

*International Maritime
Organization - IMO*

1912



www.imo.org



- A specialized agency of the United Nations with 170 Member States and three Associate Members
- IMO is based in the United Kingdom with around 300 international staff.
- The IMO Assembly, which meets once in every two years
- **Mr. Kitack Lim**
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IMO – the International Maritime Organization

- **United Nations specialized agency with responsibility for the **safety and security of shipping** and the **prevention of marine pollution** by ships.**
- Shipping serving more than 90 % of global trade by carrying huge quantities of cargo cost effectively, cleanly and safely.
- often far from the country of registry
- need for international standards to regulate shipping - which can be adopted and accepted by all
- The first maritime treaties date back to the 19th century
- Later, the **Titanic** disaster of 1912 spawned the first international safety of life at sea

- International Maritime Organization (IMO) was adopted in Geneva in 1948
- IMO first meet in 1959.
- IMO's first task was Safety of Life at Sea
- This was achieved in 1960 by SOLAS
- During the next few years IMO introduced a series of measures designed to prevent tanker accidents and to minimize their consequences.
- the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL)
- providing compensation adopted, in 1969 and 1971 amended in 1992, and again in 2000

- 1970s a global search and rescue system was initiated, with the establishment of the International Mobile Satellite Organization (IMSO)
- The Global Maritime Distress and Safety System (GMDSS) was adopted in 1988, In February 1999, the GMDSS became fully operational
- On 1 July 1998 the International Safety Management Code entered into force and became applicable
- On 1 February 1997, the 1995 amendments to the International Convention on Standards of Training, Certification and Watch keeping for Seafarers, revision at 2010
- 2000 anti fouling systems

Key issues on the IMO agenda in the 2010s include

- Responding to the modern-day **piracy**, in particular in the waters off Somalia and in the Gulf of Aden
- Addressing the **reduction of greenhouse gas emissions from ships** and thereby ensuring IMO's contribution to the climate change issue
- Keeping the **safety of life at sea** and the human element, especially the seafarer, at the heart of IMO's work.

Protocol

Adopting a convention



Entry into force



Accession



Amendment



Enforcement



Tacit acceptance procedure

- The industrial revolution has influence on increased trade through long container and cargo ships
- Increased number of ships induced to increased accidents and problems

Adopting a convention

- IMO has six main bodies concerned with the adoption or implementation of conventions
- The Assembly and Council are the main organs

Committee

- Maritime Safety Committee,
- Marine Environment Protection Committee,
- Legal Committee and
- Facilitation Committee
- **Entry into force**
 - first stage of a long process
- **Signature,**
 - Signature has value
 - Not signed – negotiating party agreed to treaties

- **Signature subject to ratification**

- Instrument by signature
- Signature alone will not sufficient to bind the State
- the consent of a State to be bound by a treaty is expressed by acceptance or approval under conditions similar to those which apply to ratification."

- **Accession**

- open for signature for a specified period of time
- State in question to deposit an instrument of accession with the depositary

Amendment

- Not only new the old one sometime modified
- unless the amendment is objected to by more than one third of Contracting Governments, or Contracting Governments owning not less than 50 per cent of the world's gross merchant tonnage.
- Tacit acceptance

Enforcement

- The enforcement of IMO conventions depends upon the Governments of Member Parties.
- They may also have certain limited powers in respect of the ships of other Governments.
- certificates are required to be carried on board ship
- Inspection
- High sea accident case should be handled carefully
- IMO conduct training programs

Relationship between Conventions and interpretation

- Some subjects are covered by more than one Treaty
- A Treaty shall be interpreted in good faith in accordance with the ordinary meaning to be given to the terms of the treaty in their context and in the light of its object and purpose

IMO conventions

fall into three main categories.

- The first group is concerned with maritime safety;
- The second with the prevention of marine pollution
- Third with liability and compensation, especially in relation to damage caused by pollution.