Dr. José Eusebio Salgado y Salgado

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Acceptance speech by Dr. José Eusebio Salgado y Salgado

I would like to thank the International Maritime Organization, and specially the members of the Council, for granting me the International Maritime Prize.

I acknowledge that I receive this award thanks to the education and academic background given to me; therefore I appreciate my country for presenting my nomination and the National Autonomous University of Mexico, because without their support I would have never obtained this important maritime global award. I would also like to thank the support and love my family has always shown.

Likewise, I ought to recognize that my twenty-year participation in this Organization from 1983 till the early 2000’s, has been of great benefit, particularly given the great challenges it has faced and yet faces up to date. Its work has been of paramount importance, and International Public Law and Maritime Law specialists are obliged to its study and to go deeper into its dissemination.

The great amount of Conventions and Protocols adopted within the IMO expresses the international concern for the human life security overseas, and for preventing pollution of the marine environment and the damage caused by maritime activities.

Furthermore, the amount of codes, manuals, resolutions and recommendations emanated from this organization has given the utmost importance to put into practice the provisions
within the compulsory legal instruments for those Member States that had either: ratified, accepted or placed the appropriate instruments.

On the other hand, the International Maritime Organization has taken care of its attributions in order to reach a global unification of Maritime Law, as well as the International Public Law, for as years have gone by, it has been enhancing two of the principles in which the search for unification lies on:

A) Treaties adoption

B) Standard texts acceptance for its inclusion by those interested parties

Should developing countries want to influence the Organization’s proceedings, they are to participate more actively in their decision-making, for which it is indispensable to send their delegations to participate in the meetings of the different IMO’s organs. Their technicians, specialists or experts must study the Conventions and Protocols intended for adoption, as well as the codes, manuals, resolutions and recommendations, so they can implement appropriate solutions to IMO’s tasks and mandate, and by all means, seeking not to impose solely on human errors the need to endorse conventions, protocols, codes or other instruments, or mandatory equipment for vessels and maritime terminals.

It is of utmost relevance to make Resolution A.500 (XII) valid, for us to find support in it not to allow amendments or modifications to any convention or protocol, without it haven’t been practically applied on a routinely basis. Meaning that it should be put into practice and allow its operation to show the imperious necessity of those changes.

Regarding cooperation, we must acknowledge and express that the IMO has always shown great interest in cooperating with developing countries in their search for practical solutions
related to human life security overseas and marine pollution prevention in addition to the application of conventions, protocols, resolutions and recommendations emanated from the Organization itself.

In order to convey and support my last statement, let us bear in mind the important work carried out by the World Maritime University, the International Maritime Academy and the International Maritime Law Institute, in preparing staff from different countries in these important technical-scientific areas.

We are not to disregard the official languages topic. Work documentation, must be at hand for all of UN's official languages: Arab, Chinese, French, English, Russian and Spanish. Keeping in mind that English, French and Spanish are the working languages in the UN and IMO; they should be used for all the IMO’s work and decision-making purposes.

We ought to recognize that the IMO has achieved and still does, its objectives and goals. Proven by the statistics that show a reduction in marine pollution caused by hydrocarbon and other dangerous and harmful substances, as well as collisions.

To sum up, I can only point out that the IMO has thoroughly fulfilled its policy to achieve safe and clean seas, and to attain a safer navigation and a cleaner sea.

Thank you very much.

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