

5. Multilateral Trade and Transport Commitments

5.1 International Maritime Organisation

Conventions and Protocols Subscribed to	Djibouti	Eritrea	Ethiopia	Kenya	Somalia	Sudan
IMO Convention 48	X	X	X	X	X	X
SOLAS Convention 74	X	X	X	X	X	X
SOLAS Protocol 78			X	X		
SOLAS Protocol 88		X		X		
LOAD LINES Convention 66	X	X	X	X	X	X
LOAD LINES Protocol 88		X	X	X		
TONNAGE Convention 69	X	X	X	X	X	
COLREG Convention 72	X	X	X	X	X	
CSC Convention 72				X	X	
Cape Town Agreement 2012				X		
STCW Convention 78	X	X	X	X		
STCW-F Convention 95				X		
SAR Convention 79	X			X		
IMSO Convention 76				X		
INMARSAT OA 76				X		
FACILITATION Convention 65				X		
MARPOL 73/78 (Annex I/II)	X			X	X	X
MARPOL 73/78 (Annex III)	X			X	X	
MARPOL 73/78 (Annex IV)	X			X	X	
MARPOL 73/78 (Annex V)	X			X	X	
MARPOL Protocol 97 (Annex VI)				X		
London Convention 72				X		
London Convention Protocol 96				X		
INTERVENTION Convention 69	X					
CLC Convention 69	D			D		
CLC Protocol 92	X			X		
FUND Protocol 76						
FUND Protocol 92	X			X		
LLMC Protocol 96				X		
SUA Convention 88	X		X	X	X	
SUA Protocol 88	X			X	X	
SUA Convention 2005	X					
SUA Protocol 2005	X					
SALVAGE Convention 89	X			X		
OPRC Convention 90	X			X	X	
HNS Convention 96			X			
OPRC/HNS 2000	X					
BUNKERS CONVENTION 01	X		X	X		
ANTI FOULING 2001			X	X		
BALLASTWATER 2004				X		
NAIROBI WRC 2007				X		

Table 5.1: IMO Conventions and Protocols Subscribed to

The International Maritime Organisation (IMO) is the United Nations specialised agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships.

IMO is the global standard-setting authority for the safety, security and environmental performance of international shipping. Its main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented.

Although Ethiopia does not have direct access to the sea, it does have a merchant fleet and is an active member of the IMO. **Table 5.1** shows the conventions that Ethiopia (and Kenya, Djibouti, Eritrea, Sudan and Somalia, where the ports Ethiopia uses are) has ratified.

Of particular relevance to trade logistics is the decision by IMO members to first of all digitise the FAL forms (IMO General Declaration (FAL form 1); Cargo Declaration (FAL form 2); Ship's Stores Declaration (FAL form 3); Crew's Effects Declaration (FAL form 4); Crew List (FAL form 5); Passenger List (FAL form 6); and Dangerous Goods (FAL form 7)) and then for each IMO member to establish a digitised Maritime Single Window which is based on the digitised FAL forms. However, although Ethiopia is considered to be a

maritime nation and is an IMO signatory and has a merchant fleet, the merchant fleet does not have a home port so vessels coming into ports with cargo destined for Ethiopia, and Ethiopian vessels, will be required to submit digitised data to the port authorities on entry to these ports. Therefore, although Ethiopia is an IMO member it is assumed that it is not required to comply with the FAL convention to establish a digitised Maritime Single Window, although the Ships' Masters of vessels flying an Ethiopian flag will need to comply with the requirements of the digitised national maritime single window of the port of entry.

5.2 World Customs Organisation

In international trade Customs plays a critical role, not only in providing expedited clearing processes but also in implementing effective controls that secure revenue, ensure compliance with national laws, and ensure security and protection of society. The efficiency and effectiveness of Customs procedures has a significant influence on the economic competitiveness of nations and in the growth of international trade and the development of the global marketplace.

The efforts of the World Customs Organisation (WCO) are focused at simplifying and standardising Customs practices across its Member administrations. Trade facilitation, in the WCO context, means the avoidance of unnecessary trade restrictiveness. This can be achieved by applying modern techniques and technologies, while improving the quality of controls in an internationally harmonised manner.

The International Convention on the simplification and harmonisation of Customs procedures (as amended), known as the Revised Kyoto Convention (RKC) is the WCO's main trade facilitation, and so trade logistics, set of enforceable guidelines. The Convention elaborates several key governing principles- chief among these are the principles of:

- transparency and predictability of Customs actions;
- standardisation and simplification of the goods declaration and supporting documents;
- simplified procedures for authorised persons;
- maximum use of information technology;
- minimum necessary Customs control to ensure compliance with regulations;
- use of risk management and audit-based controls;
- coordinated interventions with other border agencies; and
- partnership with the trade.

The RKC promotes trade facilitation and effective controls through its legal provisions that detail the application of simple yet efficient procedures. The revised Convention also contains new and obligatory rules for its application which Ethiopia, along with all Contracting Parties, must accept without reservation.

The RKC comprises the Convention, the General Annex and Specific Annexes relating to specific Customs procedures and practices and the legal text of each annex is accompanied by Guidelines, the texts of which are not binding upon Contracting parties.

5.3 World Trade Organisation

Ethiopia has expressed an interest in being a World Trade Organisation (WTO) Member and the process of accession to the WTO has started, with a Working Party established on 10th February 2003. The Working Party met for the fourth time in January 2020. Since the establishment of the Working Party, under the Multilateral Process, a Memorandum on the Foreign Trade Regime, which provides a comprehensive summary of Ethiopia's foreign trade regime, including relevant statistical data, and a Factual Summary (which documents the written questions asked by other WTO members on the Memorandum on the Foreign Trade Regime and the answers provided, but the Working Party Report has not yet been prepared. Under the Bilateral Process, Ethiopia has prepared initial goods and services offers and bilateral negotiations on goods and services have started, but draft goods and services schedules have yet to be prepared.