

# IMO and regional ocean governance

A brief overview of IMO's environmental work  
in a regional context

# Outline of the presentation

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- IMO and its mandate
- Overview of IMO conventions of relevance for regional ocean governance
- How can regional ocean governance be strengthened – an IMO perspective



# The International Maritime Organization

- The United Nations specialized agency responsible for safe, secure and efficient shipping and the prevention of pollution from shipping
- 171 Member States and three Associate Members, including all major ship-owning nations and all major coastal states
- About half of the 53 international treaties adopted by IMO so far are directly environmentally related



*“Safe, secure and efficient shipping on cleaner oceans”*

# IMO and Sustainable Development

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**Shipping shipping is intrinsically linked to all three pillars of sustainable development:**

- to the **economic** pillar through safe secure and efficient shipping;
- to the **social** pillar by directly and indirectly supporting the livelihoods of all economies and people around the world; and
- to the **environmental** pillar by carrying out this activity in a way that does not impact the marine and atmospheric environments.

# IMO's work on environmental issues – Some current topics

- Ballast water management
- Air pollution and GHG
- Ship recycling
- Ships operating in polar waters
- Pollution preparedness and response
- Dumping of wastes at sea
- PSSAs
- Special Areas under MARPOL

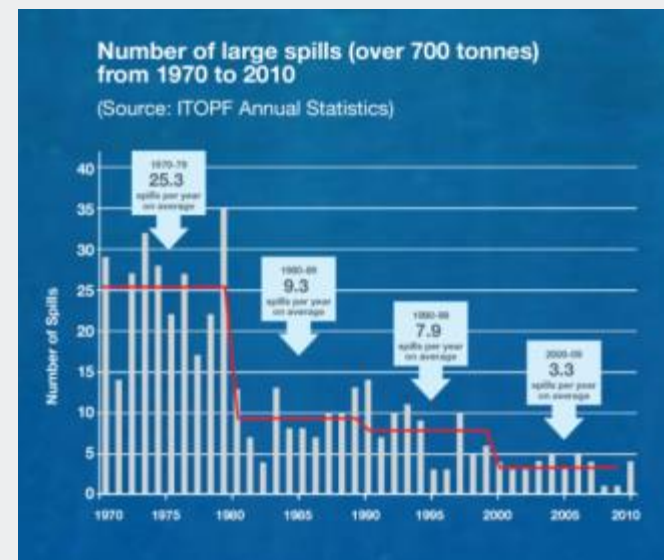


# Pollution preparedness and response

Ensures effective preparedness measures and readiness, and promote cooperation amongst Parties through the establishment of bilateral and multilateral agreements to augment national-level response capacity.

OPRC 1990 and the OPRC-HNS Protocol (2010) - preparedness and response to incidents

Regional activities include the Global Initiative for West, Central and Southern Africa (GI WACAF Project), a partnership between IMO and IPIECA, to enhance the capacity of countries to prepare for and respond to marine oil spills.





# Ballast water management

**Objective: to prevent, reduce and ultimately eliminate the risks to the environment, human health, property and resources caused by the transfer of aquatic organisms and pathogens by ships**

This will be achieved through the control and management of ships' ballast water and sediments

The discharge of ballast water into the sea shall be managed according to the provisions of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention)





## Air pollution

**Shipping is the most environmentally-friendly means of transport thanks to its efficiency, but it does have significant impact particularly on coastal areas mainly due to the widespread use of heavy fuel oil**

Significant reductions in the emissions of all air pollutants generated on board are possible through the application of an array of abatement technologies and other technical and operational measures

In 2011, IMO adopted mandatory technical and operational energy efficiency measures which are expected to significantly reduce the amount of CO<sub>2</sub> emissions from international shipping. These mandatory measures (EEDI/SEEMP) entered into force on 1 January 2013.





# London Convention and Protocol: Dumping of wastes

**To protect and preserve the marine environment from all sources of pollution, including dumping of wastes and other matter at sea**

Regulates the dumping of matter into the ocean

Also regulates CO<sub>2</sub> Sequestration in sub-seabed geological formations

Regulates marine geoengineering, incl. ocean fertilization - amendment in 2013

Regional activities include:

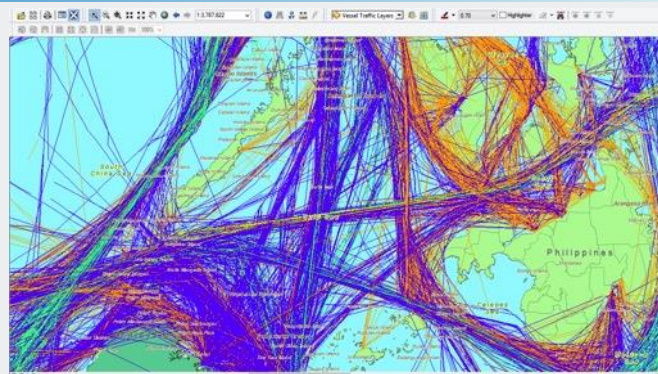
- Reporting
- Training/capacity building
- Outreach



## MPAs – PSSAs and special areas

### PSSAs

An area that needs special protection through action by IMO because of its significance for recognized ecological, socio-economic or scientific reasons and which may be vulnerable to damage by international maritime activities.



### Special Areas and Emission Control Areas

Areas in which, for reasons relating to their oceanographical and ecological condition and to their sea traffic, the adoption of special mandatory methods for the prevention of sea pollution is required. Under the Convention, these special areas are provided with a higher level of protection than other areas of the sea.



### **IMO and its technical cooperation activities**

**Technical cooperation and assistance is a crucial component of strengthening the implementation of the global regulatory framework.**

**IMO's technical cooperation includes:**

- A substantial technical cooperation programme
- Major Projects addressing specific issues
- A specific Long-term Technical Cooperation and Assistance Programme for the LC/LP
- Bilateral TC agreements and partnerships

### IMO regional presence and Regional activity centres

**IMO has a regional presence and support structure through 5 regional coordinators/advisors and two regional activity centres:**

**Regional coordinators/advisors in:**

- Abidjan, Cote d'Ivoire
- Accra, Ghana
- Nairobi, Kenya
- Manila, the Philippines
- Port of Spain, Trinidad and Tobago

**Regional activity centres:**

- Regional Marine Pollution Emergency, Information and Training Center Wider Caribbean (RAC-REMPEITC-Caribe) in Curacao
- Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) in Malta

### Major Projects

**A number of Major Projects support the implementation of key IMO instruments through focussed interventions.**

#### **GEF-UNDP-IMO GloBallast Project**

- Ballast Water Management Convention
- Phase 1, 2000-2004, Phase 2, 2006 to 2016
- 14 lead countries in 5 regions

#### **GEF-UNDP-IMO GloMEEP Project**

- Transforming the Global Maritime Transport Industry towards a Low Carbon through Improved Energy Efficiency
- 2016-2018
- 10 lead countries

## Major Projects - continued

### IMO – Norad projects (2014 - )

- Assisting East Asian Countries in Ratifying and Implementing IMO Instruments for the Protection of the Marine Environment
- Prevention of Pollution from Ships through the adoption of Particularly Sensitive Sea Areas (PSSAs): Indonesia, Malaysia, Philippines, Viet Nam
- Ship-recycling project: Safe and Environmentally Sound Ship Recycling in Bangladesh – Phase I

### Past Projects:

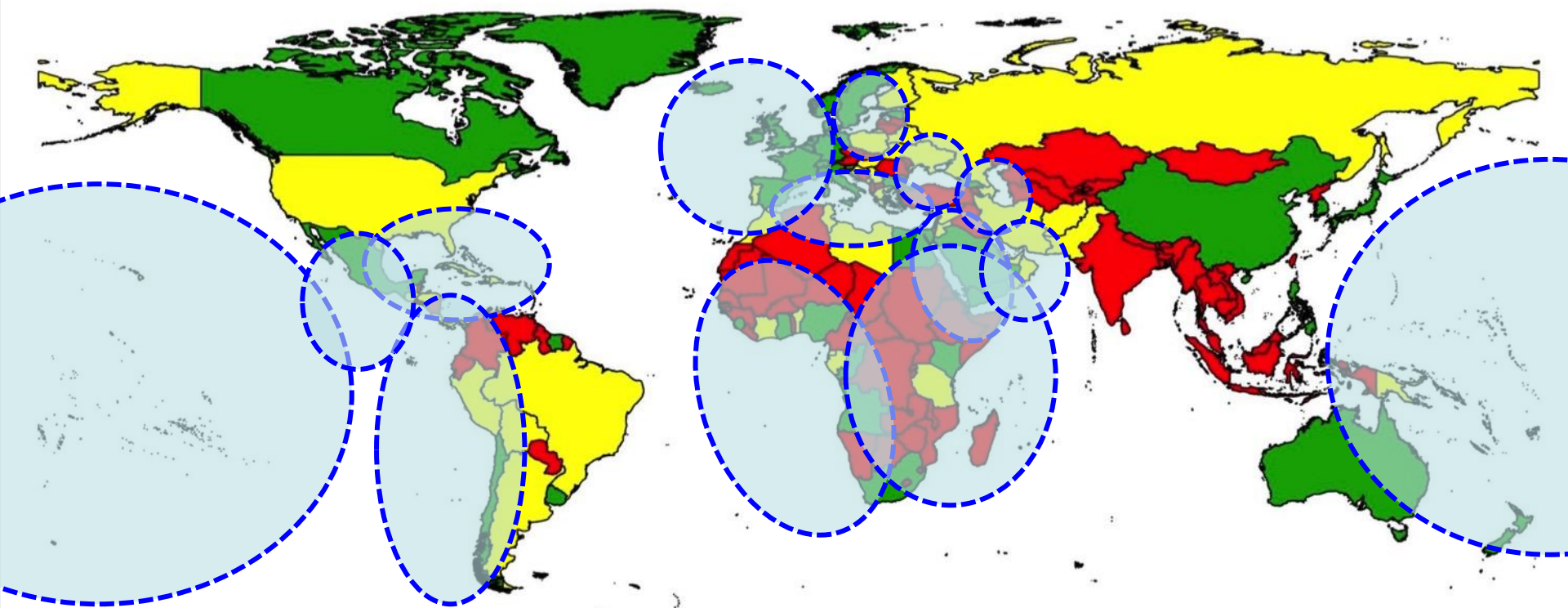
- Marine Electronic Highway (MEH) Demonstration Project in the Straits of Malacca and Singapore - closed 2013
- "Building Capacities in East Asia countries to address Greenhouse Gas Emissions from Ships"

### Future projects...?

# Regional ocean governance and IMO instruments

- To be successful, IMO's international treaties and **globally** agreed standards, should be successfully promoted at the **regional** level, for a harmonized implementation at the **national** level
- The 'IMO tool-box for ocean governance' also includes the possibility to adopt regional approaches when needed, for example when it is recognized that areas need additional protection.
- An ocean governance agenda will also need to include a further 'greening of the industry'. This is both desirable and achievable, through:
  - improving energy efficiency;
  - further reducing emissions of greenhouse gases from ships;
  - preventing and controlling the transfer of invasive aquatic species through ships' ballast water and ships' hull fouling; and
  - minimizing the dumping of wastes

# Global – Regional -National





# Thank you for listening

[www.imo.org](http://www.imo.org)

