

Introduction to International Maritime Organization

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OUR HERITAGE

BETTER SHIPPING FOR A BETTER FUTURE



UNITED NATIONS



UN Specialized Agencies



International Atomic Energy Agency



International Civil Aviation Organization



International Labour Organization



International Maritime Organization



International Telecommunication Union



UNESCO (UN Educational, Scientific, Cultural Org)



UNICEF (UN Children's Fund)



Universal Postal Union



World Health Organization



World Meteorological Organization



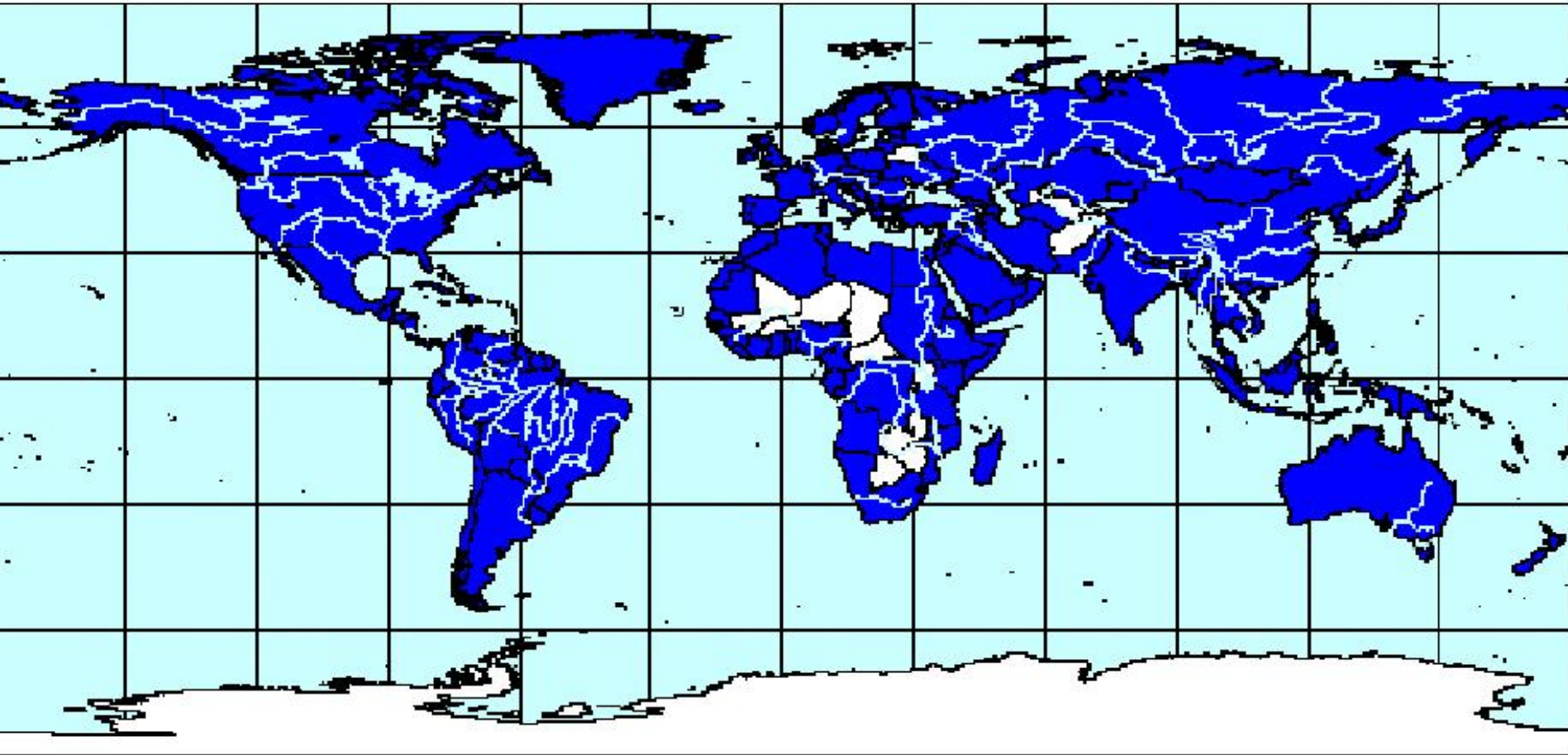
UN Parliamentary Assembly (proposed)



World Food Programme



174 Member States, 3 Associate Members, NGOs and IGOS



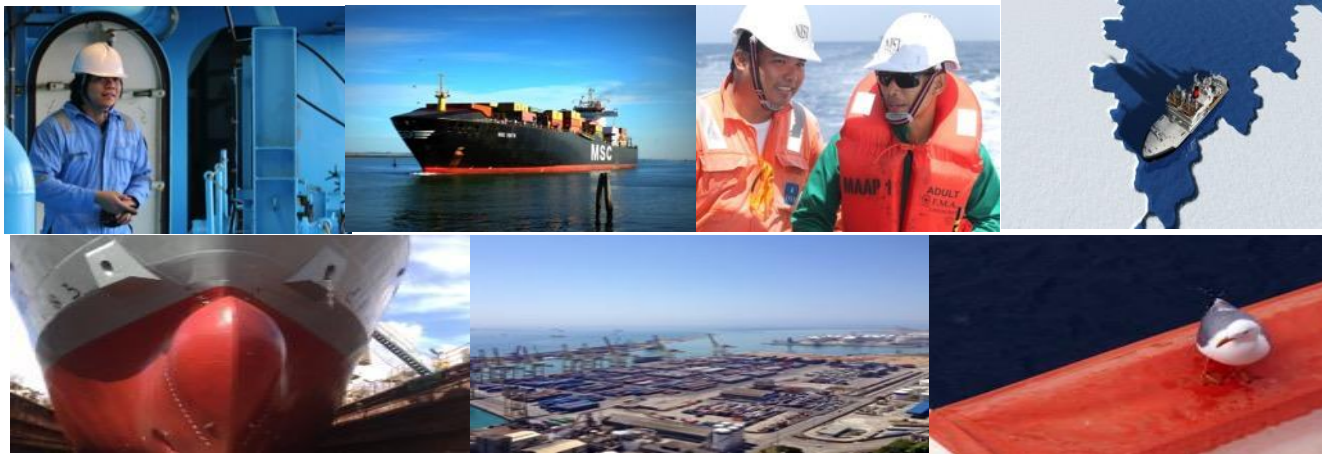
Ten largest contributors to IMO in 2021. Assessed contributions based on flat base rate with additional components based on ability to pay and merchant fleet tonnage.

Member State	Annual contribution	% total assessment
Panama	£4.79m	14.26%
Liberia	£3.87m	11.52%
Marshall Islands	£3.19m	10.51%
Singapore	£1.99m	5.92%
China	£1.87m	5.57%
Malta	£1.76m	5.23%
Hong Kong, China	£1.39m	4.16%
Bahamas	£1.30m	3.87%
United Kingdom	£1.08m	3.22%
Japan	£0.89	2.65%

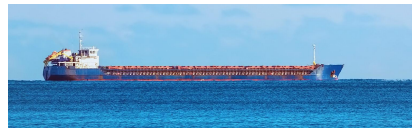
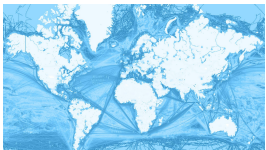
IMO

- sets standards for vessel safety
- protects the environment from shipping activities
- has established global provision for search and rescue
- ensures all seafarers are properly trained and competent
- ensures compensation is available when accidents happen

By adopting treaties, codes, guidance.....



Shipping - a complex business



Ships may be built in one country, owned by a company in another, flagged in another, with crew from different nationalities.

The rules are the same regardless of flag.

- **Top flag States:** Panama; Marshall Islands; Liberia; Hong Kong, China; Singapore
- **Top crew supply countries:** China; Philippines; Indonesia; Russian Federation; Ukraine
- **Top shipowning countries:** Greece; Japan; China; Germany; Singapore
- **Top shipbuilding countries:** China; Japan; Republic of Korea (these represent 90% of total shipbuilding)

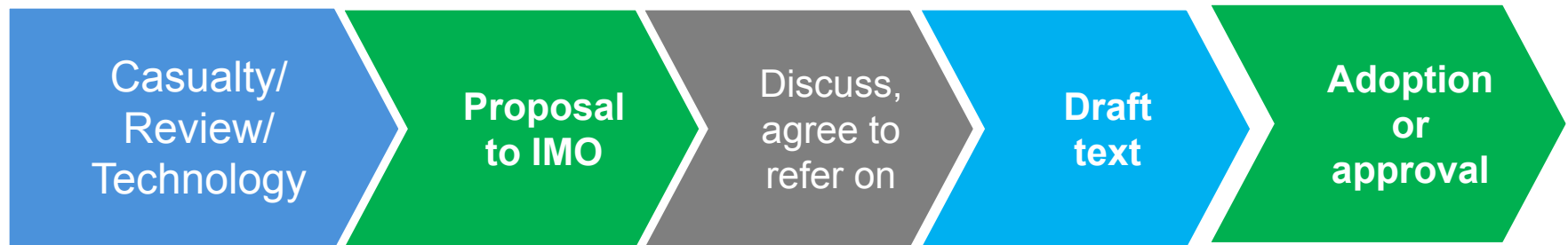
Who decides?

- IMO is the collective will of the Member States
- Member States make decisions based on consensus
- Debates are informed by inputs from international non-governmental organizations in consultative status

.....once the regulations have been adopted, **what about implementation?**



How regulations and guidance are developed at IMO



- **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.....**

IMO MEETINGS



Assembly
174 Member States
3 Associate Members

Council
40 Member Governments

**Maritime Safety
Committee**

**Marine
Environment
Protection
Committee**

**Technical
Cooperation
Committee**

Legal Committee

**Facilitation
Committee**

SHIP DESIGN AND CONSTRUCTION (SDC)

SHIP SYSTEMS AND EQUIPMENT (SSE)

HUMAN ELEMENT, TRAINING AND WATCHKEEPING (HTW)

NAVIGATION, COMMUNICATION AND SEARCH
AND RESCUE (NCSR)

CARRIAGE OF CARGOES AND
CONTAINERS (CCC)

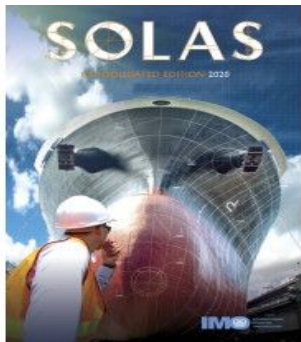
IMPLEMENTATION OF IMO INSTRUMENTS (III)

POLLUTION PREVENTION AND
RESPONSE (PPR)

What IMO does.....

Develop and adopt regulations. 53 treaty instruments, many guidelines, Codes etc. Main conventions widely ratified.

SOLAS	166 Parties	99.98% world tonnage
Load Lines	163 Parties	98.97% world tonnage
MARPOL I/II	157 Parties	99.15% world tonnage
MARPOL VI	99 Parties	96.76% world tonnage
COLREG	161 Parties	98.97% world tonnage
STCW	165 Parties	98.98% world tonnage
FAL	124 Parties	95.26% world tonnage



Implementation is the remit and responsibility of States

- Flag States on their own flagged ship
- Port State Control – the second line of defence
- Mandatory IMO Member State audit scheme – every seven years



International Maritime Organization vs International Ship Organization?

- Shipping activities have to be balanced with the oceans' capacity to remain healthy and diverse in the long term.
- All of these issues can be discussed at the various IMO fora in order to ensure that shipping is safe, secure and environment-friendly.
- IMO is actively working towards the 2030 Agenda for Sustainable Development and the associated SDGs. 2030 Agenda needs a sustainable transport sector supporting world trade and facilitating the global economy.



IMO strategic plan 2018-2023

Strategic directions

1. Improve implementation of IMO instruments
2. Integrate new and advancing technologies in the regulatory framework
3. Respond to climate change
4. Engage in ocean governance
5. Enhance global facilitation and security of international trade
6. Ensure regulatory effectiveness
7. Ensure organizational effectiveness

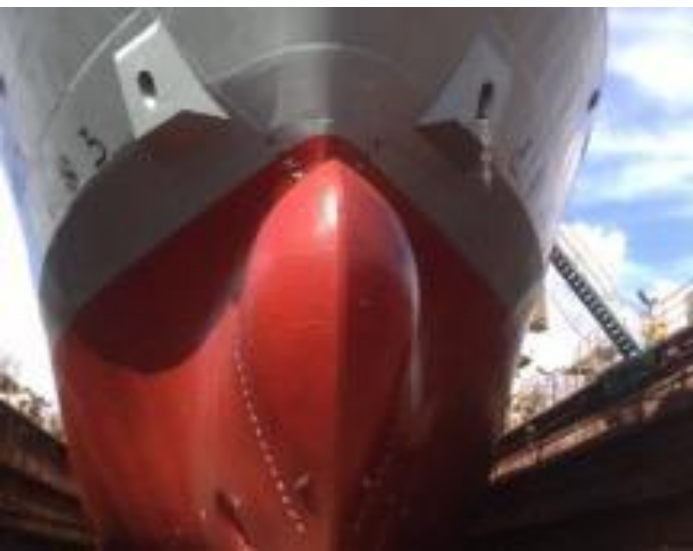
Post-COVID recovery.....



Vision statement:

“IMO will uphold its leadership role as the global regulator of shipping, promote greater recognition of the sector's importance and enable the advancement of shipping, whilst addressing the challenges of continued developments in technology and world trade; and the need to meet the 2030 Agenda for Sustainable Development.

To achieve this, IMO will focus on review, development and implementation of and compliance with IMO instruments in its pursuit to proactively identify, analyse and address emerging issues and support Member States in their implementation of the 2030 Agenda for Sustainable Development.”





Respond to climate change

13 CLIMATE ACTION



- Roadmap for developing a comprehensive strategy to reduce GHG emissions from international shipping
- Mandatory reporting of fuel oil consumption data from 2019

Projects:

- GloMEEP glomeep.imo.org/ GEF-UNDP-IMO
- GMN MTCCs gmn.imo.org/ European Union-funded
- MTCCs in Africa, Asia, the Caribbean, Latin America and the Pacific

GloMEEP



GMN | The Global
MTCC Network
A global network for energy-efficient shipping



Emissions - Sulphur 2020

- 0.50% m/m limit on sulphur in fuel oil from 1 January 2020
- Better for the health of people and oceans
- IMO is working with Member States and industry to ensure consistent implementation of a reduced, stricter global limit on sulphur in fuel oil from 2020



IMO Technical co-operation

- Needs assessment
- Donors – expertise, training
- World Maritime University (WMU)
- International Maritime Law Institute (IMLI)



WMU, Sweden



IMLI graduation 2016 – Malta

Enhance global facilitation and security of international trade



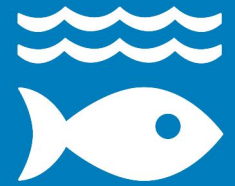
FAL Convention crucial to the free flow of maritime trade.

Sets out internationally agreed 'Standards' and 'Recommended Practices' in respect of the arrival, stay and departure of ships, persons and cargoes and includes provisions in respect of stowaways, public health, and quarantine.

Revised and updated annex to FAL adopted 2016 – enters into force 2018
Mandatory requirements for the electronic exchange of information on cargo, crew and passengers by 2019

Single window - to enable all the information required by public authorities in connection with the arrival, stay and departure of ships, persons and cargo, to be submitted via a single portal without duplication.

Cyber security guidance issued and resolution adopted ensuring that cyber risk management is incorporated into ISM Code



Engage in ocean governance

- Marine litter
- Polar Code
- Fishing
- UN Oceans



Iceberg, Disko Bay, Greenland

Integrate new and advancing technologies in the regulatory framework

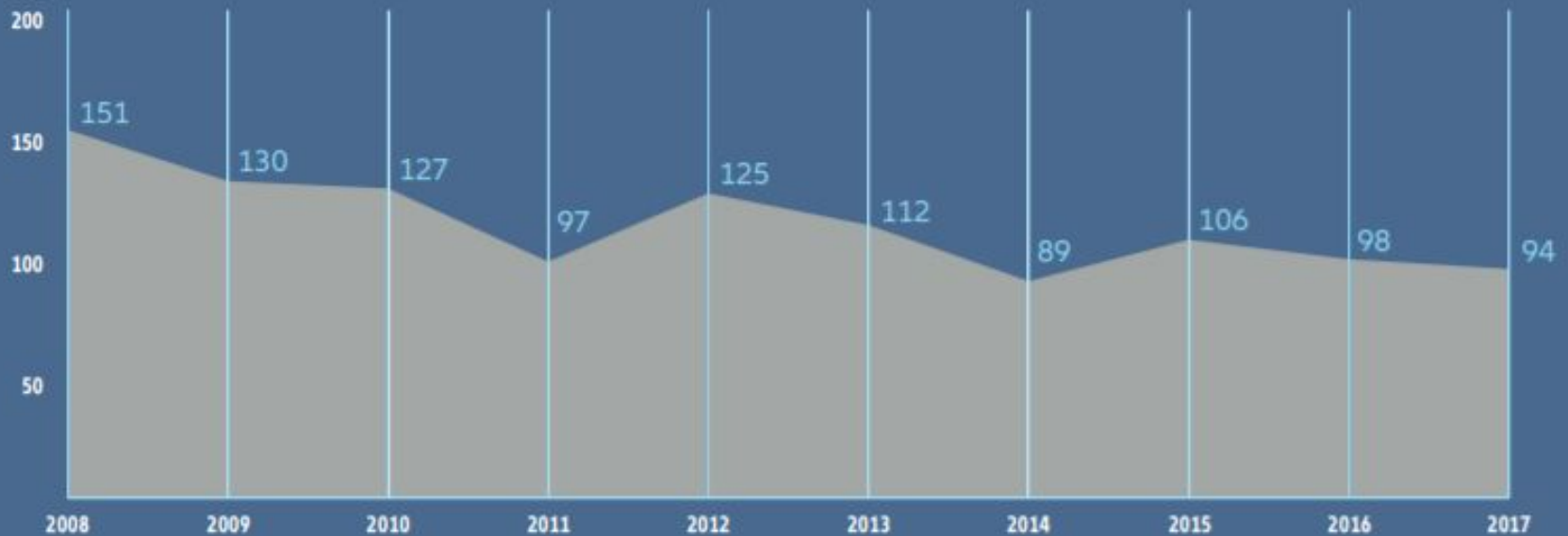
- Regulatory scoping exercise on “Maritime Autonomous Surface Ship (MASS)”
 - Ship with automated processes and decision support: Seafarers on board - some operations may be automated.
 - Remotely controlled ship with seafarers on board
 - Remotely controlled ship without seafarers on board
 - Fully autonomous ship: The operating system of the ship is able to make decisions and determine actions by itself.
- Energy efficiency – new fuels, “Just-in-Time” operations



Ship casualties – declining

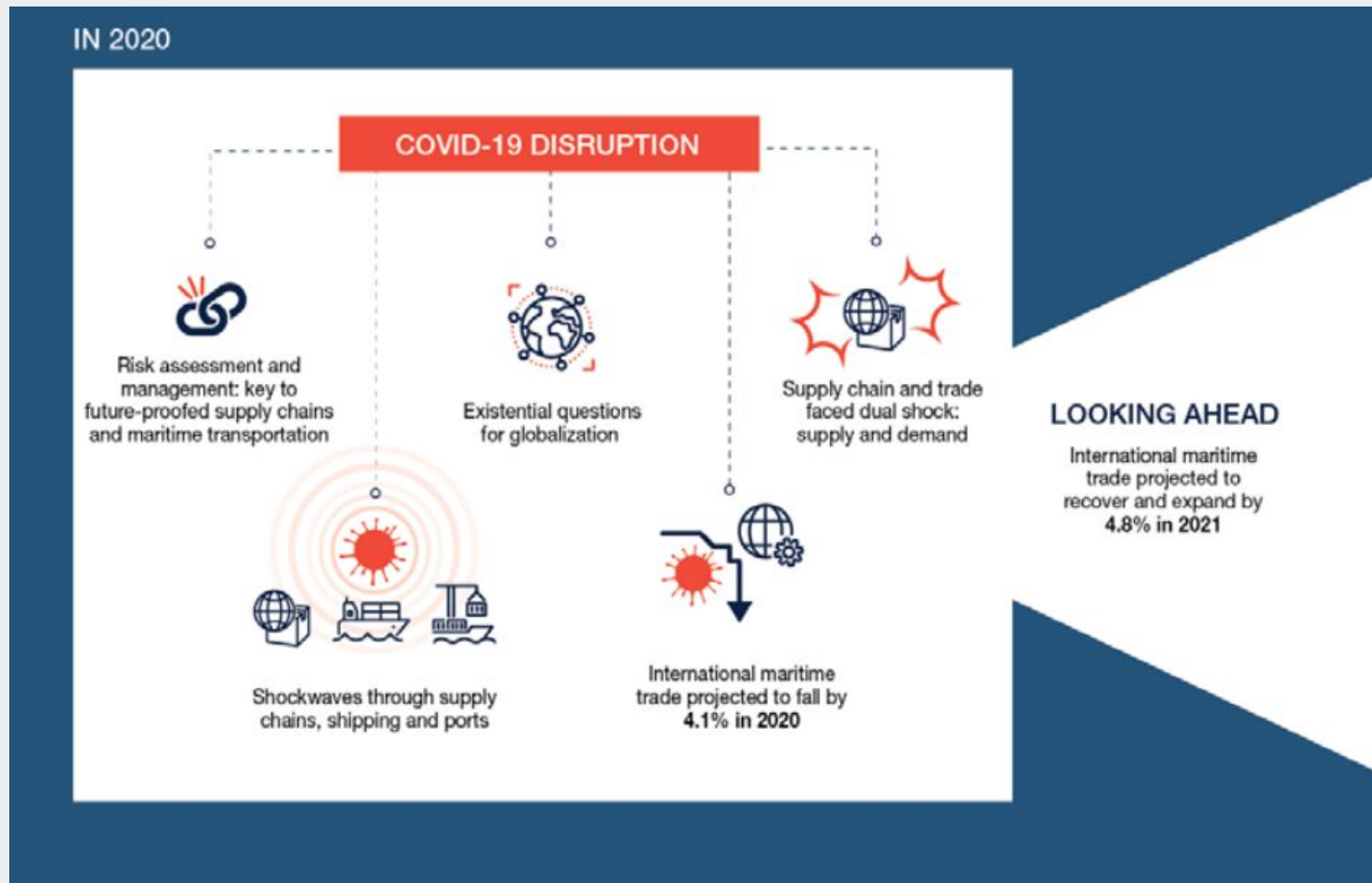
TOTAL LOSSES BY YEAR A DECLINING TREND

Shipping losses have declined by 38% over the past decade - from 151 in 2008 to 94 in 2017.



Source: Lloyd's List Intelligence Casualty Statistics
Data Analysis & Graphic: Allianz Global Corporate & Specialty

UNCTAD Review of Maritime Transport 2020



COVID-19 – seafarers on the front line

Supporting seafarers



Key worker designation is critical, priority vaccination

1. Crew change protocols

MSC.1/Circ.1636
2 December 2020

**INDUSTRY RECOMMENDED FRAMEWORK OF
PROTOCOLS FOR ENSURING SAFE SHIP CREW CHANGES AND
TRAVEL DURING THE CORONAVIRUS (COVID-19) PANDEMIC**

2. Seafarer Crisis Action Team (SCAT)
3. UN General Assembly Resolution
4. Information resources on IMO website



i COVID-19 information resources

THANK YOU
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