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**Statement by Mr Kitack Lim, Secretary-  
General of the International Maritime  
Organization, formulated at the Opening  
Ceremony of the 122<sup>nd</sup> Session of the  
International Coffee Council on  
17 September 2018**

Excellency, ladies and gentlemen,

I am delighted to welcome you and the International Coffee Organization Council to the IMO Headquarters.

This year, we have been celebrating 70 years since the IMO Convention was adopted. Our World Maritime Day theme, "IMO 70: Our heritage: better shipping for a better future", has allowed us to reflect on past achievements and look to the future.

Back in the 1960s, the IMO Secretariat was located in Berners Street, central London – just above the offices of the International Coffee Organisation at the time. Distinguished delegates were assured of the best coffee in London. It has been said that this helped fuel a tradition of hugely productive coffee breaks during IMO meetings! I trust that the IMO coffee today has been to your liking.

There is much to link our two organizations. IMO regulates maritime transport – which is the backbone of global trade. This is of crucial importance to the world of coffee, which relies on safe, secure and efficient shipping. Latest figures suggest that over 70 per cent of world coffee production is exported. Every year the equivalent of 342,000 20ft containers, on average, are shipped from more than fifty producing countries.

The development of IMO's comprehensive regulatory regime over the past decades has helped ensure safe delivery of coffee and other seaborne trade. The total seaborne trade annually is a staggering 10 billion tons. IMO regulations cover everything from ship safety

including design and construction; safe packing of containers and measures to avoid loss of containers at sea; training of seafarers to minimum global standards; maritime security and a whole suite of environmental protection measures.

IMO also promotes efficient shipping through its Facilitation Convention, which addresses the ship/port interface to ensure smooth flow of trade by ship.

Efficient trade facilitation can help reduce transport costs – clearly an important consideration for the coffee business. And this can contribute to sustainable development.

The quest for sustainable development is at the heart of so much that the United Nations is seeking to achieve, through the United Nations Sustainable Development Goals. As a very proud and active member of the UN family, IMO is also fully engaged in those efforts. Indeed, international shipping is inherently indispensable for economic growth and sustainable development and therefore directly and indirectly plays a role in all of the SDGs.

At the heart of IMO's ambitions to support sustainable development is the Integrated Technical Cooperation Programme which is designed to assist governments which lack the technical knowledge and resources that are needed to operate a shipping industry safely and efficiently. The responsibility to implement IMO regulations lies with governments – but IMO as an organization has a responsibility to support those who need assistance. IMO's technical assistance programme has a focus on capacity-building and training.

I am pleased to note that you are focusing on SDG 5 this year with the theme of gender equality and the role of women in the coffee industry. IMO's own gender programme has been running for some thirty years, facilitating the establishment of regional associations for women in the maritime sector and encouraging IMO Member States to open the doors of their maritime institutes to enable more women to train alongside men.

Next year, in 2019, "Empowering Women in the Maritime Community" has been selected as the World Maritime Day theme. This will provide an opportunity to raise awareness of the importance of gender equality and to highlight the important contribution of women all over the world to the maritime sector.

In 2019, IMO will be focusing on climate change. Environmental issues are always high on our agenda. IMO quickly moved in the 1970s from focusing largely on ship safety issues, to embracing the green challenges facing the planet. IMO and the shipping industry have worked hard to reduce oil spills from ships and stop pollution of the seas from sewage and garbage from ships. More recently, IMO has adopted measures to cut greenhouse gas emissions, to reduce the sulphur content of ships' fuel oil and to require strict ballast water management,

to prevent the spread of harmful aquatic invasive species. You could also add to these the adoption of the Polar Code, our involvement with the Global Partnership on Marine Litter and our leadership role in several global projects designed to promote green technologies.

Earlier this year, IMO adopted an Initial Strategy for reducing greenhouse gas emissions from international shipping. This historic agreement provides a clear commitment to a complete phase out of GHG emissions from ships, a specific linkage to the Paris Agreement and a series of clear levels of ambition including at least a 50 per cent cut in emissions from shipping by 2050, compared to 2008. The focus now is on developing an action plan to implement the GHG Strategy.

We live in challenging times and it is incumbent on all sectors to do what they can to promote sustainable development and drive forward positive change. We are all in this together. Trade in coffee would not happen without the maritime industry. And shipping is there to meet the demands of world trade.

IMO will strive to ensure shipping continues to make its contribution to sustainable growth in a way that meets modern society's expectations about safety, the environment and social responsibility. I believe that increased communication and collaboration between the shipping, port and logistics industries as well as specific trades will be vital to enhance the efficiency and sustainability of shipping.

Ladies and gentlemen,

I will conclude by wishing you all stimulating discussions in your meetings this week. I look forward to future collaboration.

Thank you.