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TRƯỜNG ĐẠI HỌC HÀNG HẢI VIỆT NAM  
**VIỆN MÔI TRƯỜNG**

# ENVIRONMENTAL LAW AND POLICY

Lecture 10.1. International Maritime Organization

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# Warm-up questions

- ▶ What is High Sea?
- ▶ How to manage all matters relating to the prevention of marine pollution (for both High Seas and Sea within a country's jurisdiction), because Ocean is bounderless?

# History of International Maritime Organisation - IMO

- ▶ Since the mid-19th century a number of international treaties were adopted to improve safety at sea, however several countries proposed that a **permanent international body** should be established to promote maritime safety more effectively.
- ▶ The Convention establishing the International Maritime Organization (IMO) was adopted on March 17, 1948, implemented in 1958, and met for the first time in January 1959.
- ▶ In 1982, the name was changed from Intergovernmental Maritime Consultative Organization (IMCO) to IMO.
- ▶ The IMO is a specialized agency of the United Nations.

# History of International Maritime Organisation - IMO

- ▶ The purposes of the Organization, as summarized by Article 1(a) of the Convention, are "to provide machinery for cooperation among Governments in the field of governmental regulation and practices relating to **technical matters** of all kinds affecting shipping engaged in international trade; to encourage and facilitate the general adoption of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships".
- ▶ The Organization is also empowered to deal with administrative and legal matters related to these purposes.



**INTERNATIONAL  
MARITIME  
ORGANIZATION**



## IMO's mission statement:

"The mission of the International Maritime Organization (IMO) as a United Nations specialized agency is to promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation. This will be accomplished by adopting the highest practicable standards of maritime safety and security, efficiency of navigation and prevention and control of pollution from ships, as well as through consideration of the related legal matters and effective implementation of IMO's instruments with a view to their universal and uniform application."

# Memberships



- ▶ **Member States:** IMO currently has **172 Member States** and three Associate Members which are
  - ▶ Faroes (2002) - an autonomous country within the Danish Realm,
  - ▶ Hong Kong, China (1967), and
  - ▶ Macao, China (1990).

# Memberships

- ▶ **Non-Governmental Organizations (NGOs):** Non-governmental international organizations that have the capability to make a substantial contribution to the work of IMO may be granted consultative status by the Council with the approval of the Assembly.
  - ▶ Any organization seeking consultative status with IMO has to demonstrate considerable expertise as well as the capacity to contribute, within its field of competence, to the work of IMO. It must also show that it has no means of access to the work of IMO through other organizations already in consultative status and that it is "truly international" in its membership, namely that it has a range of members covering a broad geographical scope and, usually, more than one region.
  - ▶ To date there are 77 international non-governmental organizations in consultative status with IMO.

# Memberships

- ▶ **Intergovernmental organizations (IGOs):**
  - ▶ IMO may enter into agreements of cooperation with other intergovernmental organizations on matters of common interest with a view to ensuring maximum co-ordination in respect of such matters.
  - ▶ To date there are 65 intergovernmental organizations which have signed agreements of cooperation with IMO.



# Structure of IMO



# IMO's Conventions

and attached Protocols

# Key IMO Conventions

- ▶ International Convention for the Safety of Life at Sea (**SOLAS**), 1974, as amended.
- ▶ International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and by the Protocol of 1997 (**MARPOL**).
- ▶ International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (**STCW**) as amended, including the 1995 and 2010 Manila Amendments.

# Other conventions relating to maritime safety and security and ship/port interface

- ▶ Convention on the International Regulations for Preventing Collisions at Sea (COLREG), 1972
- ▶ Convention on Facilitation of International Maritime Traffic (FAL), 1965
- ▶ International Convention on Load Lines (LL), 1966
- ▶ International Convention on Maritime Search and Rescue (SAR), 1979
- ▶ Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA), 1988, and Protocol for the Suppression of Unlawful Acts Against the Safety of Fixed Platforms located on the Continental Shelf (and the 2005 Protocols)
- ▶ International Convention for Safe Containers (CSC), 1972

## Other conventions relating to maritime safety and security and ship/port interface (cont.)

- ▶ Convention on the International Maritime Satellite Organization (IMSO C), 1976
- ▶ The Torremolinos International Convention for the Safety of Fishing Vessels (SFV), 1977, superseded by the The 1993 Torremolinos Protocol; Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels
- ▶ International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F), 1995
- ▶ Special Trade Passenger Ships Agreement (STP), 1971 and Protocol on Space Requirements for Special Trade Passenger Ships, 1973

# Other conventions relating to prevention of marine pollution

- ▶ International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties (INTERVENTION), 1969
- ▶ Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (**LC**), 1972 (and the 1996 London Protocol)
- ▶ International Convention on Oil Pollution Preparedness, Response and Co-operation (**OPRC**), 1990
- ▶ Protocol on Preparedness, Response and Co-operation to pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol)
- ▶ International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS), 2001
- ▶ International Convention for the Control and Management of **Ships' Ballast Water and Sediments**, 2004
- ▶ The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009

# Conventions covering liability and compensation

- ▶ International Convention on Civil Liability for Oil Pollution Damage (CLC), 1969
- ▶ 1992 Protocol to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND 1992)
- ▶ Convention relating to Civil Liability in the Field of Maritime Carriage of Nuclear Material (NUCLEAR), 1971
- ▶ Athens Convention relating to the Carriage of Passengers and their Luggage by Sea (PAL), 1974
- ▶ Convention on Limitation of Liability for Maritime Claims (LLMC), 1976
- ▶ International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea (HNS), 1996 (and its 2010 Protocol)
- ▶ International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001
- ▶ Nairobi International Convention on the Removal of Wrecks, 2007

# IMO's budget

- ▶ Contributions to the IMO budget are based on a formula which is different from that used in other United Nations agencies: the amount paid by each Member State depends primarily on the tonnage of its merchant fleet.



# Thank you for your listening.

Any question?