Introduction to IMO

Dr Evangelos Boulougouris
Overview

1. IMO – why, when, who and where
2. IMO – how it works
3. IMO – what it is doing to date
4. IMO – what it is doing now
5. IMO – the future
IMO - Overview

Why and when?
IMO - Who and where?

- Specialized UN’s Agency for the safety and security of international shipping and the prevention of pollution from ships
- Involved also in legal matters, including liability and compensation issues and the facilitation of international maritime traffic.
- Established by means of a Convention adopted under the auspices of the UN in Geneva on 17 March 1948 and met for the first time in January 1959

**Members, NGOs and IGOs**

- 171 Member states
- 3 Associate Members
- NGO’s - consultative status by the Council with the approval of the Assembly (e.g. IACS, RINA, INTERFERRY etc.)
- IGO’s – (e.g. EC, OECD etc.)
IMO – how it works

ASSEMBLY
ALL MEMBER STATES - EVERY TWO YEARS

COUNCIL
40 STATES - EVERY SIX MONTHS

MARITIME SAFETY COMMITTEE
MARINE ENVIRONMENT PROTECTION COMMITTEE

LEGAL COMMITTEE
[TWINS Action]

TECHNICAL CO-OPERATION COMMITTEE
FACILITATION COMMITTEE

7 Technical Sub-Committees

IMO SECRETARIAT

• Human Element, Training and Watchkeeping (HTW);
• Implementation of IMO Instruments (III);
• Navigation, Communications and Search and Rescue (NCSR);
• Pollution Prevention and Response (PPR);
• Ship Design and Construction (SDC);
• Ship Systems and Equipment (SSE); and
• Carriage of Cargoes and Containers (CCC).
The standard setting process

• The standards set by IMO may generally take the form of:
  • Conventions or Protocols (approx. 40 to date);
  • Amendments to Conventions and Protocols (4 year cycle);
  • [Non-] Mandatory Codes, Guidelines etc. (+800 so far)

• Phases from adoption to enforcement:
  • adoption, after discussion in IMO;
  • entry into force internationally;
  • implementation (by flag States); and
  • enforcement (by flag & port States)
The standard setting process

Eg. Bridge visibility

1. Member submits a proposal for new work item to a Committee (NGOs require co-sponsorship) which asks S-C to examine the matter (May 2002);
The standard setting process

Eg. Bridge visibility

1. Member submits a proposal for new work item to a Committee (NGOs require co-sponsorship) which asks S-C to examine the matter (May 2002);
2. S-C examines proposal for typically one or two sessions (July 2002);
The standard setting process

Eg. Bridge visibility

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2. S-C examines proposal for typically one or two sessions (July 2002);
3. Sub-Committee reports (positively) to parent Committee which approves new / amendments to regulations (December 2002);
The standard setting process

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2. S-C examines proposal for typically one or two sessions (July 2002);
3. Sub-Committee reports (positively) to parent Committee which approves new / amendments to regulations (December 2002);
4. Committee adopts new / amendments to regulations at its next session (May 2003);
The standard setting process

Eg. Bridge visibility

1. Member submits a proposal for new work item to a Committee (NGOs require co-sponsorship) which asks S-C to examine the matter (May 2002);
2. S-C examines proposal for typically one or two sessions (July 2002);
3. Sub-Committee reports (positively) to parent Committee which approves new / amendments to regulations (December 2002);
4. Committee adopts new / amendments to regulations at its next session (May 2003);
5. Under tacit acceptance procedure new / amendments to regulations are accepted after at least one year (1 January 2006 - 4 year cycle); and
6. New / amendments to regulations enter into force six months later (1 July 2006).
The standard setting process
(Post ‘9/11’)

• 11 September ‘01 – Attacks in US
• November ‘01 – Assembly 22
• February ‘02 – MSC ISWG
• May ‘02 – MSC 75 (approved)
• September ‘02 – MSC ISWG
• December ‘02 – DipCon (adopted)
• 1 January ‘04 – accepted
• 1 July ‘04 – entry into force of SOLAS Chapter XI-2 and ISPS Code

THEN IMPLEMENTATION AND ENFORCEMENT BY MEMBER STATES
International Convention for the Safety of Life at Sea (SOLAS 1974)
# SOLAS Convention

**ARTICLES**

**ANNEX**

**Amdts by 2/3 of contracting parties**

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**APPENDIX: Certificates**
International Convention for the Prevention of Pollution from Ships (MARPOL 73/78)
MARPOL Convention

**ARTICLES**

**ANNEXES**

** Amdts by 2/3 of contracting parties

ANNEX I & APPENDICES REGULATIONS FOR THE PREVENTION OF POLLUTION BY OIL

ANNEX II & APPENDICES REGULATIONS FOR THE CONTROL OF POLLUTION BY NOXIOUS LIQUID SUBSTANCES

ANNEX III & APPENDIX REGULATIONS FOR THE PREVENTION OF POLLUTION BY HARMFUL SUBSTANCES CARRIED BY SEA IN PACKAGED FORM

ANNEX IV & APPENDIX REGULATIONS FOR THE PREVENTION OF POLLUTION BY SEWAGE FROM SHIPS (27 SEPTEMBER 2003)

ANNEX V & APPENDIX REGULATIONS FOR THE PREVENTION OF POLLUTION BY GARBAGE FROM SHIPS

ANNEX VI & APPENDICES REGULATIONS FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS

IN ITALICS - HAS NOT YET ENTERED INTO FORCE

UNIFIED INTERPRETATIONS FOR ANNEXES I, II AND III
Other IMO Conventions

- Convention on International Regulations for Preventing Collisions at Sea (COLREG 1972) – entry into force in 1977
- International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW) - Adoption: 7 July 1978; Entry into force: 28 April 1984; Major revisions in 1995 and 2010
The aim of the MKC Current Awareness Bulletin (CAB) is to provide a digest of news and publications focusing on subject areas related to the work of IMO. More specifically:

- Casualties
- Environment
- Environmental Pollution
- Health
- IMO
- Law and Policy
- Marine Technology
- Maritime safety
- Maritime security
- Maritime Training
- Migrants
- Navigation communications
- Piracy
- Port state Control
- Ports and Harbours
- Recycling of Ships
- Regulations
- Salvage
- Seafarers
- Search and Rescue
- Shipbuilding and Repair
Current IMO Issues

• A new overarching convention (SOLAS+ MARPOL+ Load Line + +) to ensure that we remove gaps and embrace technological developments

• Goal Based Regulations should be based on the following principles - cost-effective, attainable, predictable, transparent, reproducible and relevant.

• Less detailed regulations can be developed quicker and can help in preventing the need for regional regulations. Use Class to develop the detailed rules in most areas. Supplement with industry standards and codes.

• Rules and regulations should be justified using a risk-based approach. This means also using a Rule Impact Assessment.

• All accidents should be reported, both ship and personal accidents
Current IMO Issues

• Bulk carrier safety
• Large passenger ships safety
• Ballast water management
• Ship recycling
• Shift emphasis onto people
• Being proactive as much as possible
Thank you for your attention.

Any questions?