

Maritime
Chile



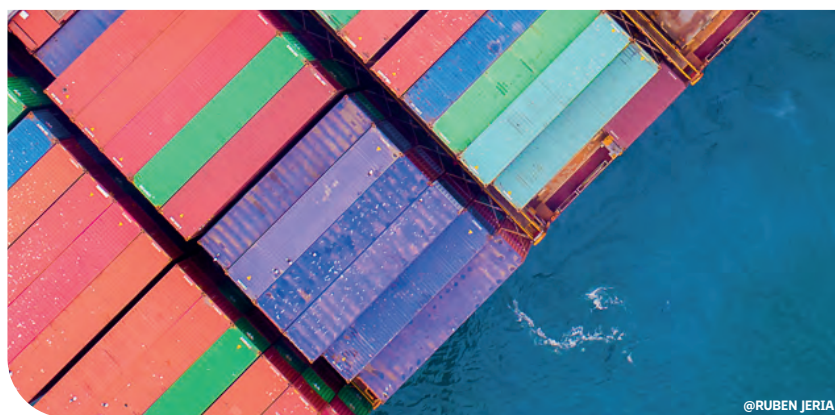
AIDE MEMORIE

Candidature of Chile to the Council of the
International Maritime Organization



2026 - 2027

Maritime Chile



@RUBEN JERIA



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SUSTAINABLE
DEVELOPMENT GOALS

5

GENDER
EQUALITY



13

CLIMATE
ACTION



14

LIFE
BELOW WATER



17

PARTNERSHIPS
FOR THE GOALS



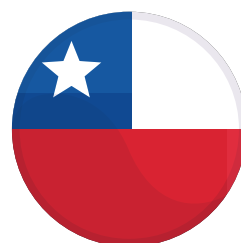


CHILE AIDE MEMOIRE

The Republic of Chile presents its candidature for re-election to Category 'C' of the International Maritime Organization (IMO) Council for the period 2026-2027, reaffirming its interest and willingness to continue contributing to the mission and objectives of the Organization.

We Chileans have built a nation by the ocean, a State with clear commitments and objectives for its security, protection, conservation and care of the oceans and their ecosystems. We are consistent with our history and vocation, characterized by participation in the ocean economy, by projecting our country as a gateway to the Pacific Ocean and the Antarctic Continent, and, furthermore, for having been for many decades a relevant actor in the negotiations on the Law of the Sea.

Our country has been the driving force behind the creation and approval of the Agreement on Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ) being one of the pioneers in depositing its instrument of ratification at the United Nations. Without this treaty, there is no way we can protect the high seas.





CHILE, A MARITIME COUNTRY

Due to its geographical configuration, the ocean is a vital part of Chile's present and future, our nation has established a historical relationship with the sea, the ocean being an important basis for its social, economic and cultural development. 95% per cent of Chile's foreign trade is transported by sea, through a fleet manned by trained seafarers, in accordance with IMO standards, and whose tonnage continues to be of importance in the region.

The international governance of marine resources is at the core of our foreign policy, with 43% of our jurisdictional waters under some form of protection scheme, and we actively participate in promoting the conservation and sustainable use of the ocean and its resources in different multilateral forums and regional fisheries organizations.

Chile has an Ocean Policy and an Ocean Program that provide all relevant national sectors with strategic guidelines, orientations, priorities and interests in the ocean, in accordance with the reality of the country, covering areas such as Conservation, Economic Development, Security, Territory and Scientific Development.

Maritime
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CHILE, MARITIME SAFETY AND SECURITY

Chile endeavors to safeguard international shipping in one of the world's largest areas of SAR responsibility, along its 4,300 km of Pacific coastline. The Chilean Maritime Authority is pleased to be able to offer assistance to seafarers in meteorology, hydrography, oceanography, maritime signaling and search and rescue. Its network of navigational aids and maritime radio stations, as well as its 174 port and channel pilots, contribute to maritime safety and security in the South Pacific, the Strait of Magellan and the Drake Passage.

Given Chile's history and geographical proximity, it is perhaps not surprising that the country has been present uninterruptedly in the Antarctic Continent since 1947, with the Hydrographic and Oceanographic Service of our Navy, producing reliable nautical charts, in

coordination with other member countries of the Hydrographic Commission on Antarctica (HCA) of the International Hydrographic Organization (IHO). As of July 2024, we have the largest Antarctic scientific vessel built in national shipyards and in South America, which operates in the icy waters of the Chilean Antarctic territory, to support scientific research and consolidate the national presence in the polar continent.

Safety and security at our ports is a priority, with 99 public and private ports, terminals, piers and ramps, most of them certified in accordance with the IMO International Ship and Port Facility Security Code (ISPS).



CHILE, PROTECTING THE MARINE ENVIRONMENT

Chile continues on its path towards carbon neutrality and resilience, and is committed to update the 2025 Nationally Determined Contributions (NDCs). National institutions are working to strengthen effective greenhouse gas (GHG) monitoring to obtain increasingly accurate estimates of the impact of measuring, capturing and reducing emissions, including the maritime transport sector.

Our representation at IMO maintains a leading role in the monitoring and study of the issues of energy efficiency of ships and the prevention of atmospheric pollution. Likewise, our contribution to the study of the impact of market measures on the least developed countries and small island States has been a relevant contribution to the discussions of the Marine Environment Protection Committee and its consequent decisions.

Chile's energy network is the second cleanest in Latin America, and it is estimated that Chile will contribute 14% of renewable capacity by 2030. Chile has made significant progress in diversifying its clean energy sources, especially wind and solar. In line with this, the first Chilean electric tugboat for Latin America was launched in December 2024, which will operate from 2025 in the south of the country.

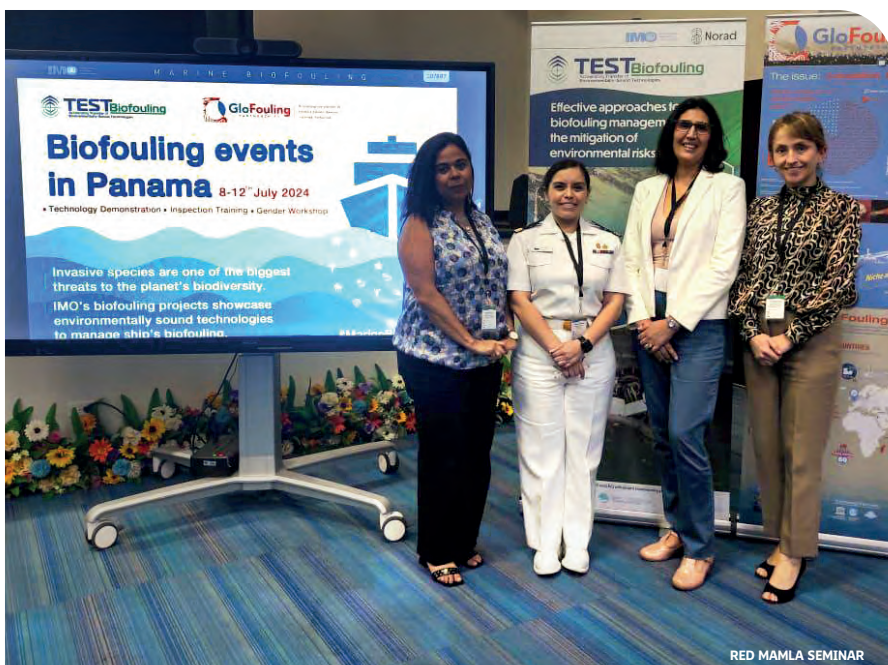


CHILE, TECHNICAL ASSISTANCE AND COOPERATION

Our country is aware that one of the key elements for the effective and global implementation of the international instruments adopted by IMO is technical assistance and cooperation. For this reason, the Chilean Maritime Authority regularly provides expert assistance to various maritime administrations in South America, Central America, the Caribbean and Africa, both bilaterally and through the Integrated Technical Cooperation Programme (ITCP) and other regional bodies.

During the 2023 - 2024 biennium, we have carried out numerous cooperation, technical assistance and exchange of experience activities in areas such as IMO audits, maritime accident investigation, navigation in polar waters, port facility security and maritime education and training skills.





CHILE AND ITS COMMITMENT TO WOMEN IN THE MARITIME COMMUNITY

Chile promotes the participation and integration of women in the maritime sector, through its leading and active role in the Network of Women Maritime Authorities of Latin America (MAMLa Network). During the last two years, women's participation has been promoted and strengthened in various international events, such as the memorialization of the International Day of Women in Maritime and the preparation of the MAMLa Network Strategy for the 2025 - 2029 term. At the national level, strategic alliances have been established with different organizations for the development of programs to promote the integration of women in the maritime-port industry. Particularly regarding those on board ships of the National Merchant Marine, whose main objective has been to make women's work in the maritime sector visible.





CHILE AND ITS CONTRIBUTION TO IMO

Chile continues to contribute to the work of IMO. For several years, a Chilean officer chaired the meetings of the Scientific Groups of the London Convention and Protocol and, currently, another Chilean officer serves as Chair of the Compliance Group under the same instrument. Similarly, our alternate representative to IMO assumed as vice-Chair of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR). Our country believes that participation in these bodies allows us to generate greater regional representation at IMO and, in turn, to contribute to the development of the strategic plan in matters of promotion and compliance with international instruments.

The permanent participation of a Chilean representative in the Board of Governors of the World Maritime University (WMU), and the

training of Chilean Officers as students of this institution are examples of our country's commitment to strengthen compliance with the international standards that have been adopted within IMO. Following the end of the pandemic, we have resumed the organization of the WMU study trip, an instance in which postgraduate students visit and learn about the roles of the main entities of the national maritime administration.

Regarding human factor, we have taken on the task of updating the IMO Model Course 1.21 'Personal Safety and Social Responsibilities,' to incorporate the competencies of prevention and response to violence and harassment, an issue of great concern to seafarers on board today.



CONCLUSION

Chile presents its candidature to the IMO Council in category "C", for the period 2026 - 2027, with the commitment to continue actively contributing with its permanent work in pursuit of the safety of human life at sea, the preservation of the oceans, their resources and their sustainability.

Our country maintains its conviction that IMO continues to be the most effective multilateral maritime forum for implementing the necessary international instruments to ensure safer, cleaner and better-known seas.



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