



# IMO – the International Maritime Organization

What it is, What it does, How it works



IMO mission: safe, secure and efficient shipping on clean oceans





# IMO

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- Specialised UN agency
- Headquarters in UK since 1958
- Annual budget £30+ million
- Secretariat – 265 staff, more than 50 nationalities



## Ten largest contributors to IMO in 2014. Assessed contributions based on flat base rate with additional components based on ability to pay and merchant fleet tonnage.

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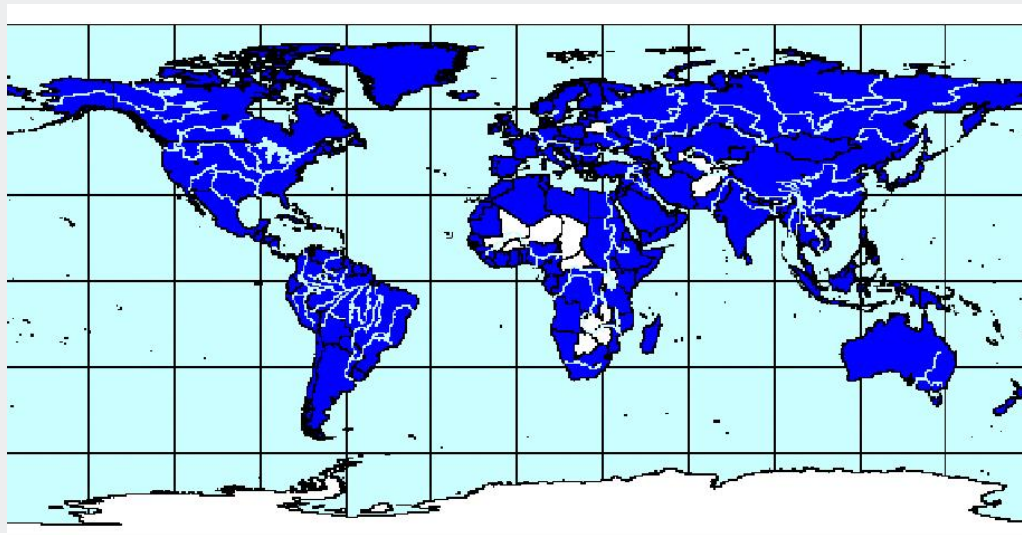
Panama	£5.44m	18.08%
Liberia	£3.14m	10.42%
Marshall Is.	£2.16m	7.17%
Singapore	£1.62m	5.38%
UK	£1.37m	4.56%
Bahamas	£1.32m	4.39%
China	£1.19m	3.95%
Malta	£1.15m	3.81%
Greece	£1.04m	3.45%
Hong Kong	£1.01m	3.36%

## IMO - global coverage

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171 Member States, three associate members

IGOs and NGOs participate as observers



## IMO at work

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- Assembly
- Council – 40 Members
- Committees:
  - Maritime Safety Committee (MSC)
  - Marine Environment Protection Committee (MEPC)
  - Legal Committee (LEG)
  - Facilitation Committee (FAL)
  - Technical Cooperation Committee (TCC)



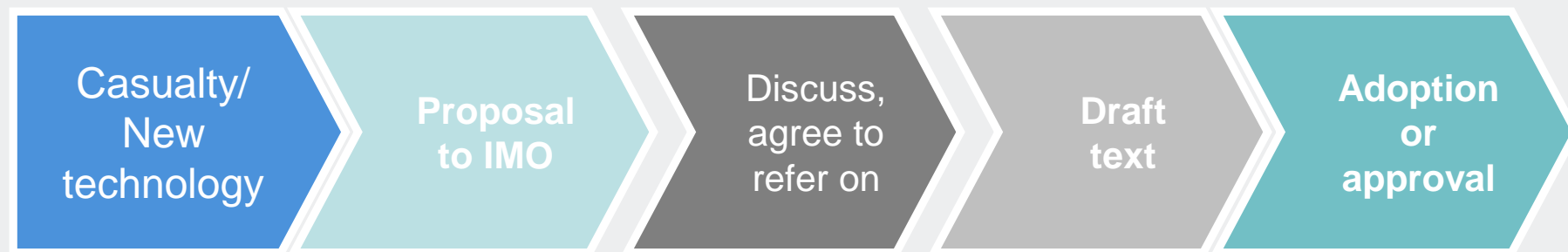
# Sub-Committees

- Sub-Committee on Ship Design and Construction (SDC)
  - Sub-Committee on Pollution Prevention and and Response (PPR)
  - Sub-Committee on Human Element, Training and Watchkeeping (HTW)
  - Sub-Committee on Ship Systems and Equipment (SSE)
  - Sub-Committee on Navigation, Communication and Search and Rescue (NCSR)
  - Sub-Committee on Carriage of Cargoes and Containers (CCC)
- Sub-Committee on Implementation of IMO Instruments (III)



## Progress of measures at IMO

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- **Proposals for new, or amendments to existing, mandatory instruments** - a **compelling need** for such amendments should be demonstrated by the proponent(s), and an analysis of the implications of such amendments, particularly those with far-reaching implications and consequential proposals for other amendments, having regard to the costs to the maritime industry, the legislative and administrative burdens involved and benefits which would accrue therefrom, should be provided.....



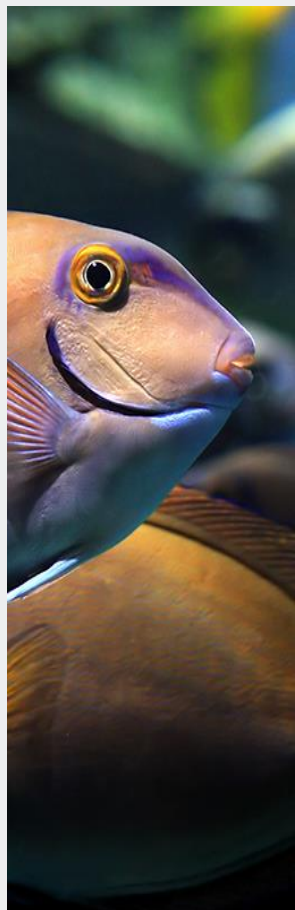
## Application to real ships

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• SOLAS	162 Parties	98.60% world tonnage
• Load Lines	161 Parties	98.59% world tonnage
• MARPOL	152 Parties	98.58% world tonnage
• COLREG	156 Parties	98.59% world tonnage
• STCW	158 Parties	98.62% world tonnage

# IMO instruments

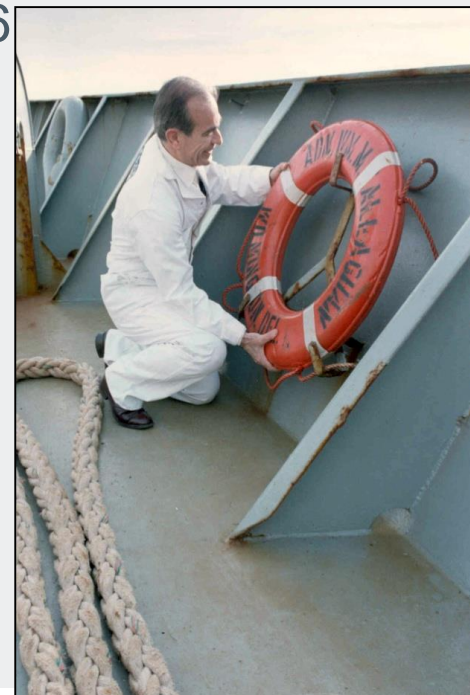
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- Some 50 IMO Conventions and Protocols
- Hundreds of codes, guidelines and recommendations
- Almost every aspect of shipping covered:
  - Design
  - Construction
  - Equipment
  - Maintenance
  - Crew

## Implementation – whose role?

- Flag States on own ship
  - classification societies
  - voluntary audit scheme  
first audits 2006; 67 Audits made so far
  - now moving to mandatory scheme, in place in 2016
  - Future cycle of audits every 7 years
- Port State Control
- IMO – no “policing” mandate

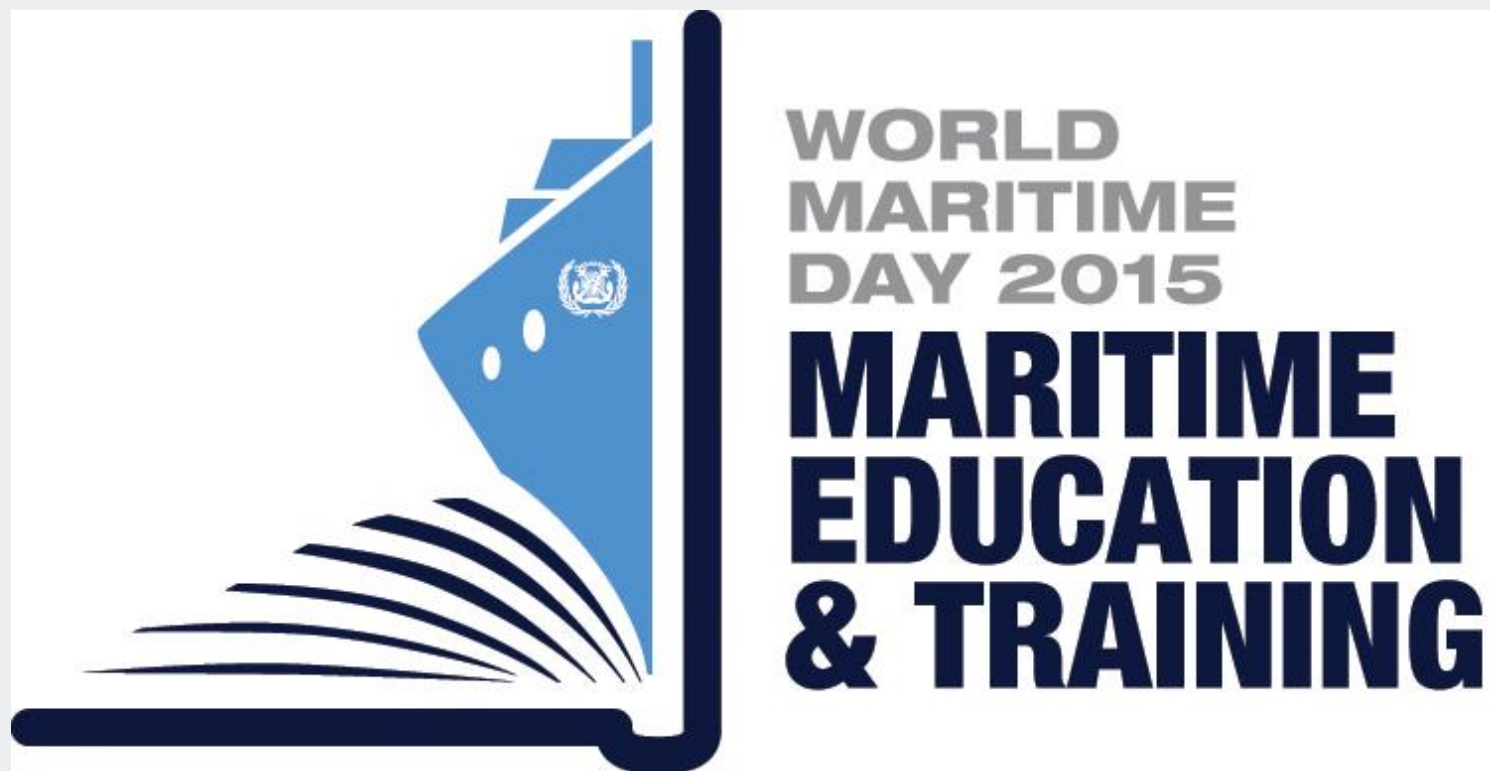


# IMO Technical co-operation

- Resource imbalance
- Needs assessment
- Donors – expertise, funding, training
- World Maritime University, IMLI







## Maritime security

Maritime security measures SOLAS XI-2  
(adopted 2002 – in force July 2004)

- ISPS Code
  - Risk assessment – level of threat
  - Ship and port security officers
  - Security plans



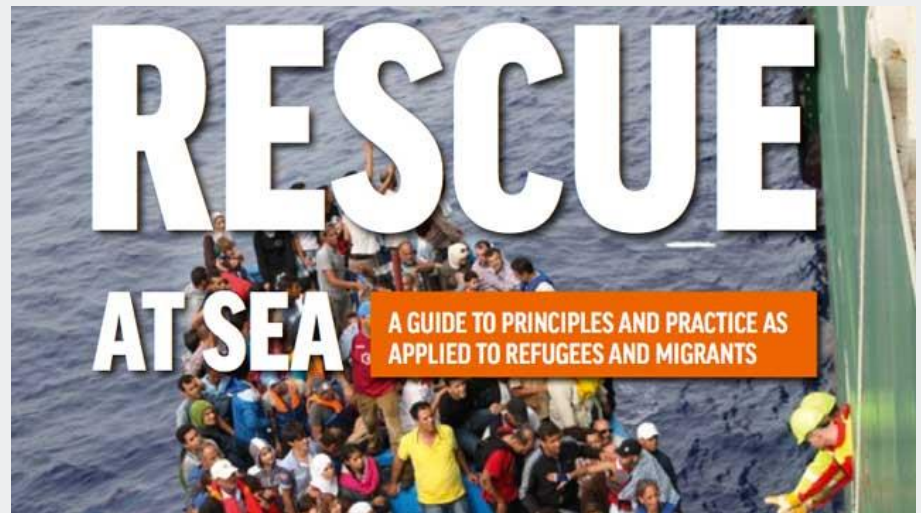
Future concerns: cyber security??

## Unsafe, mixed migration by sea

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People on unsafe vessels – significant humanitarian problem which also places burdens on coastal states and ship owners

- IMO/UNHCR/ICS guidance



Cooperation with other agencies

# Piracy



- Piracy off Somalia has declined thanks to building of capacity to address the problem, best management practices, naval patrols. (Djibouti Code of Conduct)



- Piracy in the Gulf of Guinea is a problem - capacity building is underway in the region (Code of Conduct concerning the repression of piracy, armed robbery against ships, and illicit maritime activity in west and central Africa)
- ReCAAP –Asia





## Passenger ship safety

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- Titanic – first SOLAS adopted in 1914
- 1929, 1948, 1960
- 1974 version – introduced “tacit acceptance”
- Accidents have led to revisions, also revisions due to “what might happen”, 2006 passenger ship amendments, Costa Concordia
- Sewol – domestic ferry safety
- Conference in Philippines (April 2015)

## Fishing vessel safety

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- Torremolinos Protocol 1993 - South Africa conference October 2012 adopted Cape Town 2012 agreement on implementation
- STCW-F 1995 enters into force 29 September 2012
- Thousands of lives lost annually in fishing sector worldwide
- IMO/ILO/FAO: joint work on IUU fishing and guidance



## Air pollution

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- MARPOL Annex VI
  - adopted 1997, entered into force: May 2005
  - Revised Annex VI adopted 2008, entry into force 2010
  - Progressive reductions in SO<sub>x</sub> and NO<sub>x</sub>,
  - Stricter controls in ECAs



# Greenhouse gas emissions

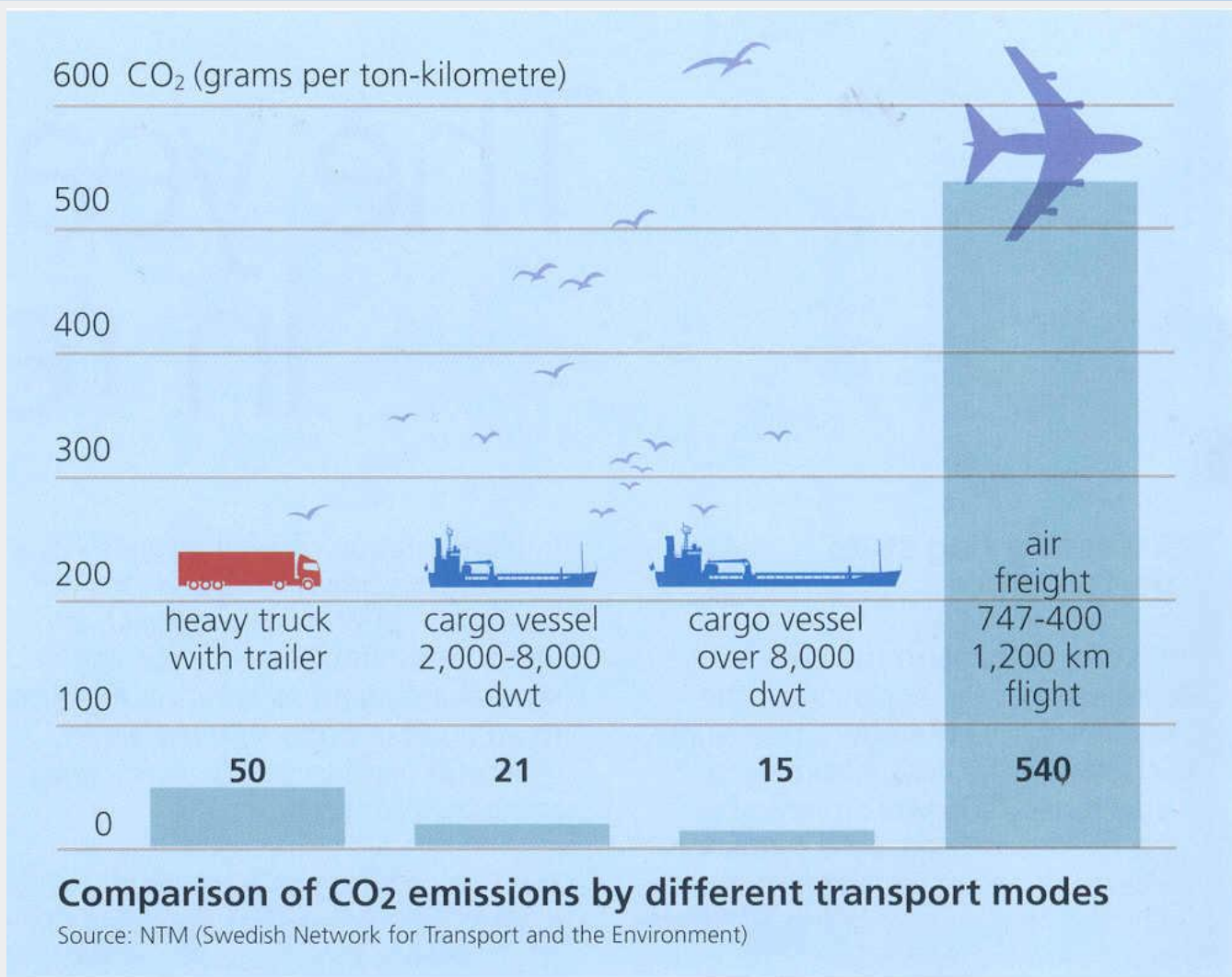
## Energy efficiency measures for ships adopted under MARPOL Annex VI



- Technical and operational measures adopted 2011, entered into force 2013
- Energy Efficiency Design Index (EEDI) for new ships
- intended to stimulate innovation and technical development of all the elements influencing the energy efficiency of a ship from its design phase
- Ship Energy Efficiency Management Plan (SEEMP)
- mandatory for new and existing ships
- SEEMP should incorporate best practices for the fuel efficient operation of ships



## Carbon footprint?



## Alien invaders in ballast water

- Problem – brought to IMO in 1988
  - micro-organisms transported to alien eco-systems in ships' ballast water, no predators; environmental damage; enter food chain



- Solution
  - **International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004**

**GloBallast** programme - collaboration between IMO, GEF, UNDP, governments and industry to assist less-industrialised countries tackle ballast water problem

## Ship recycling

- **Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009**
- Environmentally friendly disposal of old ships:
  - Most components and materials re-used
- But: safety issues for workers - hazardous materials
- Inter-agency co-operation ILO, Basel Convention





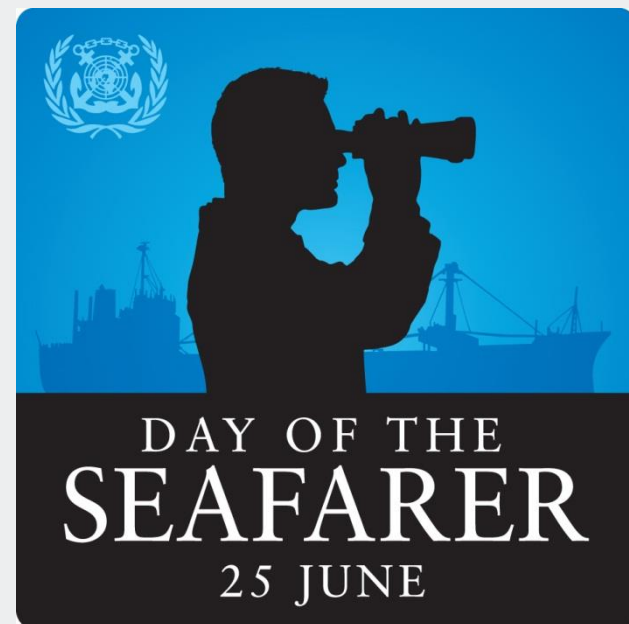
## The human element

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Complex, multi-dimensional issue

**2010 – conference adopted revised STCW Convention**

**International Day of the Seafarer – 25 June social media campaigns**





# Does it work? Lives lost....

Definition: (a) Number of lives lost (seafarers, fishers and passengers) due to safety-related<sup>1</sup> accidents and incidents on ships subject to IMO Conventions and other instruments.

i.e. **not** accidents and incidents which are due to security failures, acts of piracy and armed robbery or whose prevention is addressed by other international Conventions.

Source: IHS Fairplay (merchant vessels over 100 GT).

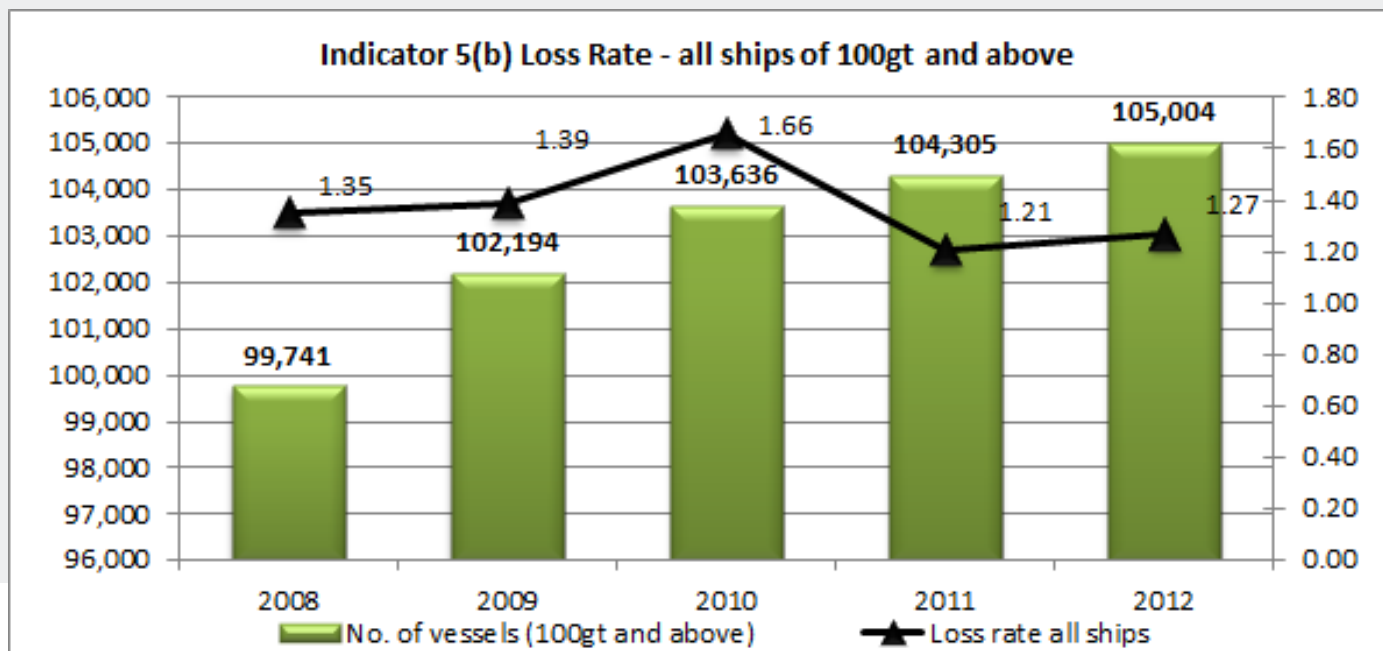
Note: The Secretariat has records of data on incidents involving fishing vessels but insufficient data provided via GISIS on fishermen's' lives lost

**Total amount of passengers and crew 2012: 2,201,120,049**  
**Ratio estimate per 1000 lives: 0.00028**

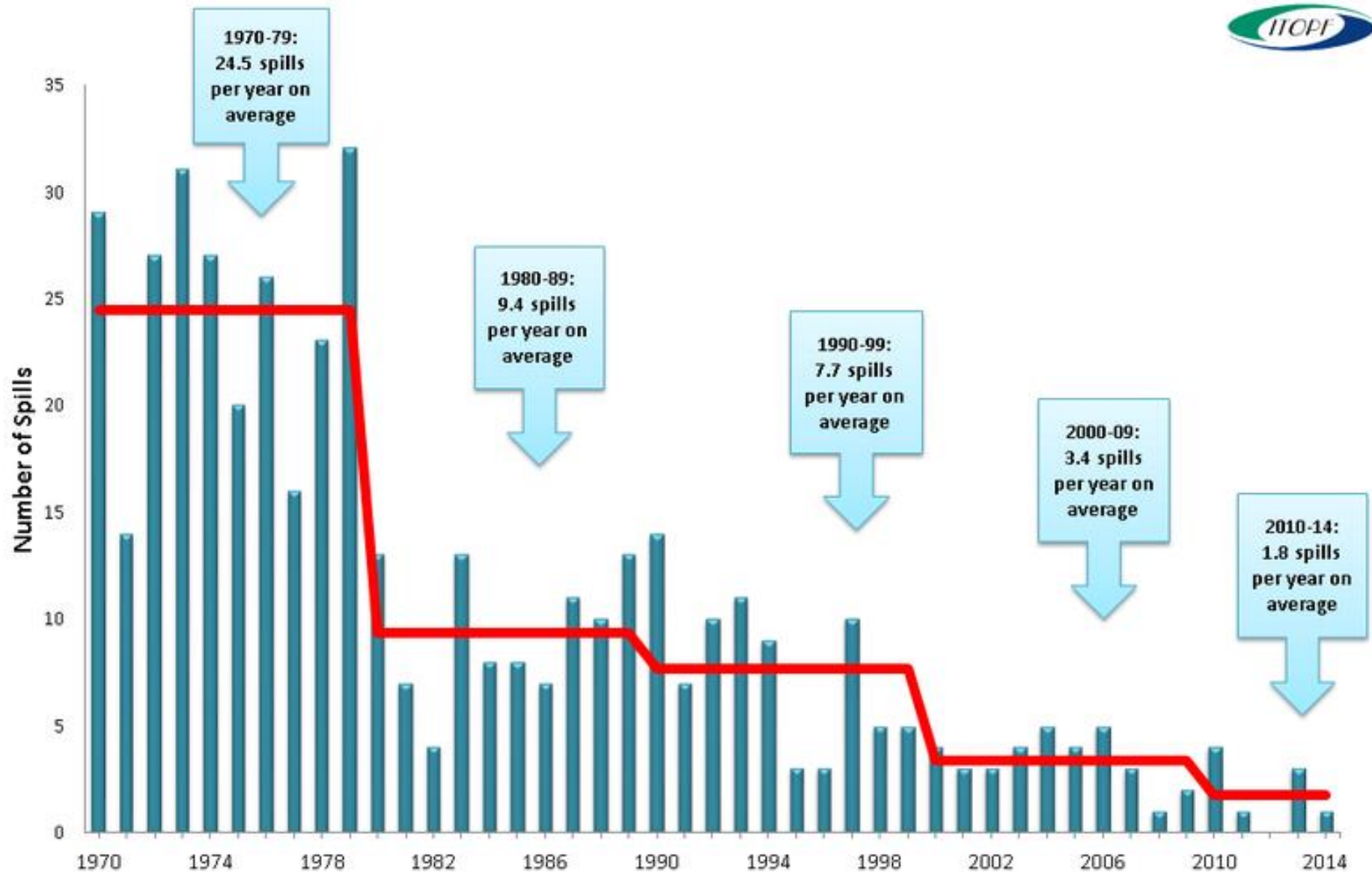
	2008	2009	2010	2011	2012
IHS Fairplay data	1,160	699	250	3,214	610
IMO	1,921	2,395	1,622	1,145	1,401

## Ship losses over the years - declining

- 1966 to 1985: more than 300 ships lost annually.
- 1990: under 200; 2000: 167 lost.
- 2,773 shipping casualties reported in 2014, only 75 were considered total losses, according to Allianz.



## Statistics – oil spills declined



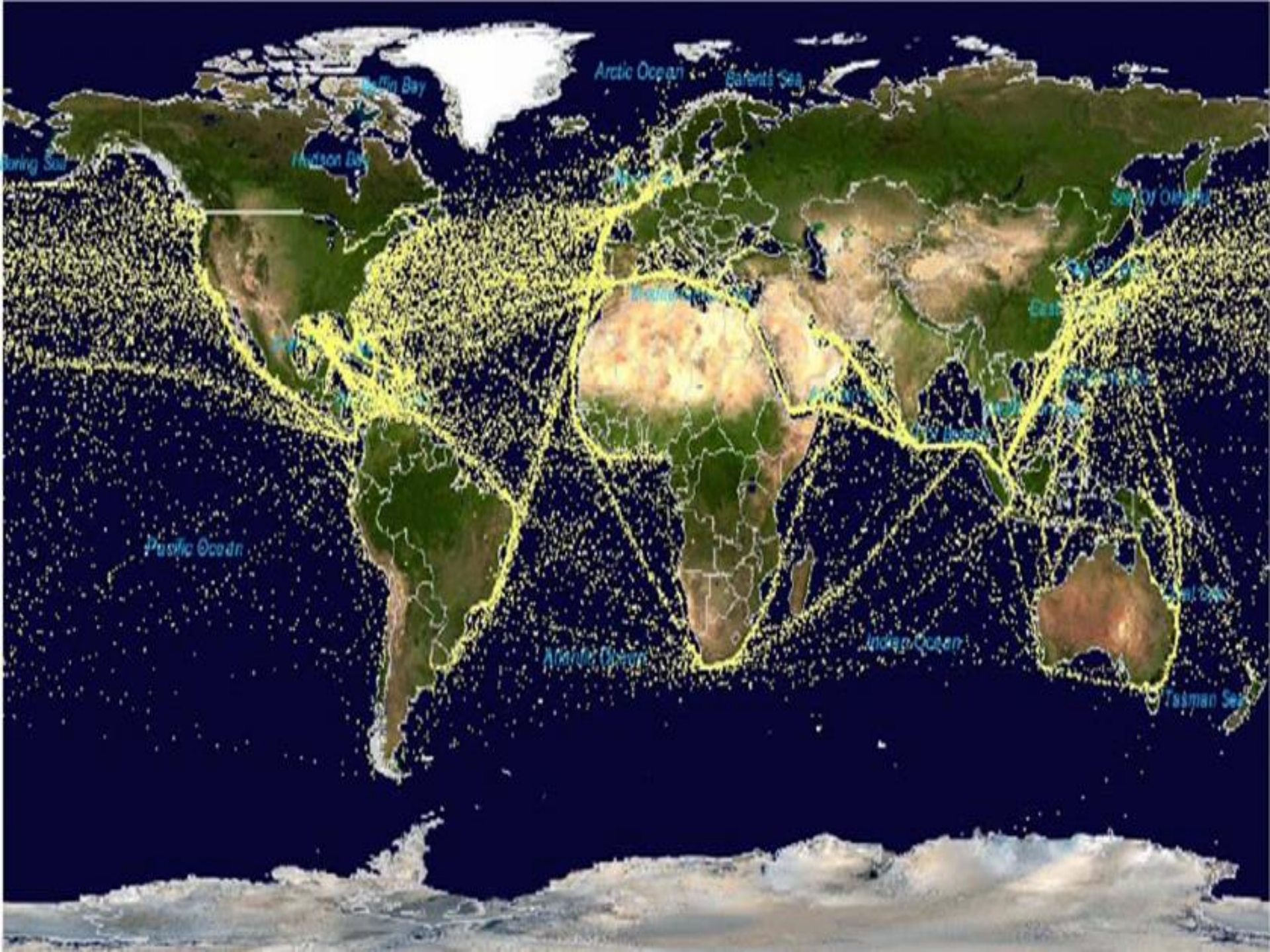
## Shipping affects us all – sustainable development

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- Nearly 90% of world trade carried by sea
  - Raw materials and commodities
  - Finished goods
  - Foodstuffs
  - Fuel
- Underpins global economy
- Safe, secure and environmentally friendly transport system







# Any questions?

Email [media@imo.org](mailto:media@imo.org)

## International Maritime Organization

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