



GENERAL STRATEGY
OF THE CHILEAN MARITIME ADMINISTRATION
2021-2025





**GENERAL STRATEGY
OF THE CHILEAN MARITIME ADMINISTRATION
FOR THE EFFECTIVE IMPLEMENTATION OF
THE INTERNATIONAL INSTRUMENTS OF THE
INTERNATIONAL MARITIME ORGANIZATION
2021 - 2025**

I.- PRESENTATION AND PURPOSE

The Chilean Maritime Administration (AMN) is composed of different State institutions and bodies with competence in the maritime-port area that meet in an Interministerial Coordination Group for Maritime Affairs, named National Maritime Administration Coordinating Committee. The role of the AMN is to ensure compliance with the duties and responsibilities assumed in international and national regulations, with a view to reaching the highest performance standards in the maritime-port sector.

The Headquarters Maritime Administration is the Directorate General of the Maritime Territory and Merchant Marine (DIRECTEMAR), which, in its role as National Maritime Authority, coordinates the activities of the National Maritime Administration Coordinating Committee and works as its executive secretary.

This Maritime Strategy aims at joining efforts and serving as a planning and management tool to ensure that the Chilean State complies with its international duties and responsibilities as Coastal State, Flag State and Port State, which were taken on after ratifying the instruments of the International Maritime Organization (IMO), thus contributing to maritime safety, conservation of biodiversity, preservation of the marine environment and facilitation of seaborne trade.

This Maritime Strategy is based on observance of International Law, the United Nations Sustainable Development Goals, the United Nations Convention on the Law of the Sea (UNCLOS), the International Maritime Organization Strategic Plan and the framework defined in the National Ocean Policy and its Oceanographic Program, in addition, it establishes a methodology with clear and concrete goals that allow the supervision and assessment of the processes of effective implementation of the relevant mandatory instruments. Finally, it serves as a mechanism of continuing review to achieve, maintain, and improve the results and organizational capacity of the Chilean Maritime Administration.

II.- VISION

To effectively implement international maritime instruments that ensure and keep safer, more protected and cleaner seas, in addition to increased safety and efficiency regarding maritime activity.

III.- MISSION

To coordinate the different State institutions and bodies to achieve the effective implementation of the international instruments of the International Maritime Organization, and to meet the highest performance standards in the maritime-port sector.



IV.- GENERAL PRINCIPLES AND STRATEGIC GOALS

The general principles that have been observed for the design of the Strategic Goals are:

Coordination: It is important that State institutions and bodies, with competence in the maritime field, are coordinated and harmonized for the processes of ratification and implementation of the different international instruments of the International Maritime Organization.

Safety: The safety of human life at sea, ports and coastlines must be prioritized, as well as the safety of navigation for the analysis and application of every maritime regulation.

Technology: The use of technology must enhance the safety of maritime activities, decrease bureaucracy and facilitate shipping.

Sustainability: Marine biodiversity, environment and conservation are essential for Chile, and their protection must be considered as a priority when implementing care and control measures .

Effectiveness: It is the desired effect of the timely and correct application of the standards established in international instruments.

This Maritime Strategy is intended to guide and manage efforts towards the effective implementation of each of the provisions set forth in the International Maritime Conventions signed by the Chilean State in the multilateral bodies of the United Nations. Likewise, it has been designed to harmonize the actions and activities of the State institutions and bodies with competence in the maritime-port area, fostering the synergy that allows moving towards safer, more protected, cleaner and better-known seas, thus making sure that Chilean shipping operates efficiently through them.

To this effect, the following Strategic Goals are presented:

Strategic Goal No. 1 (SG1): “To strengthen maritime safety and security”.

Expected Action Plans (AP):

- AP1:** Reducing the number of maritime accidents in the Chilean Search and Rescue (SAR) Area of Responsibility, through control measures and the dissemination of preventive actions that ensure the decrease of activations of the Search and Rescue Systems .
- AP2:** Reducing the number of accidents on board vessels and in the ports of the national jurisdiction, implementing concrete prevention measures inferred from their investigation.
- AP3:** Reducing the number of accidents and incidents in pilotage activities carried out in ports and navigation routes, through training and application of corrective actions.
- AP4:** Reducing the number of observations arising from inspections of Chilean and foreign vessels, through the application of dissemination and training measures for the vessel crews and shipping companies.
- AP5:** Strengthening knowledge and training of workers in the maritime industry, regarding safety and security of vessels, port facilities and maritime services.
- AP6:** Reducing the number of incidents related to the protection of people and goods in the maritime industry, controlling the risks of the activity and preventing crime.





Strategic Goal No. 2 (SG2): “To protect the sustainability of resources and preserve the marine environment”.

Expected Action Plans (AP):

AP1:

Optimizing the preparation of the response to environmental contingencies resulting from accidents and incidents of national and foreign vessels in national jurisdiction waters, through the application of the provisions set forth in International Conventions.

AP2:

Strengthening the inspection of national and foreign vessels with respect to the application of the provisions of the MARPOL Convention, with special attention to the sustainable use of marine biodiversity.

AP3:

Strengthening the activities of fight against Illegal, Unreported and Unregulated (IUU) fishing, by taking preventive and operational actions to reduce the volumes of captured resources, not complying with the Fisheries Management measures ordered by the competent Fisheries Authority or in contravention of conservation measures laid down by International Conventions to which Chile is a Party.

AP4:

Increasing control over the sources of dumping of vessels and land-based discharges that damage the marine environment and biodiversity, by the application of national and international instruments.

AP5:

Ensuring the application of measures to reduce greenhouse gas emissions from ships, with a view to reducing the maritime industry CO2 tonnage release to the atmosphere.

Strategic Goal No. 3 (SG3): “To reinforce the maritime training”.

Expected Action Plans (AP):

- AP1:** Updating Seafarers’ Study Programs, so as to comply with the provisions of the international instruments and their application to the national reality.
- AP2:** Strengthening the system of audits to the bodies and institutions that deliver training courses for seafarers and port workers.
- AP3:** Enhancing training and specialization of vessel inspectors, maritime auditors and officers responsible for the Flag State and Port State control.
- AP4:** Enhancing training and specialization of maritime accidents investigators.
- AP5:** Fostering the participation of women and equality of opportunities in the national maritime industry, through the dissemination and promotion of concrete measures.





Strategic Goal No. 4 (SG4): “To reinforce the maritime legal framework”.

Expected Action Plans (AP):

- AP1:** Enhancing the institutional structure of the National Maritime Administration, in order to give legal formality to the National Maritime Administration Coordinating Committee.
- AP2:** Optimizing, through the Ministry of Defense, the processes of creation and updating of laws and regulations, to allow for the timely and effective implementation of the ratified international instruments.
- AP3:** Strengthening and optimizing instructions and guidelines regarding the standards and procedures for summary investigations of maritime accidents and casualties, and for the determination of liabilities and corresponding sanctions.

Strategic Goal No. 5 (SG5): “To strengthen measures for the facilitation of shipping”.

Expected Action Plans (AP):

- AP1:** Optimizing coordination between all the public and private bodies engaged in the maritime trade management, facilitating the ship-shore interface.
- AP2:** Increasing measures of maritime trade facilitation, through the study of processes for monitoring vessels, cargoes, people and port information.
- AP3:** Cooperating with the Ministry of Transportation and Communications in the update of the national legislation on shipping and port activity, bearing in mind transportation policies, aligned with sustainable use and competitiveness.
- AP4:** Developing the necessary technology for the National Maritime Authority to decrease bureaucracy and foster shipping facilitation.





Strategic Goal No. 6 (SG6): “To strengthen participation in forums and relevant international bodies”.

Expected Action Plans (AP):

AP1:

Reinforcing the representation and participation of national delegations of the Maritime Authority in forums and international bodies, where maritime and port instruments are adopted, taking a leading role in safeguarding the interests of the country.

AP2:

Coordinating the national actors of the maritime field that attend IMO technical meetings, with a view to adopting a country position in related international forums.

AP3:

Enhancing coordination and communication of the National Maritime Administration Coordinating Committee, in order to conduct an effective analysis and monitoring of the emerging topics in forums and international bodies.

With the purpose of contributing to the General Principles and Strategic Goals raised, this Maritime Strategy is also aligned with the following Specific Strategic Plans of the National Maritime Authority: 2019-2030 Long-term Maritime Management Plan (Pacific Plan, 12 years) and 2019-2022 Medium-term Pacific Sea Plan (4 years). The latter contains the guidelines for the optimization of the Maritime Public Service management, considering specific guidance at international level, as well as several plans that contribute to the principles, goals and action plans of this Maritime Strategy.

V.- ASSESSMENT OF THE STRATEGY

This Maritime Strategy has been prepared for the 2021-2025 term and will be reviewed and updated every four years. In addition, this strategy will be assessed annually through the internal audit scheme of the Headquarters Maritime Administration (DIRECTEMAR), according to a performance measurement system based on Key Performance Indicators (KPI), associated to the Strategic Goals presented and their corresponding expected Action Plans. The results of the assessment will be submitted annually to the National Maritime Administration Coordinating Committee, seeking to establish the necessary corrective measures and actions.

The Headquarters Maritime Administration will propose the Key Performance Indicators and the National Maritime Administration Coordinating Committee will approve them. The list of key indicators is not unquestionable and the Committee will review it annually to establish the respective parameters, suggest their modifications and analyze their performance.

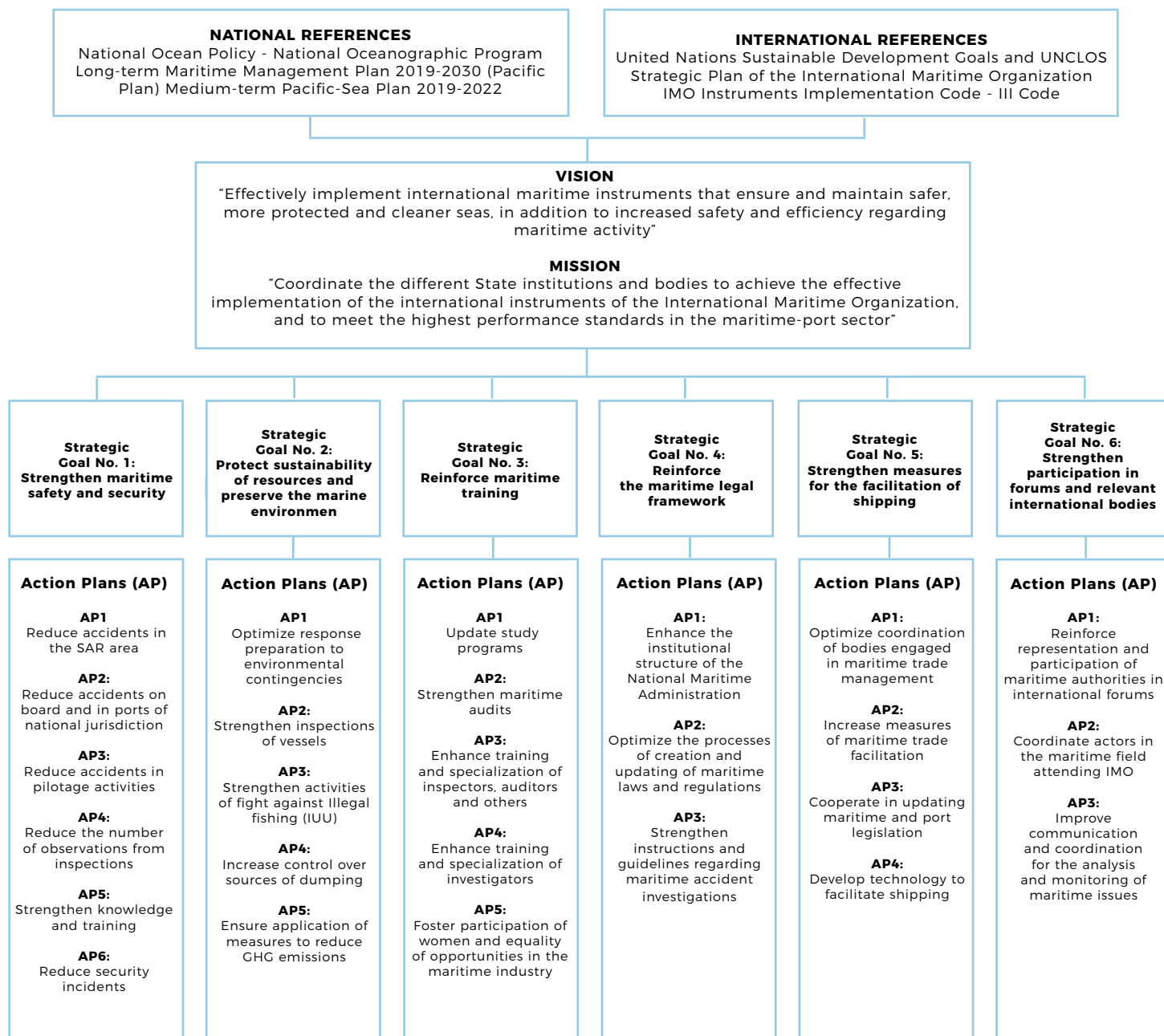
VI.- QUALITY CONTROL SYSTEM

Recognizing the need to maintain a Quality Management System for this Maritime Strategy, it is stated that during the first year of its implementation (2021), after formalization, the Quality Control System will be reviewed by internal auditors of DIRECTEMAR, taking as fundamental reference the "IMO Instruments Implementation Code (III Code)" and the "Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)". The designated auditors shall submit an official report to the Headquarters Maritime Administration by November 2021. Subsequently, the convenience of implementing a certification system pursuant to the standards of the International Organization for Standardization (ISO) and the National Institute for Standardization (INN) will be determined.



ANNEX "A"

GENERAL STRATEGY DIAGRAM OF THE NATIONAL MARITIME ADMINISTRATION







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