

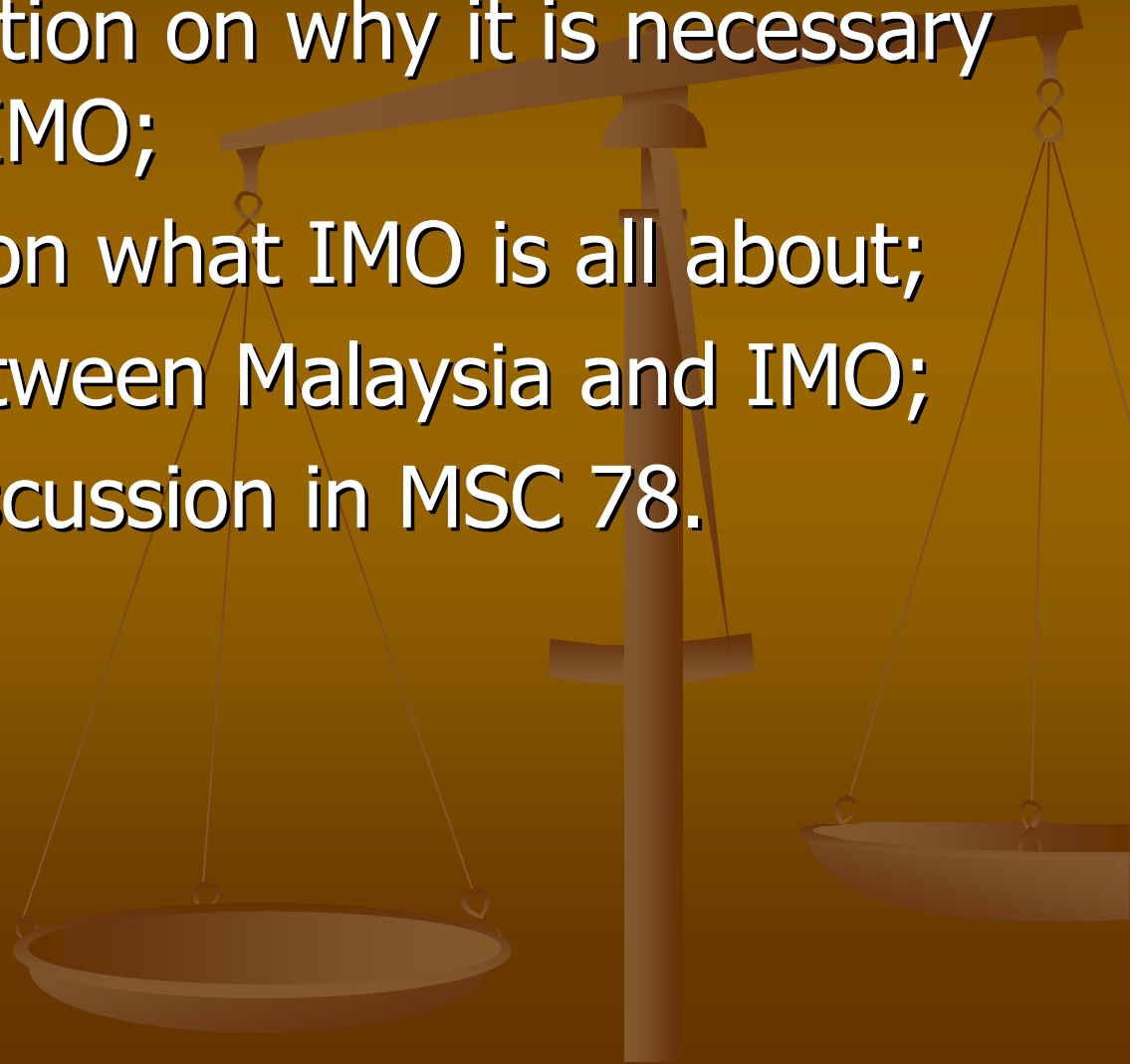


INTERNATIONAL MARITIME ORGANISATION (IMO)

Politeknik Ungku Omar
Capt. Noor Apandi Osnin, MIMA
August 2004

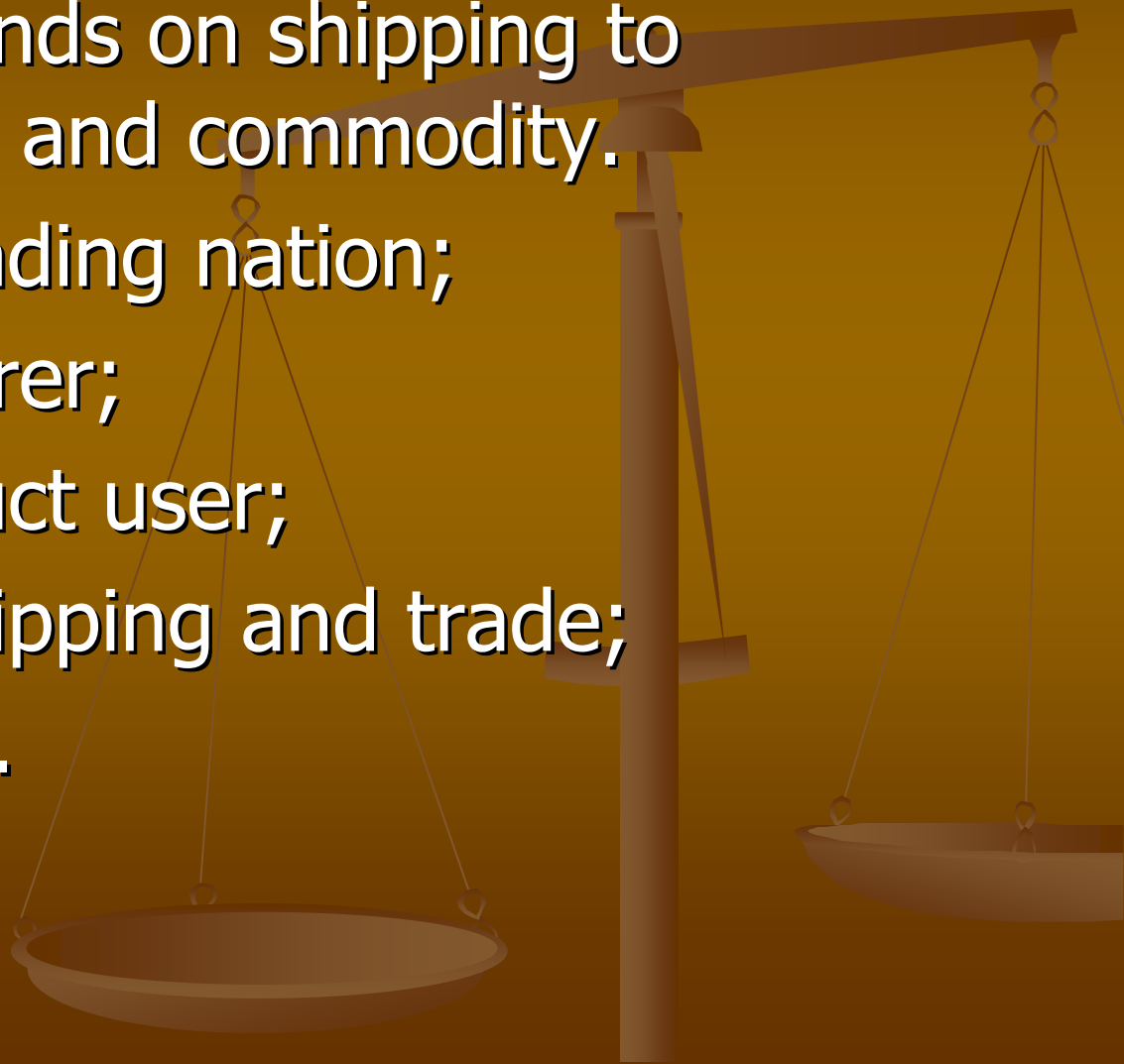
Objective

- Provide justification on why it is necessary to know about IMO;
- Provide a brief on what IMO is all about;
- Relationship between Malaysia and IMO;
- A glimpse of discussion in MSC 78.



Why ?

- The world depends on shipping to transport goods and commodity.
- Malaysia is a trading nation;
- You are a seafarer;
- You are a product user;
- IMO impacts shipping and trade;
- Malaysia is IMO.



International Maritime Organisation

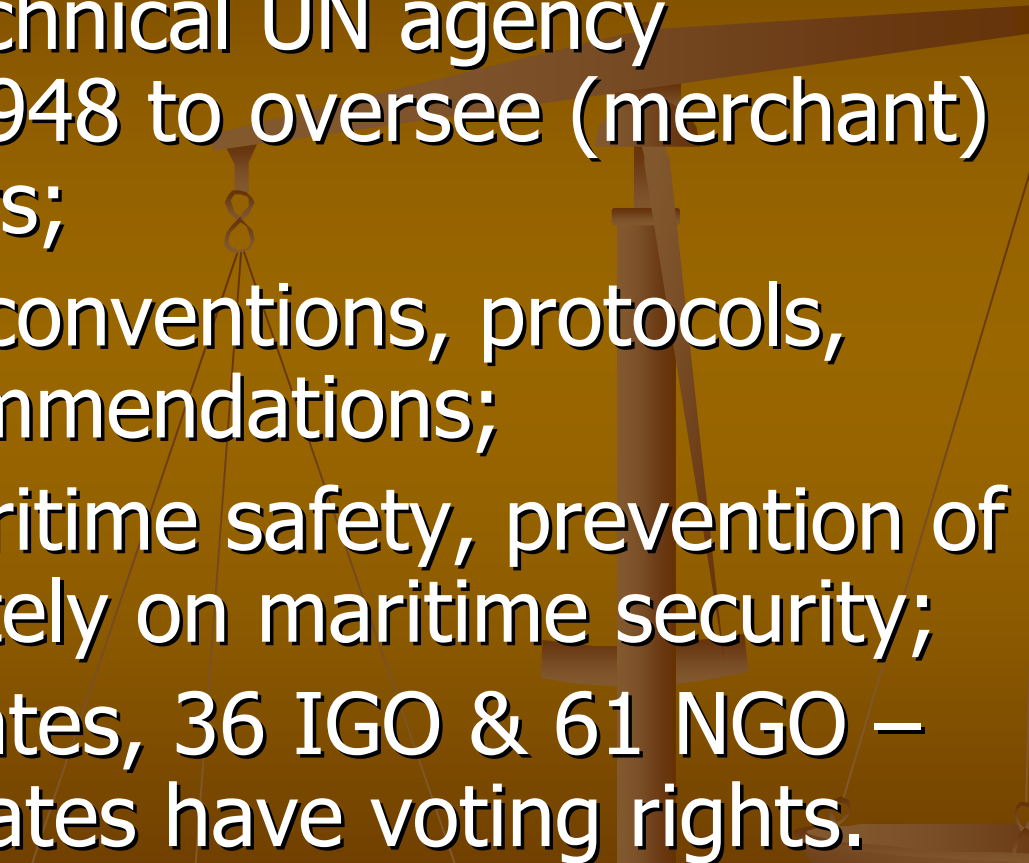
..... is the United Nations specialized agency responsible for improving maritime safety and preventing pollution from ships...also committed to technical cooperation.

<http://www.imo.org>

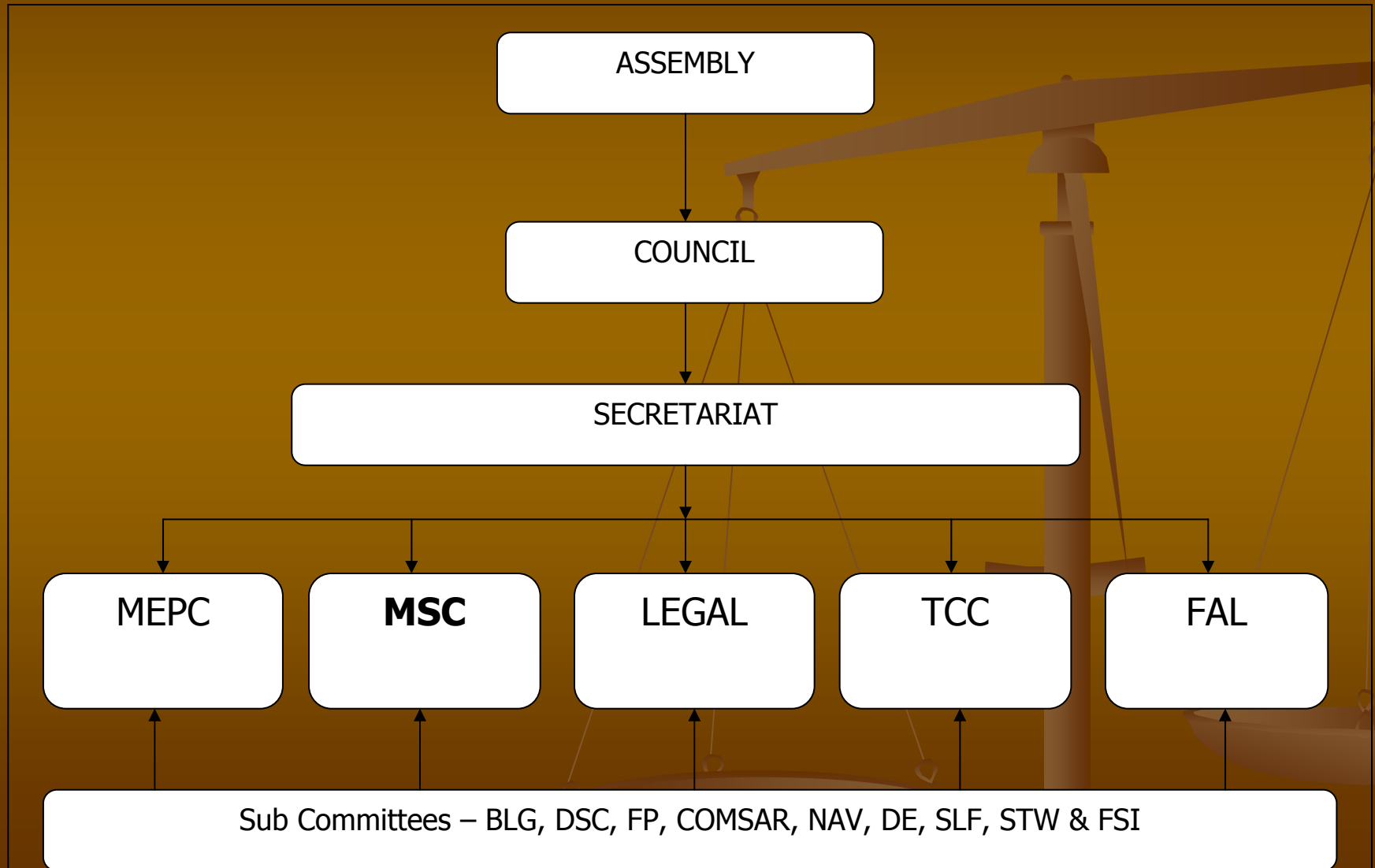
SAFER SHIPPING, CLEANER OCEANS



About IMO

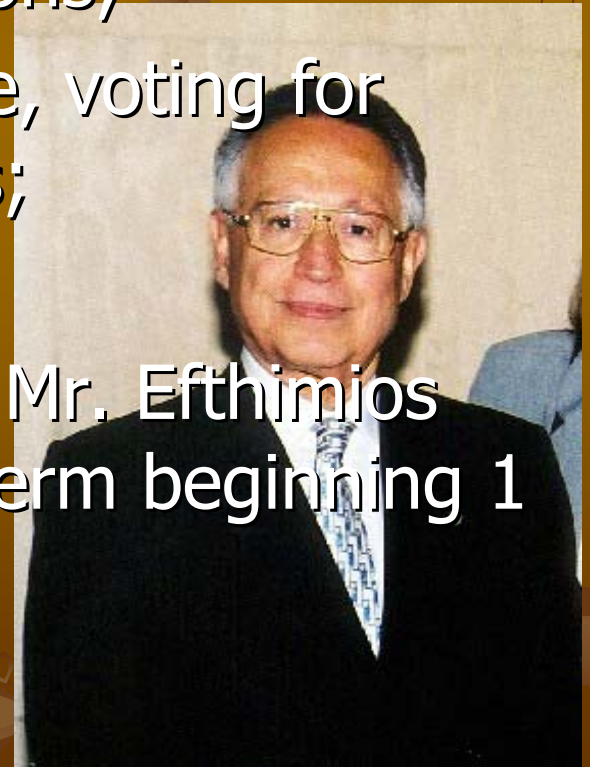
- A specialized technical UN agency established in 1948 to oversee (merchant) maritime matters;
 - Works through conventions, protocols, codes and recommendations;
 - Primarily on maritime safety, prevention of pollution and lately on maritime security;
 - 163 member states, 36 IGO & 61 NGO – only member states have voting rights.
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Structure of IMO

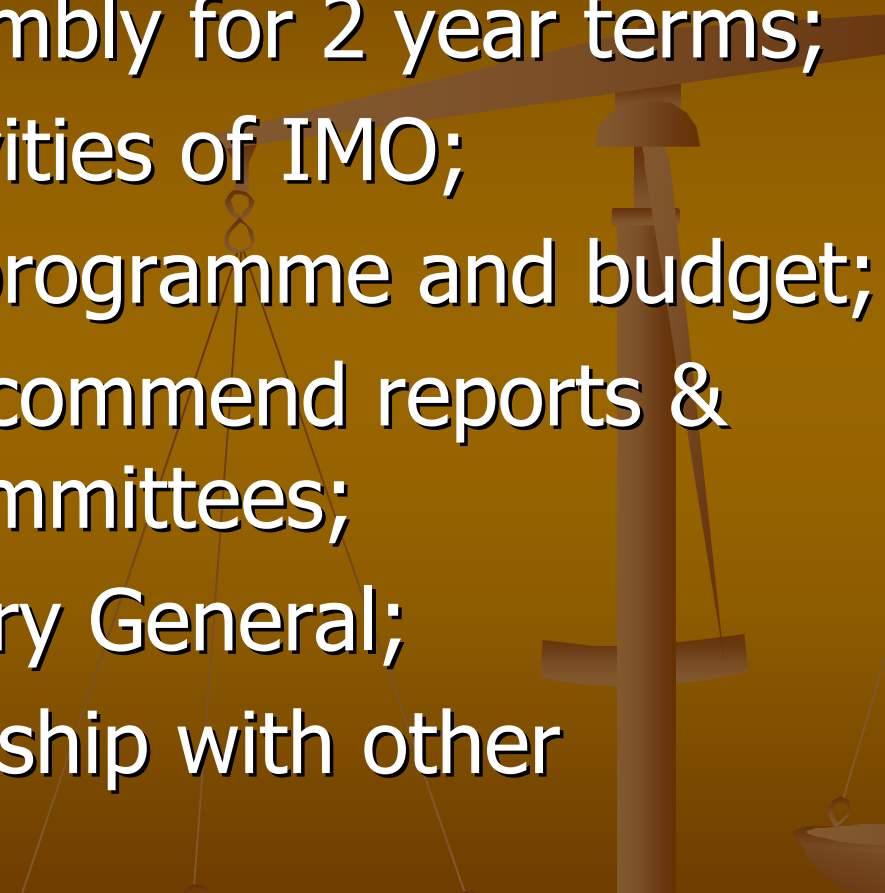


Assembly

- Highest governing body;
- Consists of all member states and meets every 2 years also in extraordinary sessions;
- Responsible for work programme, voting for budget & financial arrangements;
- Elects council members.
- Presided by Secretary General – Mr. Efthimios Mitropoulos of Greece. 4 year term beginning 1 January 2004.

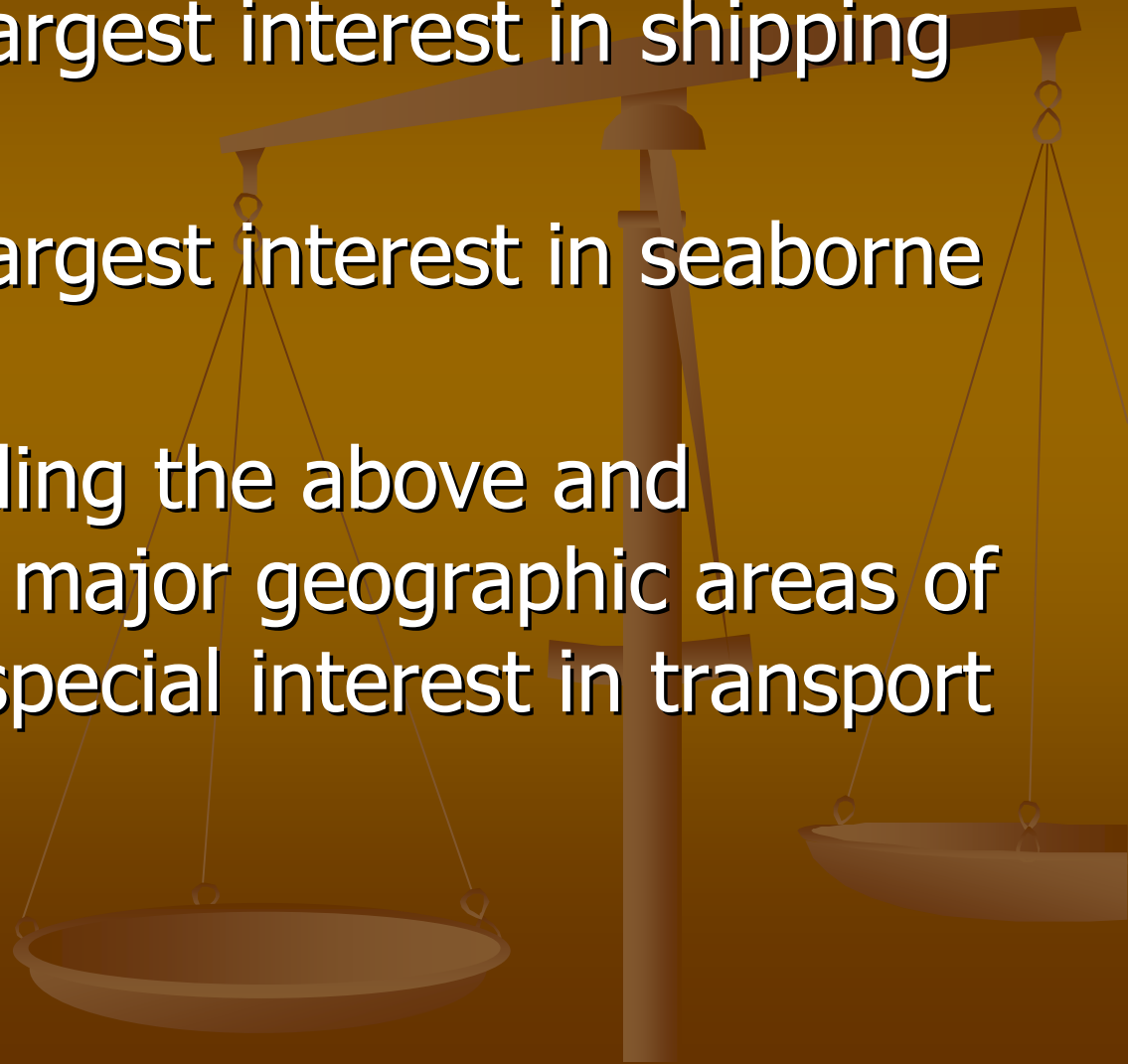


Council

- Elected by Assembly for 2 year terms;
 - Coordinate activities of IMO;
 - Consider work programme and budget;
 - Comments & recommend reports & proposals of Committees;
 - Appoint Secretary General;
 - Manage relationship with other organisation.
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Council members

- 10 states with largest interest in shipping services;
- 10 states with largest interest in seaborne trade;
- 20 states excluding the above and representing all major geographic areas of the world with special interest in transport and navigation.



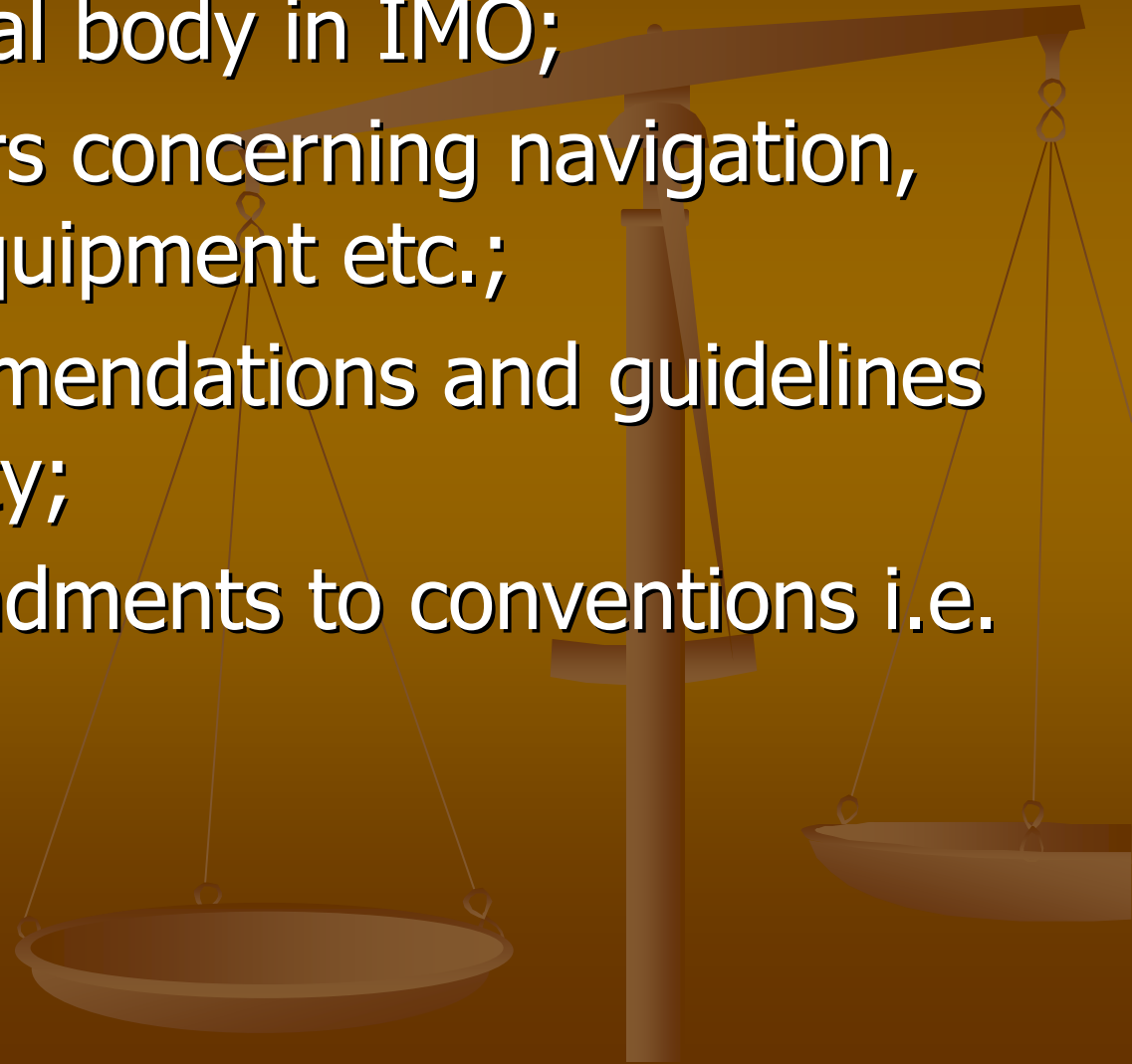
Council members 2004/05



Ship-owners	Traders	Others
China, Greece, Italy, Japan, Norway, Panama, Korea, Russia, UK, US.	Argentina, Bangladesh, Brazil, Canada, France, Germany, India, Netherlands, Spain, Sweden.	Algeria, Australia, Bahamas, Chile, Cyprus, Denmark, Egypt, Ghana, Indonesia, Malta, Mexico, Nigeria, Philippines, Poland, Portugal, Saudi Arabia, Singapore, South Africa, Turkey, Venezuela.

Maritime Safety Committee (MSC)

- Highest technical body in IMO;
- Consider matters concerning navigation, construction, equipment etc.;
- Provides recommendations and guidelines relating to safety;
- Considers amendments to conventions i.e. SOLAS.



Marine Environment Protection Committee (MEPC)

- Prevention and control of pollution from ships;
- Adoption and amendment of conventions i.e. MARPOL.



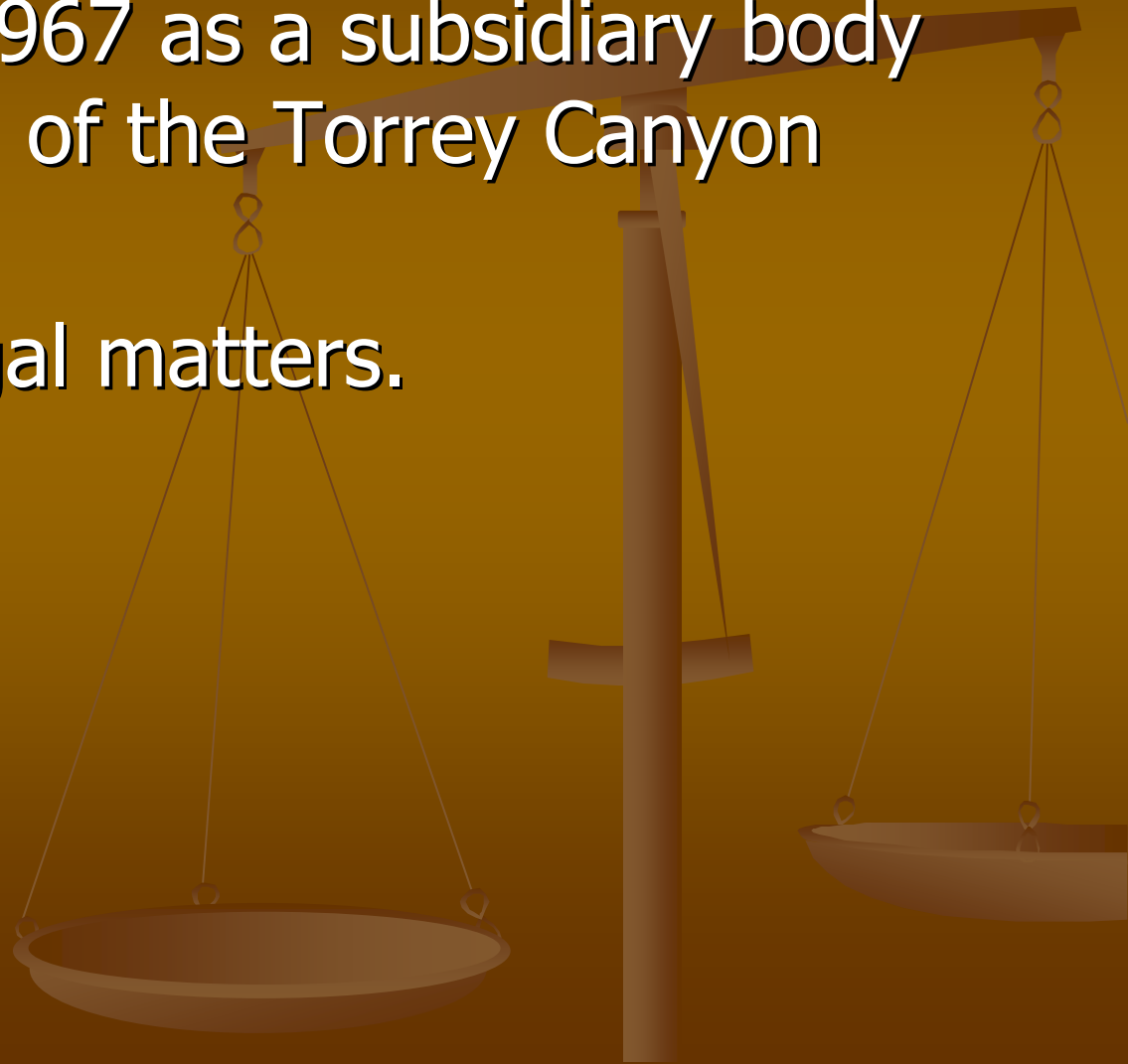
Sub-Committees



- To assist MSC & MEPC;
 - Bulk liquids and gases (BLG);
 - Carriage of Dangerous Goods, Solid Cargoes & Containers (DSC);
 - Fire protection (FP);
 - Radio communications and search and rescue (COMSAR);
 - Safety of navigation (NAV);
 - Ship design and equipment (DE);
 - Stability and load lines and fishing vessel safety (SLF);
 - Standards of training and watch keeping (STW);
 - Flag state implementation (FSI).

Legal Committee (LEG)

- Established in 1967 as a subsidiary body as an aftermath of the Torrey Canyon disaster;
- Deal with all legal matters.



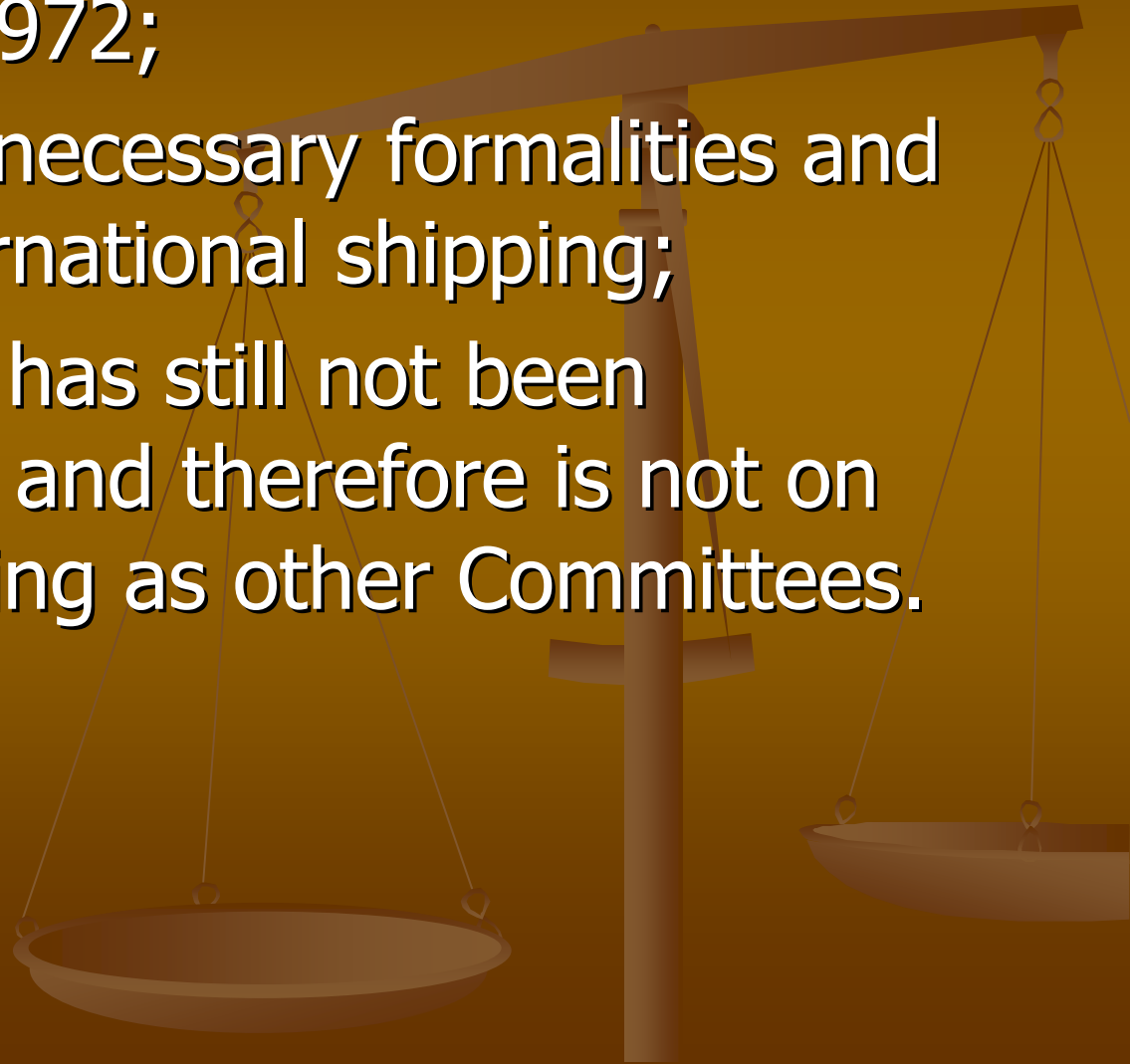
Technical Cooperation Committee (TCC)

- Implement technical cooperation projects;
- Act as executing agencies in IMO's technical cooperation activities.



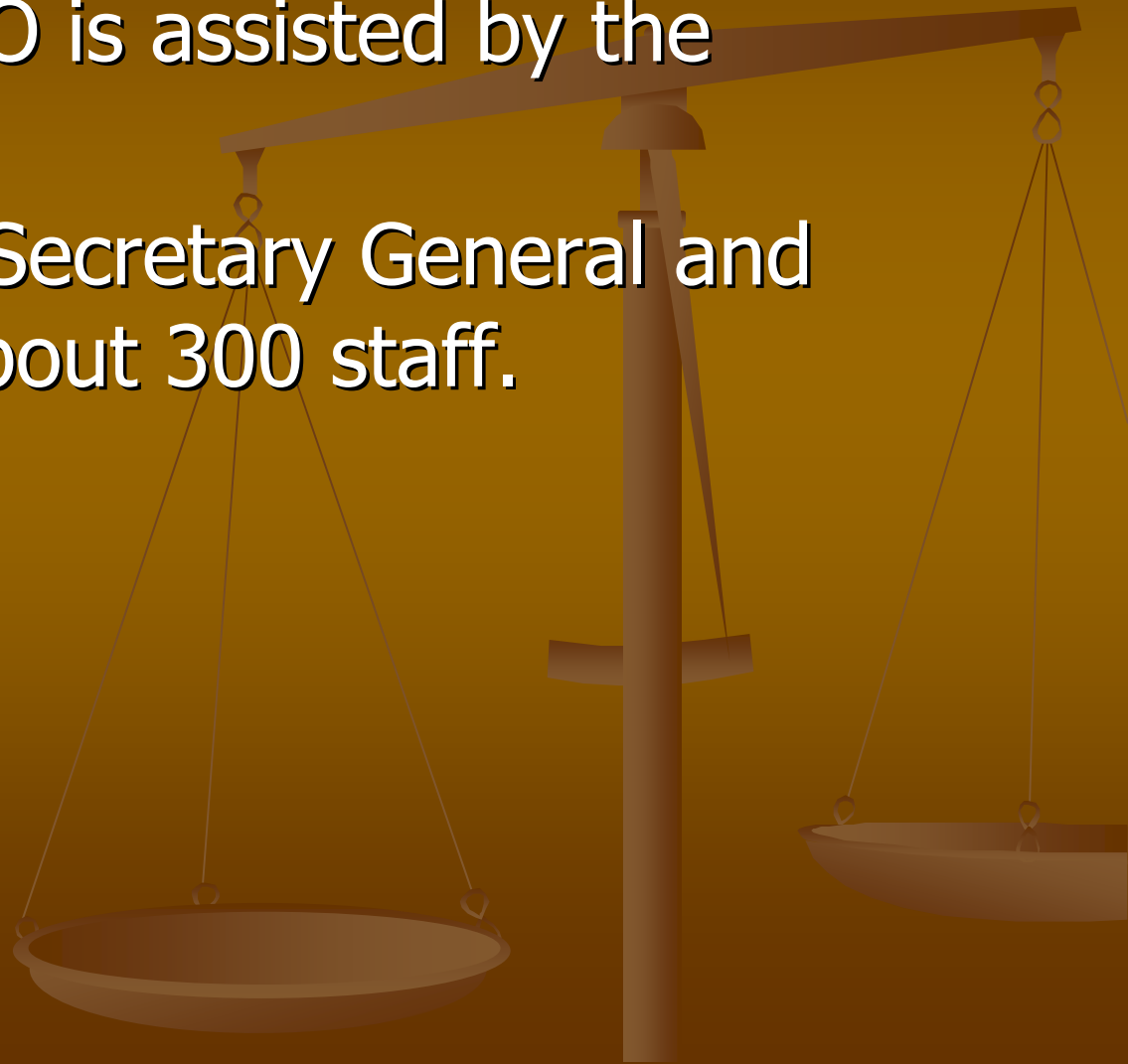
Facilitation Committee (FAL)

- Established in 1972;
- To eliminate unnecessary formalities and red tape in international shipping;
- This committee has still not been institutionalized and therefore is not on the same standing as other Committees.



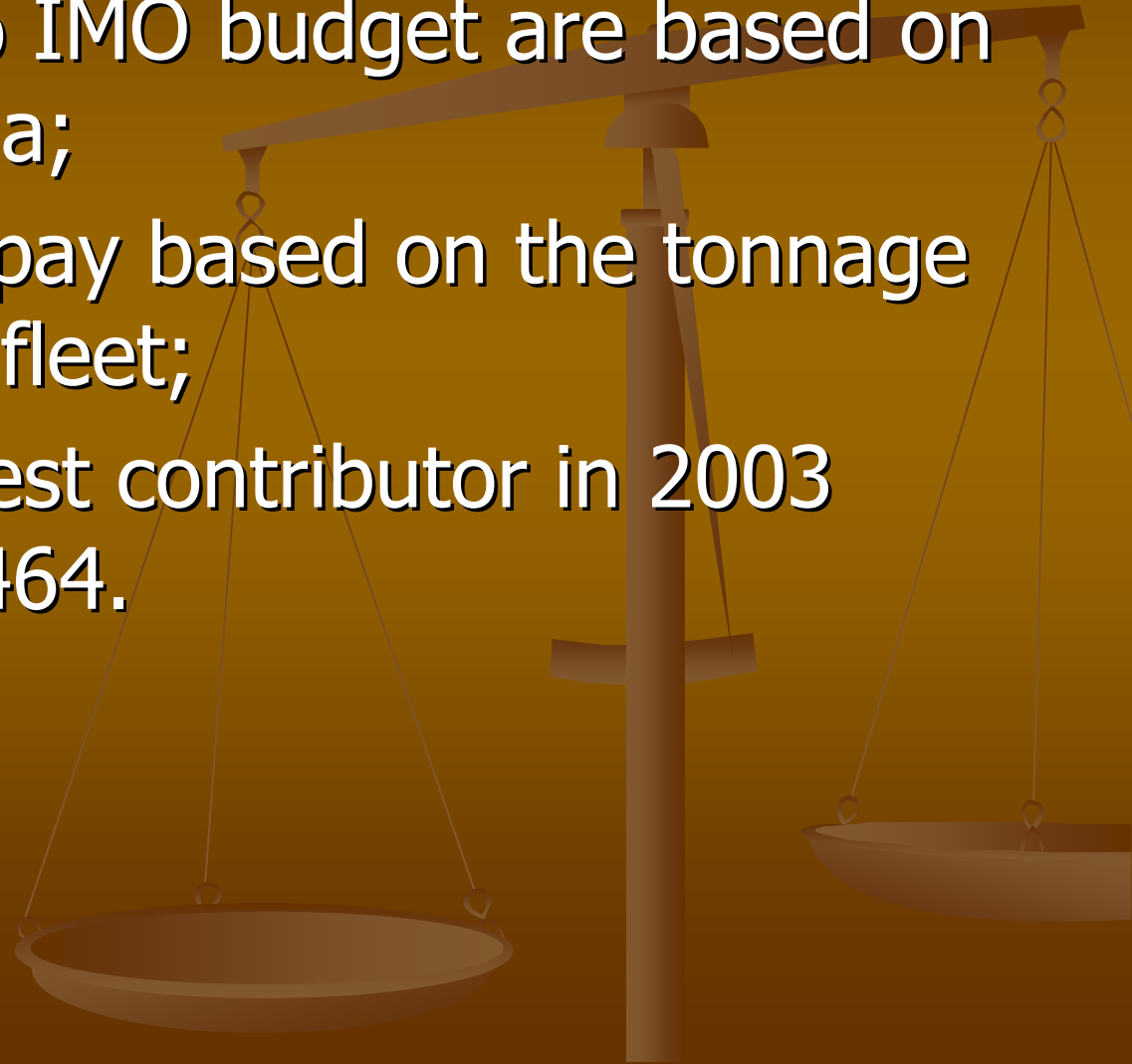
Secretariat

- The work of IMO is assisted by the secretariat;
- Headed by the Secretary General and supported by about 300 staff.



Budget

- Contributions to IMO budget are based on a unique formula;
- Member states pay based on the tonnage of its merchant fleet;
- Panama is highest contributor in 2003 paying £3,715,464.

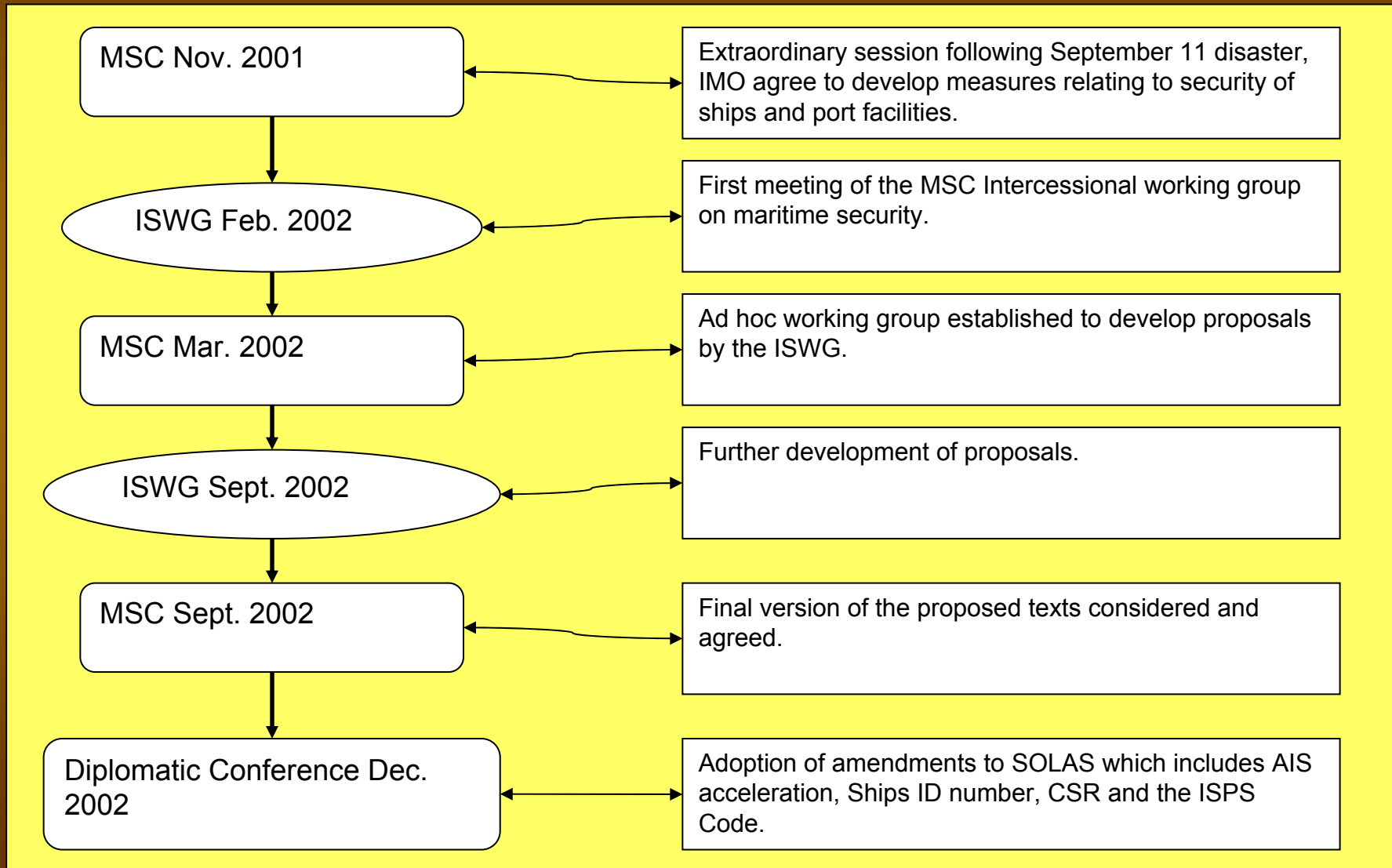


The Process



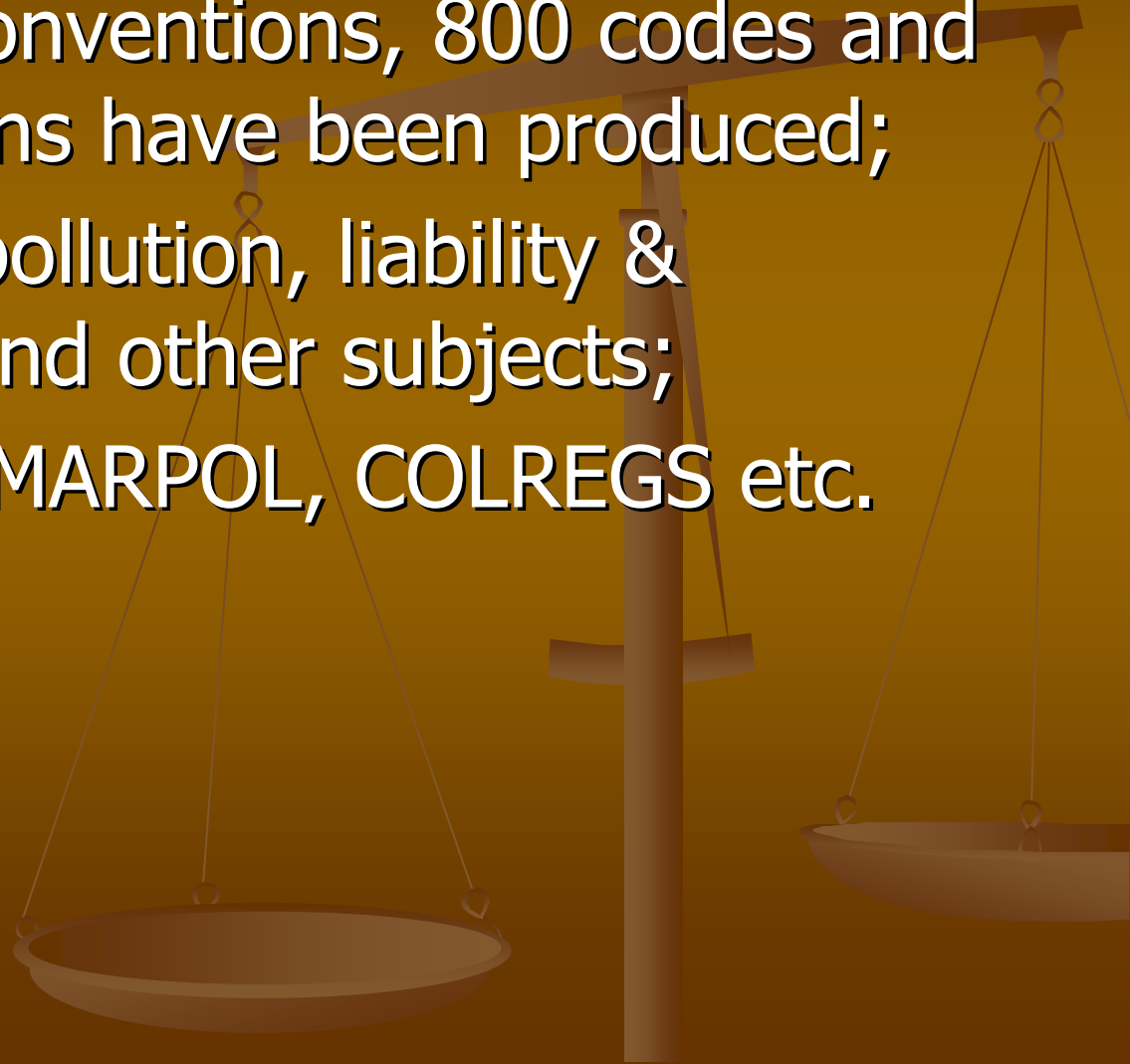
1. Issue submitted to Secretariat;
2. Tabled at appropriate forum i.e. MSC for security issue;
3. Agree for inclusion as agenda item – pass to sub-committee;
4. Draft instrument produced, discussed and agreed upon;
5. Adopted by Assembly;
6. Deposited to Sec. Gen. for acceptance, ratification or accession;
7. Member state implement, IMO will keep up to date and promote ratification.

Example – the ISPS Code

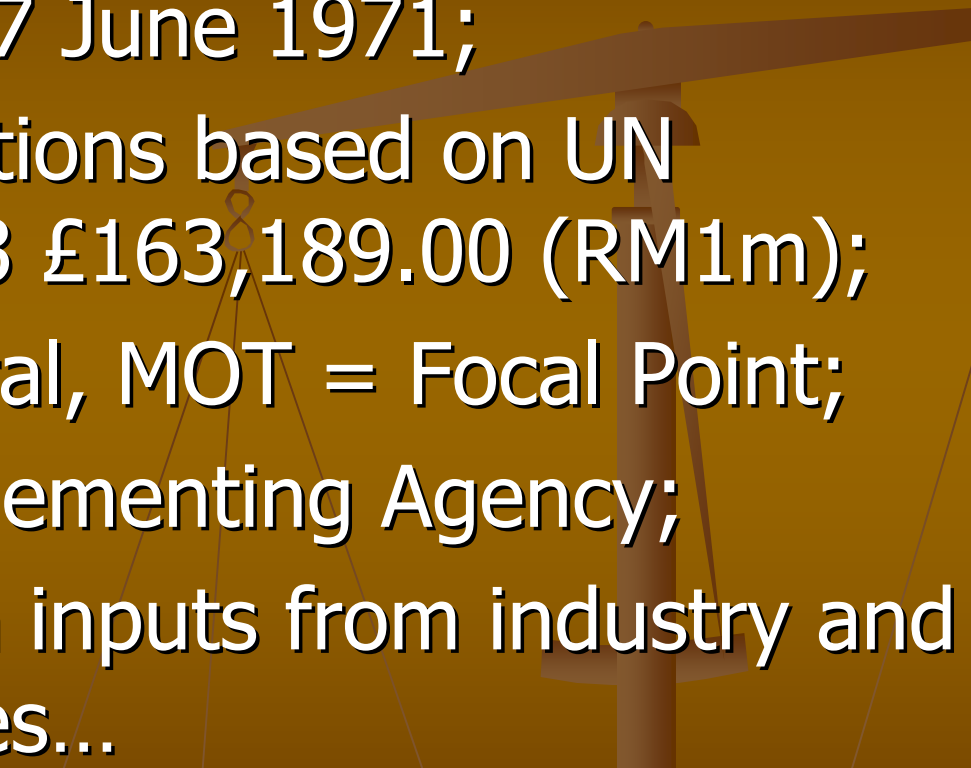


IMO instruments

- More than 40 conventions, 800 codes and recommendations have been produced;
- Covers safety, pollution, liability & compensation and other subjects;
- SOLAS, STCW, MARPOL, COLREGS etc.

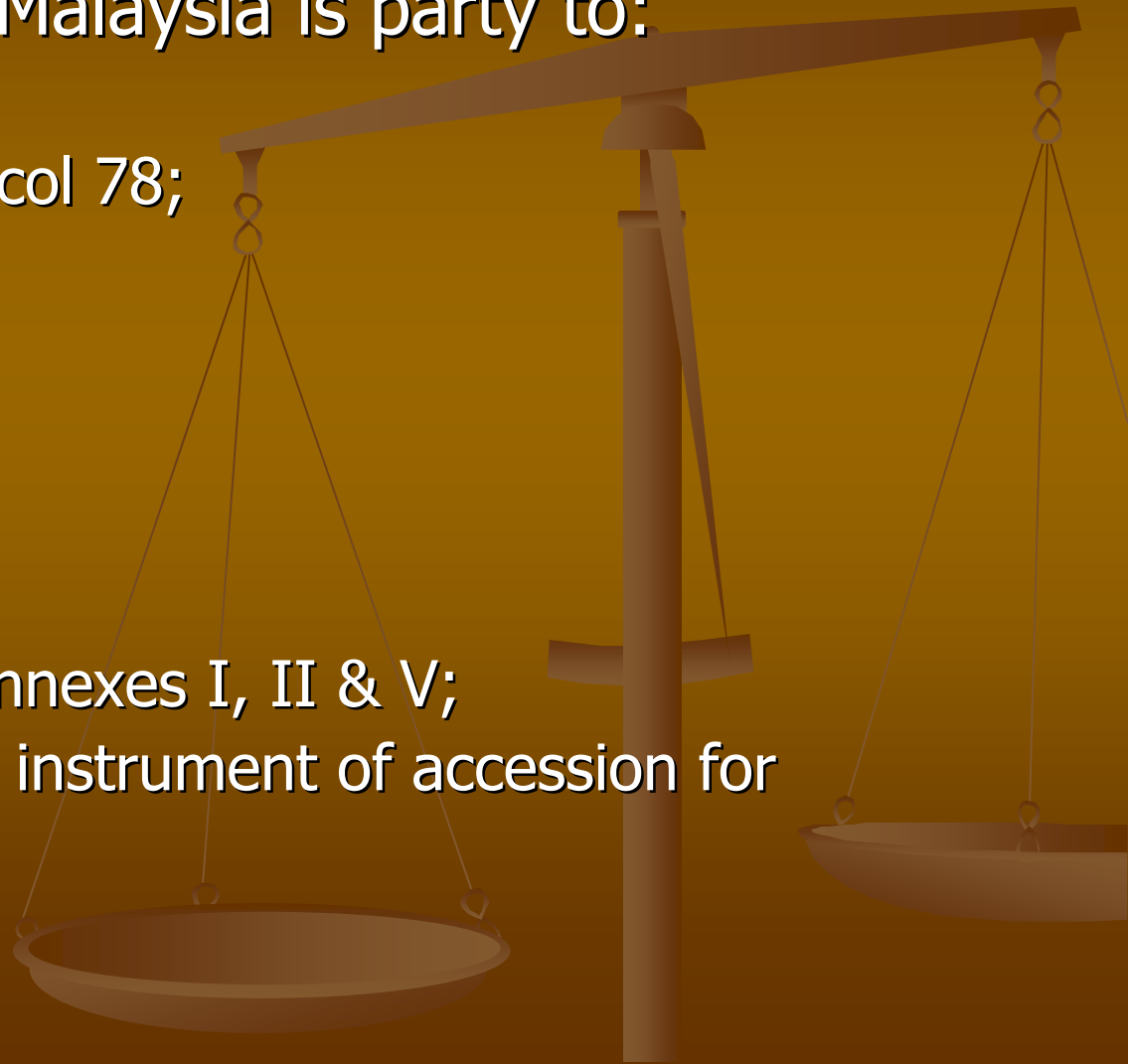


Malaysia & IMO

- Member since 17 June 1971;
 - Annual contributions based on UN formula, in 2003 £163,189.00 (RM1m);
 - Secretary General, MOT = Focal Point;
 - MARDEP = Implementing Agency;
 - Submission with inputs from industry and interested parties...
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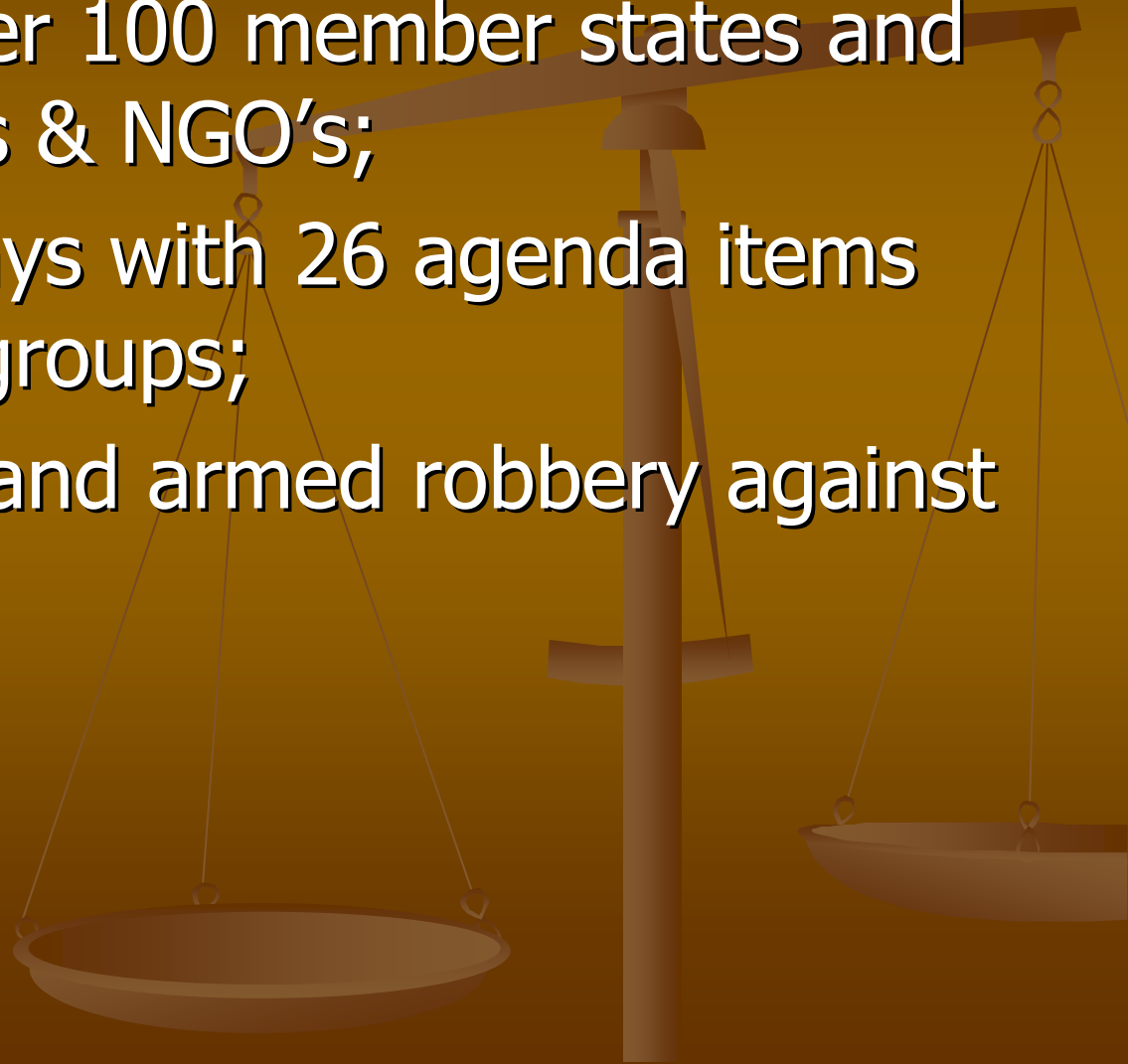
Conventions

- Of more than 40, Malaysia is party to:
 - IMO 48;
 - SOLAS 74 & Protocol 78;
 - Load Line 66;
 - Tonnage 69;
 - COLREG 72;
 - STCW 78;
 - INMARSAT 76;
 - MARPOL 73/78, Annexes I, II & V;
 - CLC69/FUND 71 – instrument of accession for CLC/FUND 92;
 - OPRC 90.



MSC 78

- Attended by over 100 member states and numerous IGO's & NGO's;
- Held over 10 days with 26 agenda items and 3 working groups;
- AG 20 – piracy and armed robbery against ships.

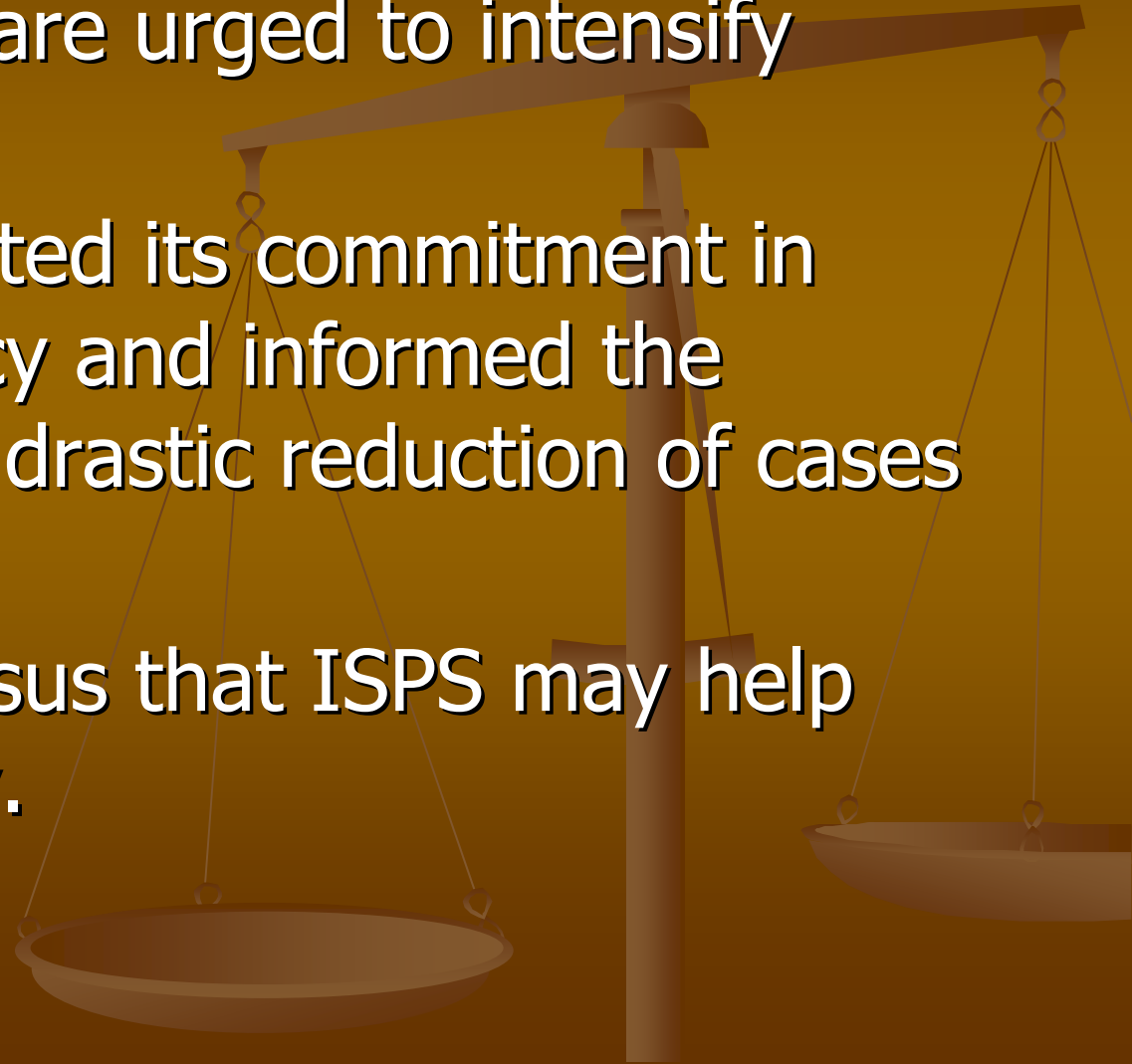


Piracy & Armed Robbery

- Total 3,456 cases from 1994 – March 2004;
- In 2003, 452 cases = 18% increase;
- 11 ships hijacked, 11 missing, 1 set on fire and 1 grounded;
- 13 crew members killed, 45 wounded, 54 missing including 3 thrown overboard;
- Most affected areas in 2003;
 - South China Sea & Malacca Straits, South America & the Caribbean, Indian Ocean, West & East Africa.

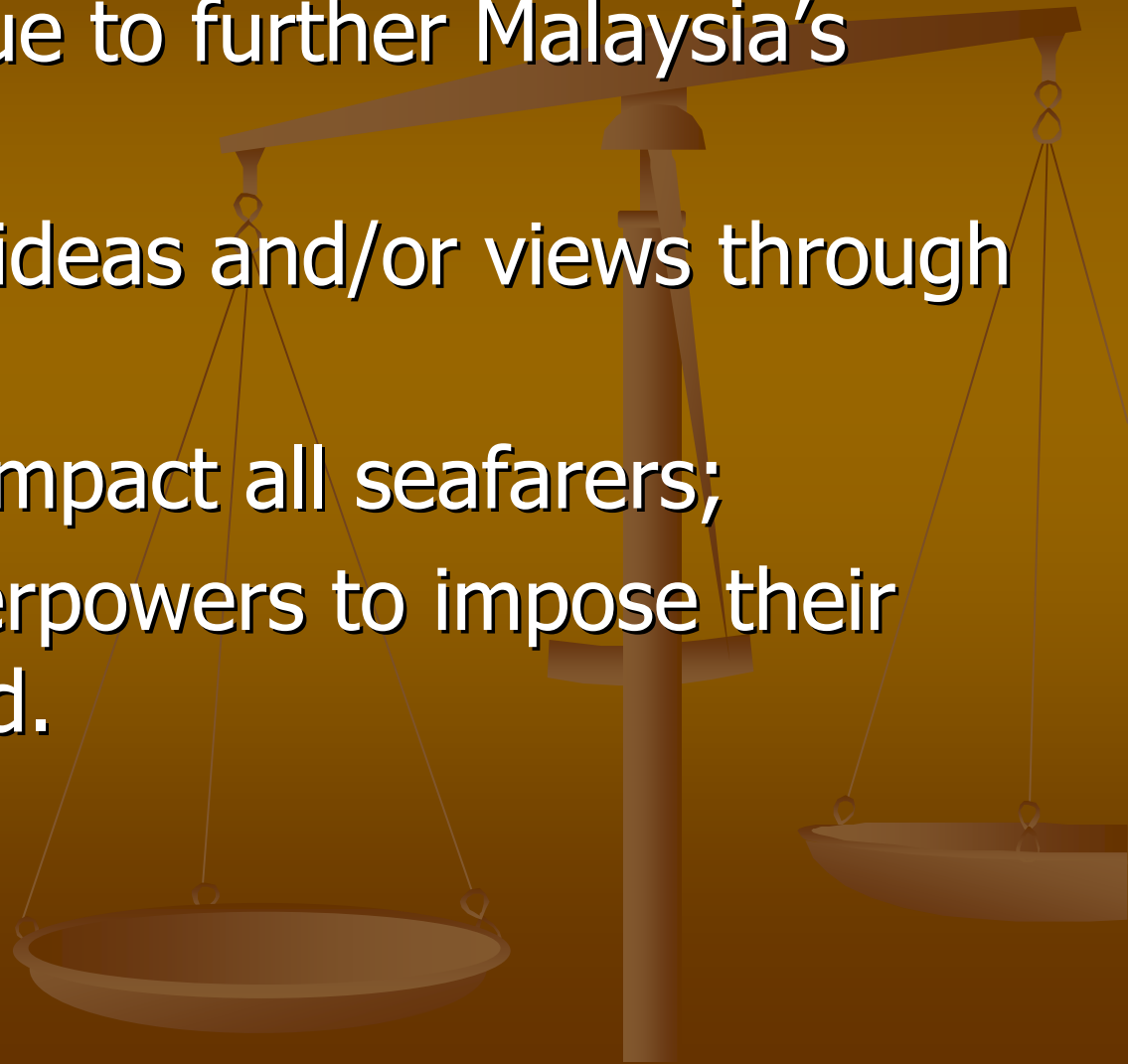
Piracy & Armed Robbery

- Member states are urged to intensify efforts;
- Malaysia reiterated its commitment in combating piracy and informed the meeting on the drastic reduction of cases in its waters;
- General consensus that ISPS may help eradicate piracy.



Conclusion

- IMO is an avenue to further Malaysia's interest;
- We can submit ideas and/or views through its process;
- It's output will impact all seafarers;
- Vehicle for superpowers to impose their will on the world.



TERIMA KASIH

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