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

- 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 2015. Assessed contributions based on flat base rate with additional components based on ability to pay and merchant fleet tonnage.

<table>
<thead>
<tr>
<th>Country</th>
<th>Contribution (£m)</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Panama</td>
<td>5.22</td>
<td>17.33%</td>
</tr>
<tr>
<td>Liberia</td>
<td>3.00</td>
<td>9.98%</td>
</tr>
<tr>
<td>Marshall Is.</td>
<td>2.41</td>
<td>7.17%</td>
</tr>
<tr>
<td>Singapore</td>
<td>1.83</td>
<td>6.06%</td>
</tr>
<tr>
<td>Bahamas</td>
<td>1.31</td>
<td>4.35%</td>
</tr>
<tr>
<td>UK</td>
<td>1.30</td>
<td>4.29%</td>
</tr>
<tr>
<td>Malta</td>
<td>1.29</td>
<td>4.27%</td>
</tr>
<tr>
<td>China</td>
<td>1.20</td>
<td>3.98%</td>
</tr>
<tr>
<td>Hong Kong, China</td>
<td>1.04</td>
<td>3.46%</td>
</tr>
<tr>
<td>Greece</td>
<td>1.01</td>
<td>3.38%</td>
</tr>
</tbody>
</table>
IMO - global coverage

171 Member States, three associate members
IGOs and NGOs participate as observers
Global standards

- International industry needs universally applied standards
- IMO - Highest practical standards applied to all vessels
- No advantage through cutting corners or unilateral higher standards
- Higher standards may be applied to own vessels
- Implementation is key
• **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

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Parties</th>
<th>Percentage of World Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOLAS</td>
<td>162</td>
<td>98.74%</td>
</tr>
<tr>
<td>Load Lines</td>
<td>161</td>
<td>98.72%</td>
</tr>
<tr>
<td>MARPOL I/II</td>
<td>154</td>
<td>98.73%</td>
</tr>
<tr>
<td>MARPOL VI</td>
<td>87</td>
<td>95.69%</td>
</tr>
<tr>
<td>COLREG</td>
<td>156</td>
<td>98.72%</td>
</tr>
<tr>
<td>STCW</td>
<td>160</td>
<td>98.77%</td>
</tr>
</tbody>
</table>
IMO instruments

• 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
  • mandatory audit scheme - audits every 7 years

• Port State Control

• IMO – no “policing” mandate
IMO Technical co-operation

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

WMU, Sweden

IMLI graduation 2016 – Malta
SOLAS first adopted in 1914 after Titanic – much has changed
Passenger ship regulations today
Current issues

• E-navigation – strategy implementation plan continues in NCSR
• GMDSS – review completed, modernization plan under development
• Security - cyber security – interim guidelines approved
• Lifeboat and launching systems – new standards for maintenance, repair, testing adopted; 1 Jan 2020 in force
• Facilitation – revised convention annex encourages “single window” concept
• Security and maritime crime – strong focus on implementation and capacity building; active on several fronts (eg Djibouti and Yaounde Codes of Conduct)
  o Maritime security as enabler for sustainable maritime development
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 - 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)

- South-east Asia – The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP).
Unsafe mixed migration by sea

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

• More than 1,000,000 people crossed the Mediterranean in 2015, against 218,000 in 2014, with more than 3,760 deaths in 2015.
• To mid-Sept 2016: 280,000 arrivals, 3,212 deaths

• [http://missingmigrants.iom.int/](http://missingmigrants.iom.int/) for updates on latest figures
Prevention of Pollution from Ships

- MARPOL Annex I, II, III, IV, V, VI (newest)
- Preventing operational and accidental pollution
- Response and preparedness OPRC, OPRC-HNS
- Liability and compensation treaties
- Anti-fouling systems
- London Protocol – wastes
- Ballast Water Management
- Special Areas
- Particularly Sensitive Sea Areas
MARPOL Annex VI – air pollution and energy efficiency

- Air pollution requirements adopted 1997, revised in 2008

- **SOx**
  - Current global cap 3.5%
  - decision on 0.5% global cap date due Oct 2016
  - based on availability review – 2020 or 2025
  - Limits in ECAs 0.1% from 1 Jan 2015

- **NOx**
  - Tier III emission limit now in force on ships constructed on or after 1 Jan 2016 in North America/Caribbean ECAs
  - Will apply to ships constructed on or after date of adoption for future ECAs
MARPOL Annex VI – energy efficiency

• EEDI and SEEMP adopted 2011, mandatory since 2013
• 2025 newbuilds – 30% more efficient than 2014
• More than 1600 new ships already certified
• Challenge not just for IMO
  o ship designers
  o marine engineers
  o ship operators and managers
  o seafarers
  o educators

• Projects:
  • IMO-European Union Project on Capacity Building for Climate Change Mitigation in the Maritime Shipping Sector – establishment of Maritime Technology Cooperation Centres (MTCCs)
Carbon footprint?

600 \text{ CO}_2 \text{ (grams per ton-kilometre)}

500

400

300

200

\begin{align*}
\text{heavy truck with trailer} & : 50 \\
\text{cargo vessel 2,000-8,000 dwt} & : 21 \\
\text{cargo vessel over 8,000 dwt} & : 15 \\
\text{air freight 747-400 1,200 km flight} & : 540
\end{align*}

Comparison of \text{CO}_2 \text{ emissions by different transport modes}

Source: NTM (Swedish Network for Transport and the Environment)
Ballast water – tackling invasive aquatic species

- International Convention on Ballast Water Management will enter into force on 8 September 2017
- Time scale for application – 1st 5-year survey after EIF
- More than 60 type approved systems (existing guidelines)
- Type approval guidelines being reviewed and revised but no penalty for early adopters
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
Awareness days

- **Day of the Seafarer** – 25 June
- “At Sea For All”
- Interactive Quiz!

- **World Maritime Day** – 29 September
- “Shipping: Indispensable to the World”
Ship losses over the years - declining

- 1966 to 1985: more than 300 ships lost annually.
- 85 ships lost worldwide in 2015, down 3% year-on-year, according to Allianz Safety & Shipping Review 2016.

**Total Losses by Year** a declining trend

Shipping losses declined by 3% compared with 2014. They have declined by 45% over the past decade.

Source: Lloyd’s List Intelligence Casualty Statistics. Data Analysis & Graphic: Allianz Global Corporate & Specialty
Statistics – oil spills declined
Shipping impacts us all

- More than 80% of world trade carried by sea
  - Raw materials and commodities
  - Finished goods
  - Foodstuffs
  - Fuel
- Underpins global economy
- Safe, secure and environmentally friendly transport system
Rising trade

Seaborne trade by type of cargo

Figure 5 – Seaborne Trade by Type of Cargo (UNCTAD, 2016d)
Ships of the future? Battery-power/hybrid? Unmanned vessels?
Find out more – www.imo.org

Security Council statement highlights IMO capacity-building work in Gulf of Guinea
IMO Secretary-General welcomes Presidential Statement which encourages States in the region and regional organizations to enhance cooperation on maritime safety and security, more...
Any questions? Email media@imo.org

International Maritime Organization

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