

PROCESO SELECTIVO PARA INGRESO, POR EL SISTEMA GENERAL DE ACCESO LIBRE Y PROMOCIÓN INTERNA, EN EL CUERPO ESPECIAL FACULTATIVO DE MARINA CIVIL, CONVOCADO POR RESOLUCIÓN DE 4 DE DICIEMBRE DE 2017, DE LA SUBSECRETARÍA.

SEGUNDO EJERCICIO. PARTE A. PRUEBA ESCRITA – REDACCIÓN

Redacción en inglés, sin diccionario, durante un tiempo máximo de treinta minutos, del siguiente tema:

“MARINE CASUALTIES AND MARINE INCIDENTS.”

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SEGUNDO EJERCICIO. PARTE A. PRUEBA ESCRITA – TRADUCCIÓN

IMO's contribution to sustainable maritime development

Maritime transport is essential to the world's economy as over 90% of the world's trade is carried by sea and it is, by far, the most cost-effective way to move en masse goods and raw materials around the world.

Maritime activity has a key role to play in the alleviation of extreme poverty and hunger as it already provides an important source of income and employment for many developing countries, such as the supply of seagoing personnel and ship recycling, shipowning and operating, shipbuilding and repair and port services, among others.

The International Maritime Organization (IMO) is the United Nations (UN) system's regulatory agency for the maritime sector. Its global mandate is "safe, secure, environmentally sound, efficient and sustainable shipping through cooperation". IMO pursues that mandate by adopting international maritime rules and standards that are then implemented and enforced by Governments in the exercise of flag, port and coastal State jurisdiction.

IMO's rules and standards are accepted by Governments and the global shipping industry because they provide a single, universal framework governing maritime operations and ensure the efficient, safe and environmentally friendly carriage of global trade.

Many developing countries cannot yet give full and complete effect to IMO's instruments. For this reason and, as mandated by the Convention that created IMO, the Organization has established an Integrated Technical Co-operation Programme (ITCP), with the sole purpose of assisting countries in building up their human and institutional capacities for uniform and effective compliance with the Organization's regulatory framework.

By fostering capacity-building in the maritime sector, the ITCP helps countries to ensure safe, secure and effective shipping services and protect their waters and coasts from the environmental degradation caused by ships and other maritime-related activities. IMO's technical co-operation programme contributes, therefore, to sustainable socio-economic development.

IMO's technical co-operation programme began in the 1960s. During the late 1990s, IMO's Technical Co-operation Committee (TCC) comprehensively reformed the technical co-operation work of the Organization in order to increase its effectiveness. The reform provided a policy framework for the preparation, design and implementation of the ITCP, covering the following key principles:

- ownership of the project development and implementation process rests with the recipient countries themselves;
- IMO's regulatory priorities are systematically integrated into the programme-building process;
- the ITCP promotes the development of human and institutional resources in the maritime sector, on a sustainable basis, including the advancement of women;
- the ITCP promotes regional collaboration and technical co-operation among developing countries;
- IMO builds partnerships with Governments, industry and international development aid agencies to ensure appropriate funding for the ITCP;
- IMO also seeks to mobilize regional expertise and resources for its technical assistance activities;
- the ITCP is coordinated with other development aid programmes in the maritime field in order to maximize the benefits of combined efforts and resources; and
- IMO ensures, through monitoring systems and impact assessment exercises, that programme targets are met and that lessons learned are transferred back to the programme-building process.

On IMO's work agenda, there has been a continuing and growing emphasis placed on marine environmental protection. Matters such as improved ships' ballast water management methods to tackle invasive species, the prevention of air pollution from ships, greenhouse gas emissions and the recycling of ships are being addressed.

Since "9/11", maritime security has become an integral part of IMO's responsibility. In February 2002, IMO launched a global technical co-operation programme on maritime security, 11 months before the adoption of special measures to enhance maritime security designed to counter acts of terrorism and enable ships and port facilities to co-operate to detect and deter acts that threaten security in the maritime transport sector. Moreover, the alarming escalation of acts of piracy in waters off the coast of Somalia and in the Gulf of Aden has, since the latter half of 2008, put the public spotlight on the plight of seafarers.

To ensure the further enhancement of the effective implementation of IMO instruments by Member States, IMO has created the Voluntary IMO Member State Audit Scheme. Regional training courses for auditors have been organized to assist developing countries in their preparation for, and participation in, the Audit Scheme. Another significant issue being dealt with is how IMO can make a positive contribution to the achievement of the MDGs. It has been identified that IMO's technical co-operation activities can contribute to at least five of the MDGs. It can help to eradicate extreme poverty and hunger; to promote gender equality and empower women; to combat HIV/AIDS, malaria and other diseases; to ensure environmental sustainability; and to develop a global partnership for development.

To address the shortage of qualified merchant navy officers, it is important to reverse the trend and to portray shipping as an industry that can provide a career path that matches the aspirations of the ambitious and capable young people it urgently needs to attract and retain. If the global pool of competent and efficient seafarers, who are properly qualified and certified, is to meet demand, then seafaring must be presented to young generations as a viable career choice for individuals of the right calibre. For this very purpose, a "Go to sea!" campaign was launched in 2008 in collaboration with the International Labour Organization and industry organizations.

The importance of the ITCP increases with every new instrument adopted by IMO and with the identified linkage with the MDGs. However, there are concerns about IMO's capacity to meet the growing needs of developing countries for technical assistance and, in particular, the long-term financial sustainability of the ITCP. The challenge for IMO is to ensure an equitable and sustainable means of funding the ITCP and to improve its effectiveness.