PANEL VII:
COMMERCIAL SHIPPING
IN THE REGION
INTRODUCTION

The terrorist attacks against the United States on September 11, 2001, had profound effects in most every aspect of life, including transport at sea. Immediately following the attack, the United States addressed the 22nd International Maritime Organization (‘‘IMO’’) General Assembly and called for the adoption of new measures to improve security on the seas. The IMO, with little haste, responded with the adoption of Assembly resolution A.924 (22), which called for a review of the existing international legal and technical measures to prevent and suppress terrorist acts against ships at sea and in port facilities, and to improve security aboard and ashore. ¹ Shortly thereafter, a Diplomatic Conference on Maritime Security was held at the London headquarters of the International Maritime Organization (IMO) from December 9-13, 2002. The Diplomatic Conference resulted in the amendment of Chapter XI of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, introducing regulation XI-2, Special Measures to Enhance Security, and the new International Ship and Port Facility Security Code (ISPS Code). ²

The amended SOLAS regulation XI-2 and the new ISPS Code went into effect July 1, 2004. ³ Undoubtedly, implementation and State practice of the amended regulation and new Code will over time raise questions of both a legal and technical nature. Nevertheless, regulation XI-2 and the ISPS Code introduced for the first time measures intended to prevent the occurrence of a terror incident against a ship or a port facility. Given that some 80 percent of the world’s trade is carried by sea, the security of shipping is of the utmost concern for the world over. Yet, it was only until

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