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Kingdom (1949) United States America (195 Venezuela (1975) Viet Nam (1968) Yemen (1979) Zambia (2014) Zimbabwe (2005) The three co-funded members of the IMO are the Faroe Islands, Hong Kong and Macao. In 1961, the areas of Sabah and Sarawak, Sarawak, was included by the participation of the UK, jointly associated members. In 1963 they became part of Malaysia. [11] Most UN member countries that are not members of IMO are countries. These include Afghanistan, Andorra, Bhutan, Botswana, Burkina Faso, Burundi, Central African Republic, Chad, Kyrgyzstan, Laos, Lesotho, Liechtenstein, Mali, Niger, Rwanda, South Sudan, Swaziland, Tajikistan and Uzbekistan. However, the Federal States of Micronesia, an island nation in the Pacific, are also a non-member, as is the same for similar Taiwan, itself a non-member of the UN. Structure The IMO consists of an Assembly, a Board and five main committees: the Maritime Safety Committee; the Marine Environmental Protection Committee; the Judiciary Committee; the Technical Cooperation Committee and the Facilitation Committee. A number of subcommittees support the work of the main technical committees. Admiralty law History Ordinamenta and consuetudo maris Amalfian Laws Hanseatic League Features Shipping Freight rate General average Marine insurance Marine Recycling Maritime Line Ship Connection Ship Transport International Regulations for The Proposed Clashes at Sea Contracts of Confirmation Charter Party Types of Confirmation Charter Party Types of Charter Party Bareboat Demise Time Voyage Parties Carrier Charter Consignee Consignee Shipbroker Shipbroker Shipping Agent Ship owner Shipper Stevedore Judiciary Admiralty Court Vice Admiralty Court International Conventions Hague-Visby Rules Hamburg Rules Rotterdam Rules Maritime Convention The Convention International Convention on United Nations Convention on the Law of the Sea (UNCLOS) SOLAS Convention Ballast Water Management Convention International Maritime Organization London Maritime Arbitrators Association via IMO is the source of approximately 60 legal instruments leading the regulatory development of its member countries to improve safety at sea, The best known is the International Convention for The Safety of Life at Sea (SOLAS) , as well as International Convention on Oil Pollution Preparation, Response and Cooperation (OPRC). Others include the International Oil Pollution Compensation Funds (IOPC). [13] It also functions as a deposit of more validated sums, such as the International Convention on Accountability and Compensation for Damages in Connection with the Transport of Hazardous and Harmful Substances by the Sea, 1996 (HNS Convention) and Nairobi International Convention of Removal of Wrecks (2007). [14] IMO regularly enacts regulations, which are broadly enforced by national and local maritime authorities in member countries, such as the International Regulations for the Prevention of Clashes at Sea (COLREG). The IMO also enacted a Port State Control (PSC) authority, allowing domestic maritime authorities such as coastguards foreign flag ships call at ports of the many port states. Memoranda of Understanding (protocols) has been signed by some countries united Port State Control procedures among the signatories. Conventions, codes and regulations: MARPOL Convention Marpol Annexure I SOLAS Convention IMDG Code ISM Code STCW Convention International Code of Signals International Regulations for The Prevention of Clashes at Sea HNS Convention International Convention International Convention on Civil Liability for Oil Pollution Damage International Convention on establishing an International Fund for Compensation for Oil Pollution Damage International Ballast Water Management Convention Current issues Recent initiatives at the IMO have included amendments to SOLAS, upgraded fire protection standards on passenger ships, international convention on standards of training, Certification and Guard Units for Seafarers (STCW) establishing basic requirements on training, certification and guard units for marine sailors and the Convention on the Prevention of Maritime Pollution (MARPOL 73/78), which requires double skirts on all tankers. In December 2002 new amendments to the 1974 SOLAS Convention were enacted. These amendments led to the International Ship and Port Facilities Security (ISPS) code, which came into effect on 1 July 2004. The concept of the code is to defend layered and excess defenses against smuggling, terrorism, piracy, stowaways, etc. The ISPS Code required most ships and port facilities involved in international trade to establish and maintain strict security procedures as specified in ship and port security plans and port facility security plans. The IMO has a role in tackling international climate change. The First Intergovernmental meeting of IMO's Working Group on Greenhouse Gas Emissions of ships took place in Oslo, Norway (23–27 June 2008), tasked with the development of the technical basis for reduction mechanisms that can form part of a future IMO regime to control greenhouse gas emissions from international shipment, and a concept of actual reduction mechanisms themselves, for further consideration by IMO's Marine Environmental Protection Committee (MEC). [15] The IMO participated in the 2015 United Nations Climate Change Conference in Paris that wants to establish itself as the appropriate international body to address greenhouse gas emissions from ships involved in international trade. [16] Nevertheless, there has been widespread criticism of the IMO's relative response since the closure of the Paris conference, with the initial data collection step of a three-stage process of reducing maritime greenhouse emissions that are expected to last until 2020. [17] The IMO also took steps to mitigate the global effects of ballastwater and sediment farewell by the 2004 Ballast which came into effect in September 2017. [18] The IMO is also responsible for the publication of the International Code of Conduct for Use trader and fleet vessels. IMO has made information available to descents and coastal side traffic services called e-Navigation. An E-Navigation Strategy was ratified in 2005 and an implementation plan was developed by three IMO subcommittees. The plan was completed by 2014 and implemented in November of that year. [19] IMO also served as a key partner and instructing American international and interagency efforts to establish Maritime Domain Awareness. Management of IMO The governing body of the International Maritime Organization is the Assembly that meets every two years. Between Assembly Sessions A Board, consisting of 40 member states elected by the Assembly, acts as the governing body. The technical work of the International Maritime Organization is carried out by a series of committees. The Secretariat consists of approximately 300 international civil servants among the layers of a secretary general. [20] Secretary General The current Secretary General is Kitack Lim (South Korea), elected for a four-year term at the 114th session of the IMO Council in June 2015 and at the 29th session of the IMO's Assembly in November 2015. His mandate began on 1 January 2016. At the 31st session of the Assembly in 2019, he was re-postponed for a second term, which ended on 31 December 2023. [22] Name Land Term Ove Nielsen Denmark 1959-1961 William Graham[23] United Kingdom 1961-1963 Jean Roullier France 1 In 1964 Die Burger and Volksblad became the United Kingdom of Die Burger in 1967. Efthymios Mitropoulos Greece 2004-2011 Koji Sekimizu Japan 2012-2015 Kitack Lim South Korea 2016 current Technical Committees meet an image of the main hall meeting room, where the MSC and MEPC committees of the International Maritime Organization meet each year. The technical work of the International Maritime Organization is carried out by a series of committees. [24] [20] This includes: The Maritime Safety Committee (MSC) The Marine Environmental Protection Committee (MEPC) The Judicial Committee The Technical Collaboration Committee, for capacity building of the Facilitation Committee, to simplify the documentation and formalities required in international shipment. Maritime Safety Committee It is regulated in the section 28(a) of the Convention on the IMO. SECTION 28 (a) The Maritime Safety Committee will consider any matter within the scope of the Organisation involved in tools, construction and equipment of vessels, the management of a safety standpoint, rules for preventing collisions, handling of hazardous loads, maritime safety procedures and, hydrographic information , log books and navigation records, marine casualties investigated, recycling and rescue, and any other matters directly containing maritime safety. (b) The Maritime Safety Committee must provide machinery for the execution of any duties provided by this Convention, the Assembly or the Board, or any within the scope of this article allocated to him by or under any other international instrument and accepted by the organisation. (c) Considering the provisions of section 25, the Maritime Safety Committee, at the request of the Assembly or the Board or, if it considers such actions useful in the interest of its own work, maintains such close relationship with other bodies as the purposes of the Organization The Maritime Safety Committee is the most senior of these and is the most important Technical Committee; it oversees the work of its nine subcommittees and initiates new topics. One broad topic with which it deals with is the effect of the human element on casualties; This work has been put to all the subcommittees, but in the meantime, the Maritime Safety Committee has developed a code for managing ships that will ensure that agreed operational procedures are in place and followed by ship and coastal side staff. [20] Subcommittees The MSC and MEC are assisted in their work by a number of subcommittees open to all member countries. [24] The committees are: Subcommittee on Human Element, Training and Waiting (HTW) Subcommittee on the implementation of IMO Instruments (II) Subcommittee on Navigation, Communication and Search and Rescue (NCSR) Subcommittee on Pollution Prevention and Response (PPR) Subcommittee on Ship Design and Construction (SDC) Subcommittee on Ship Systems and Equipment (SSE) Subcommittee on the transport of loads and containers (CCC) The names of the IMO subcommittees were changed in 2013. Before 2013 there were nine subcommittees as follows: Bulk liquids and Gases (BLG) Transport of hazardous goods, Fixed loads and 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 Fish Capture Vessels Safety (SLF) Standards of Training and Waiting (STW) Flag State Implementation (FSI) Resolution MSC.255(84) , from 16 May 2008 , accept the Code of international Standards and Recommended Practices for a safety investigation into a marine casualty or marine incident. It is also known as the Casualties investigation code. [25] The use of the International System of Units Sea Transport is one of few industrial areas that still use non-metric units such as the nautical mile (nm) for distance and knots (knots) for speed or velocity. One nautical mile is approximately one minute of arc of latitude gatgnor along any meridian arc, and is defined exactly as 1852 meters today (approximately 1.151 statute miles). In 1975, the meeting of the IMO decided that future conventions of the International Convention for the safety of life at sea (SOLAS) and other IMO instruments should only use SI units. [26] See also Pollics Portal IMO ship identification number International Maritime Law Institute International Maritime Rescue Federation United Nations Convention on the Law of the Sea Standard Communication Phrases By the IMO, improve safety at sea NAVAREA Notes and references ^ a b c Introduction to IMO. International Maritime Organization. Retrieved 28 August 2015. In 1948, the founding of the United Nations (UN) central and eastern parts of the United Nations (UN) appealed to Die Burger to a Ship Organization Near Final Form; U.N. Maritime Body expected to have 3 Main Organs – Panama in Opposition. The New York Times. 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