO THE ENVIRONMENT



During COP 27 of the United Nations Framework Convention on Climate Change, our country reaffirmed its commitment to climate action, and presented an Enhanced NDC, the Fifth Biennial Update Report and its first Adaptation Communication. The enhancement of the NDC includes the Long-term Climate Strategy for 2050 and the expansion of the current area of protection of terrestrial and continental aquatic ecosystems by at least one million hectares by 2030. It is expected that soon 100 percent of the marine protected areas, comprising 43 percent of Chile's EEZ, will have management plans in place, which will include climate change adaptation measures.

Although Chile contributes only 0.25

percent of global greenhouse gas (GHG) emissions, it was the first developing country to announce its commitment to carbon neutrality by 2050, positioning us as a global benchmark for the development of a sustainable, low-carbon future. Therefore, our delegation to IMO has had an active and permanent participation in the Intersessional Working Group on GHG reduction and, in particular, in the discussions aimed at reviewing and updating the initial IMO strategy on GHG, observing the negative impact that this could have on the Least Developed Countries (LDC) and Small Island Developing States (SIDS).

Chile has played a leading role in important negotiation processes on the ocean and



the law of the sea, such as the Treaty on Biodiversity Beyond National Jurisdiction (BBNJ), the protection of the seabed and the central role of UNCLOS in ocean governance and relations between States. The Government of Chile, aware of the importance of the States in the fight against climate change, sees its Turquoise Foreign Policy as a concrete contribution to promote increased ambition in ocean conservation and, an example of this, is its leadership in promoting collaboration in the Pacific Ocean through the American Coalition for Ocean Protection and, more generally, our support for the 30x30 initiative (protection of 30 percent of the oceans by 2030).

In line with the 2030 Agenda for

Sustainable Development, particularly SDG 14, our country has led and contributed to the development of regional initiatives, such as the APEC roadmap on marine debris, which is in absolute synchrony with the progress made by IMO in the implementation of the IMO Action Plan to address marine plastic litter from ships. Likewise, we are committed to the GEF-UNDP-IMO GloNoise Partnership project, which is aimed at raising awareness and filling information gaps to facilitate policy dialogue on anthropogenic underwater noise mitigation from shipping, and for which we have applied to become a lead pilot country.

With regard to fisheries and protection of marine species, Chile has been a pioneer in







the implementation of the Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated (IUU) Fishing. Our country is a Member State of the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), and of the South-Pacific Regional Fisheries Management Organization (SPRFMO), where we have supported the initiative of the creation of a High Seas Marine Protected Area. Soon, we will start the ratification process of the Inter-American Tropical Tuna Commission (IATTC).





Chile provides technical assistance to the countries of its region through IMO's Integrated Technical Cooperation Program (ITCP). Our country acknowledges that the best way to achieve the effective implementation of the international instruments adopted at IMO is through the participation of its experts in training courses and advisories for different maritime administrations. From 1983 to date, Chilean officers graduated from the International Maritime Law Institute (IMLI) and the World Maritime University (WMU) have taken part in these activities, sharing their knowledge and experience.

During the 2021-2022 biennium, we have resumed face-to-face technical assistance activities, combining them with online

activities, developed with South American and Central American countries, especially COCATRAM members, with whom we have achieved the materialization of training courses in Chile and abroad. Upon request to the National Maritime Authority from the Intergovernmental Authority on Development (IGAD) in Western Africa, organization that brings together countries of the Horn of Africa, we have initiated coordination tasks to render technical assistance to African countries as of 2023.





Chile has made a strong commitment on keeping its representativeness in one of the associations of women dependent on the IMO Gender Program, the Network of Women of the Maritime Authorities of Latin America (MAMLa Network). This is enabling the creation of strategic alliances between maritime authorities to exchange experiences and mutual cooperation in the integration of women, in equal opportunities, visibility and training.

Largely, the Permanent Representation of the National Maritime Authority to the MAMLa Network has approached to the President of the Women's International Shipping & Trading Association (WISTA Chile), aiming at a cooperation agreement between both institutions for the

conduction of visibility activities, training and professional development for women in the public and private maritime sector.

In addition, the general strategy of the National Maritime Authority contemplates a working line to strengthen the role of women in the maritime sector and Chile has the intention of establishing a functional organizational structure that allows for greater visibility and robustness to this initiative, performing activities of technical capacity building in the management of the maritime sector industry.





## *Chile* AND ITS CONTRIBUTION TO IMO

Chile has contributed to the work of IMO and will continue to do so. Since 2020, a Chilean officer has held the presidency of the meetings of the Scientific Groups on the London Convention and Protocol, which has allowed for a higher regional representation in this forum and, at the same time, the contribution to the development of the strategic plan on promotion and compliance with this instrument.

Likewise, Chilean officers integrate the World Maritime University Board of Governors, and national auditors certified by IMO are part of the Member State Audit Scheme. Regarding the implementation of IMO Conventions, since 2021, a female officer of the Chilean Navy is participating in a work program to support the process of

adoption of IMO instruments and their amendments with a strategic and systemic approach to Member States of Central America and the Caribbean. The aforementioned, in line with Resolution A.1166 (32), which establishes the capacity-building decade 2021-2030 strategy of IMO.

Chile's commitment to the Facilitation of Maritime Transport remains in force, recognizing the importance of advancing the authentication, integrity, and confidentiality of information exchange. In this context, our country will begin the implementation of the Maritime Single Window by 2023, thus contributing to the objectives of IMO.





Chile presents its candidature to the IMO Council under Category "C" for the 2024 - 2025 term, committing to continue actively contributing with its permanent work in pursuit of the safety of life at sea, the preservation of the oceans, their resources and their sustainability.

Our country keeps certain that IMO continues to be the most effective multilateral maritime forum to implement the international instruments necessary to ensure safer, cleaner and better-known seas.

Maritime  
Chile

The logo for Maritime Chile consists of the word "Maritime" in a blue, sans-serif font and the word "Chile" in a red, sans-serif font. To the right of the text is a cluster of red stars of various sizes, arranged in a roughly circular pattern.





# AIDE MEMOIRE

SUSTAINABLE DEVELOPMENT GOALS



@RUBEN JERIA