

IMO

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1. Letter from the Secretary-General

Dear Participants,

I am honored to welcome you to the MARINEMUN conference 2025 , where we will engage in meaningful discussions and debates on global issues. As your Secretary-General, I am incredibly excited and proud to be in this role, and I am enthusiastic about the opportunity to see the diverse perspectives and ideas that each of you will bring to the table. I feel incredibly lucky to work alongside our wonderful academic and organization team, and together, we will create an enriching and A memorable experience for everyone involved.

This conference will be a platform for constructive dialogue and collaboration, and I am confident that together, we will make it a truly great and impactful event.

If you need any assistance, feel free to get in touch with me.

Warm regards,

Selin Esin

Secretary-General

Email: seloosesin@hotmail.com

2.Letter from the Under Secretary-General

3. Letter from the Academic Assistant

First of all, let me extend a hearty welcome to everyone on the International Maritime Organization committee for MARINETRAIN'25. Serving as your academic assistant on this committee gives me great pleasure. Our primary objective during the conference will be to guarantee the committee's operational state, whether that means delivering this comprehensive study guide to you, responding to all of your inquiries, or giving you more information if necessary. We are here to help, so you can relax. First and foremost, I would like to express my gratitude to my beloved Under-Secretary-General Ramazan Rahmi Özcan. It is a privilege for me to work alongside him because of his exceptional personality and boundless academic resources. Second, I want to express my gratitude to the MARINETRAIN'25 Secretariat for providing me with the opportunity to serve at the conference as an Academic Assistant. Without a doubt, the committee will proceed as smoothly as we anticipated, and this study guide will give you all the information your delegates need to conduct the most productive debates. Do not hesitate to get in touch with me or my Under-Secretary-General if you have any questions about the process, the schedule, or the conference. Pleasant regards,

Academic Assistant, Efe Deniz YAĞCI
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4. Preparing for the Conference

Evaluate your Allocation

Once you receive your allocation, research your country's policies and its position on the committee's agenda. Knowledge about Allocation will always differentiate you from other delegates.

Read the Study Guide

In addition to researching your allocation, it is also important to read the full study guide, because by reading the study guide you can get familiar with the agenda item. Moreover, the guide not only contains basic information about your committee and agenda, but also helps you understand what you will be discussing in committee by providing different perspectives on the history of the topic, current events and key concerns. Even if you are familiar with the topic, it would be a mistake to come to the conference without consulting the study guide.

Read the Rules of Procedure

To ensure that all actions are in accordance with the appropriate Model United Nations protocol, the Secretariat of each conference submits a document outlining the Rules of Procedure. This document ensures that the session chair effectively guides the committee and maintains an orderly conduct throughout the session. Before the first official sessions begin, the presiding committee will brief you on the procedure.

5. Introduction to International Maritime Organization

A specialized agency of the UN, the International Maritime Organization (IMO) works to improve maritime safety, establish international regulations for maritime transportation, and safeguard the marine environment. It was formally established in 1959 by a Geneva convention that was adopted in 1948. The main objective of the London-based IMO is to guarantee the establishment of global standards for the efficient, sustainable, safe, and ecologically responsible operation of maritime transportation. In this regard, the organization establishes international standards in areas like ship safety, maritime accident prevention, environmental impact reduction, and maritime personnel competency and training.

The IMO has been instrumental in the development of numerous conventions that govern international maritime transportation. Two notable examples are the MARPOL Convention, which aims to prevent ship-source marine pollution, and the STCW Convention, which governs seafarers' competency and training requirements. The Council and several technical committees are currently used by the organization, which has more than 170 member states, to carry out its decision-making procedures. Establishing the regulatory framework for the international maritime industry is a major responsibility of the IMO.

6. Introduction to the Agenda Item

Strategically important are the oceans since they contain natural resources, a lot of world trade, and energy movement. Seldom less than 90% of world trade is done by sea. In this sense, in addition to the littoral states, ocean security is absolutely vital for environmental sustainability, world economy, and international stability. Illegal activities including drug and weapon trafficking, piracy, illegal fishing, and human trafficking have lately challenged ocean security. Geopolitical concerns, violations of international maritime law, and the rising threat to the marine environment complicate these security problems even more.

Interstate cooperation, cooperative inspection systems, information-exchanging policies, and standard-setting are absolutely vital since one country cannot ensure international maritime security on its alone. Globally engaged in this are players such as the International Maritime Organization (IMO). IMO aims to establish a shared set of criteria for the maritime transportation sector by developing international conventions and technical rules to increase marine safety. This framework has established tight safety rules for things like ship equipment and operation, crew training, port state controls, and hazardous cargo transportation. By assisting to create international task groups, the IMO also

supports regional security cooperation in order to fight piracy in high-risk areas like the Gulf of Aden.

Improving ocean security calls for environmental, legal, diplomatic, and technical as well as military answers. Legal frameworks including the United Nations Convention on the Law of the Sea (UNCLOS) provide direction on issues including marine jurisdiction, freedom of navigation, the use of exclusive economic zones, and environmental protection to states. Still, it is impossible to separate environmental security from maritime security. Long-term environmental risks endangering ocean security include ship-related mishaps, oil spills, and damage of marine ecosystems. Security plans should thus coincide with ideas of sustainable environmentalism.

In conclusion, enhancing international security in the oceans requires a multidimensional, interdisciplinary and long-term approach. Delegates will be tasked with leading an in-depth discussion on ocean safety in the committee and coming up with effective solutions.

7. History and Structure of IMO

7.1) History

Almost a century after the first time wireless technology was used to help a ship in distress, the full implementation of the GMDSS on February 1, 1999, was a significant date in maritime history.

When a freighter struck the East Goodwin Lightship, which was anchored ten miles offshore from Deal in the Straits of Dover off the south-east coast of England, on March 3, 1899, the first wireless communication was made possible by the invention of the radio by Italian engineer Guglielmo Marconi in 1895. Help was sent after a distress call was wirelessly transmitted to a shore station at South Foreland.

The importance of wireless in saving lives at sea became evident very quickly. However, wireless had drawbacks, particularly with regard to the range it could cover.

In order to provide emergency maritime communications, the International Maritime Satellite Organization (IMO) formed the International Mobile Satellite Organization (Inmarsat) in 1976 after realizing in the 1960s that satellites would be crucial to maritime search and rescue operations. As part of SOLAS, the IMO's Member States adopted the global maritime distress and safety system's (GMDSS) fundamental requirements in 1988. The system was gradually implemented starting in 1992. The GMDSS is an integrated communications system that should guarantee that more lives can be saved at sea and that no ship in distress can vanish without a trace. All ships must have satellite emergency position-indicating radiobeacons (EPIRBs) and NAVTEX receivers in order to automatically receive shipping safety information, according to GMDSS regulations.

The International Convention on Maritime Search and Rescue (SAR), 1979, which was adopted to create a Global SAR plan, is supplemented by the GMDSS communications system under SOLAS. This means that, regardless of the location of an incident, a SAR organization will coordinate the rescue of individuals in distress and, if required, coordinate with neighboring SAR countries.

Seafarers and ship passengers should feel safer and more secure at sea once the SAR plans are finished and the GMDSS is fully implemented.

7.2) Governance of IMO

The Assembly, which convenes every two years, is the International Maritime Organization's governing body. A Council made up of 40 Member States chosen by the Assembly serves as the governing body in between Assembly sessions. A number of Committees oversee the International Maritime Organization's technical work. Under the direction of a Secretary-General, the Secretariat is made up of about 300 foreign civil servants. The current Secretary-General, Arsenio Dominguez, was elected in July 2023 and began his four-year term on January 1, 2024. At the 29th session of the IMO Assembly in November 2015 and the 114th session of the IMO Council in June 2015, South Korean Kitack Lim was elected to a four-year term as the previous Secretary-General. His mandate began on January 1st, 2016. He was reappointed for a second term, which ends on December 31, 2023, at the Assembly's 31st session in 2019.

7.3) Sub-Committees

To ensure wide representation and inclusivity in the technical decision-making process, the Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC) are supported in their work by a number of specialized subcommittees, all of which are open to participation by all Member States. These subcommittees address a wide range of topics that are essential to the IMO's mission, such as ship design and construction, human element training and watchkeeping, instrument implementation, cargo and container carriage, pollution prevention and response, navigation, communications, search and rescue, and ship systems and equipment. These subcommittees contribute significantly to the development of the specific provisions that underpin the general goals and norms accepted by the parent committees and the Organization overall by offering expert analysis, creating regulatory documents, and fostering technical discussions. The committees are:

Sub-Committee on Human Element, Training and Watchkeeping (HTW)

Sub-Committee on Implementation of IMO Instruments

Sub-Committee on Navigation, Communications and Search and Rescue (NCSR)

Sub-Committee on Pollution Prevention and Response (PPR)

Sub-Committee on Ship Design and Construction (SDC)

Sub-Committee on Ship Systems and Equipment (SSE)

Sub-Committee on Carriage of Cargoes and Containers (CCC).

8. Legal Representations

IMO possesses the privileges and rights necessary to carry out its responsibilities effectively and independently. The details of these legal protections are contained in the Headquarters Agreement with the Government of the United Kingdom, where the organization has its permanent headquarters in London. Under this agreement, IMO is granted tax exemptions, executive and judicial immunity, and immunity for its records and property. IMO is legally represented by its Secretary-General, who also serves as the organization's chief administrative officer and chief legal representative. In addition to representing

the organization in legal and diplomatic interactions with member states, other international organizations and non-governmental stakeholders, the Secretary-General is authorized to sign treaties, agreements and memoranda of understanding on behalf of IMO.

In terms of normative legal output, IMO has the capacity to adopt binding international instruments such as conventions, codes and protocols. These include the International Convention for the Safety of Life at Sea (SOLAS), the International Convention for the Prevention of Pollution from Ships (MARPOL) and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). These instruments serve as the pillars of modern international maritime law and oblige member states to incorporate their provisions into their domestic legal systems, thus harmonizing global maritime practices. Legal oversight and development within IMO is carried out through the Legal Committee, a sub-body responsible for addressing issues related to the law of the sea, including liability and compensation regimes, piracy, unlawful acts at sea and the legal implications of emerging maritime technologies.

While IMO does not have a judicial arm, disputes relating to its conventions are generally handled through state-to-state diplomatic consultations or arbitration mechanisms provided for in the relevant legal instruments. The absence of a dedicated judicial body reflects the organization's consensus-driven approach to legal governance, which emphasizes cooperation and uniformity among maritime nations. As a result, IMO's legal representations and functions are central to its effectiveness as a global maritime regulator. Through its legal instruments, institutional prerogatives and structured representation, IMO maintains its mandate to shape international maritime law and promote safe, secure and environmentally sound shipping worldwide.

9. Present Priorities

9.1) Decarbonization of the Maritime Sector

The primary goal is to achieve net zero greenhouse gas (GHG) emissions from international shipping by or around 2050, in accordance with the updated Greenhouse Gas Strategy that was adopted in July 2023.

This involves creating and enforcing legally binding rules, like a worldwide marine fuel standard and a global pricing system for ships' greenhouse gas emissions, which are anticipated to be approved by the Committee on the Marine Environment Protection's extraordinary session in October 2025.

Indicative benchmarks for a satisfactory decrease in greenhouse gas emissions from international maritime transportation relative to 2008 levels are established by the strategy: A reduction of at least 20%, 30% by 2030 and a reduction of at least 70%, 80% by 2040. It also targets a 5-10% adoption of zero or near-zero emission fuels and technologies by 2030. IMO is working to assess the climate and environmental impacts of different fuels to promote the use of sustainable green hydrogen-derived fuels.

9.2) Security of Shipping

Maintaining the safety of life at sea still ranks highest.

Dealing with maritime security issues including armed robbery against ships and piracy. Fighting dangerous methods linked to migrant transportation by sea, addressing the problem of "dark fleets," or "shadow fleets," which violate environmental rules and safety. This means improving technical cooperation and capacity-building to enable Member States to properly implement IMO rules.

To address global security concerns, the International Maritime Organization (IMO) adopted the International Ship and Port Facility Security (ISPS) Code in 2002. The code requires that governments, shipping firms, and port authorities develop security plans using a risk-based methodology. It covers port facilities, passenger ships, and cargo ships with a gross tonnage of more than 500. In addition to creating cybersecurity guidelines, the IMO is a key player in anti-piracy initiatives, fostering regional collaboration and capacity building. In order to fight human trafficking and maritime crime, it works with international organizations such as the UNODC, Interpol, and the ILO.

9.3) Protection of Seafarers

Improving the working conditions and protection of maritime workers, advocating for reducing the criminalization of seafarers' work,

promoting greater diversity in the maritime sector, especially in gender issues, with a commitment to female representation in discussions etc. IMO has been dealing with such issues for years and continues to provide uninterrupted support to its member states.

The International Maritime Organization (IMO) collaborates with the International Labour Organization (ILO) to establish labor standards for seafarers, including the Maritime Labour Convention (MLC), 2006. The MLC sets minimum working conditions, including fair wages, rest hours, medical care, and repatriation rights. During global emergencies like the COVID-19 pandemic, the IMO called on Member States to designate seafarers as "key workers," facilitating crew changes and vaccinations. The IMO also addresses mental health, occupational safety, and fair treatment in accidents or legal proceedings. The IMO's Day of the Seafarer raises public awareness of seafarers' contributions and challenges.

9.4) Ocean Protection and Marine Environment

Preventing marine pollution from ships, including oil spills and other harmful substances, reducing threats to biodiversity and supporting the protection of marine spaces, promoting ocean sustainability, as highlighted by the theme of World Maritime Day 2025: "Our Ocean, Our Obligation, Our Opportunity ect. The IMO has been struggling with these problems for years.

Also one of the most significant contributions of the IMO to ocean protection is the adoption of the International Convention for the Prevention of Pollution from Ships (MARPOL). Initially adopted in 1973 and modified by the 1978 Protocol, MARPOL addresses various forms of ship-generated pollution, including oil, noxious liquid substances, harmful substances in packaged form, sewage, garbage, and air emissions. A major threat to marine biodiversity and ecosystem balance, the Ballast Water Management (BWM) Convention was also adopted by the IMO with the goal of halting the spread of invasive aquatic species through ship ballast water. To further aid in ocean conservation, the organization also created the London Convention (1972) and its Protocol (1996), which govern the disposal of waste at sea.

9.5) Implementation and Enforcement of IMO Instruments

The IMO uses a multi-layered implementation structure to guarantee compliance. Through inspections, certifications, and operational controls, flag states are principally in charge of making sure that ships flying their flag adhere to IMO conventions. It is anticipated that they will apply fines or cancel certifications in instances of non-compliance. However, the flag state's administrative and regulatory capabilities have a significant impact on how effective this system is. The Voluntary IMO Member State Audit Scheme (VIMSAS), which the IMO established to address inconsistencies, assesses Member States' implementation and enforcement of IMO instruments in accordance with their institutional and legal frameworks.

In reality, the importance of Port State control (PSC) is equal to that of Flag State control. Under regional memoranda such as the Paris and Tokyo memoranda, port states have the authority to inspect foreign ships that call at their ports to verify adherence to IMO standards. The power to detain vessels found to be in violation until defects are fixed is an essential layer of oversight to deter bad maritime practices. The political will, technical know-how, and international cooperation necessary for the full and dependable implementation of the IMO's legal instruments are ultimately more important to their success than their acceptance. Strengthening enforcement mechanisms and promoting accountability and transparency are still ongoing challenges within the framework of global maritime governance.

9.6) Enhancing Public Awareness

Initiatives to raise public awareness fulfill a number of important purposes. First, they aid in educating audiences around the world about the value of maritime shipping, which powers more than 80% of world trade, and the importance of keeping sea routes safe and secure for the global economy. Second, awareness campaigns aid in the global shift to sustainable maritime practices by showcasing the IMO's initiatives to address climate change, combat marine pollution, and advance cleaner technologies.

World Maritime Day, which is observed annually with a theme reflecting contemporary maritime priorities like decarbonization, innovation, or gender equality in the maritime sector, is one of the IMO's most significant initiatives in this area. This event provides a global platform to engage stakeholders and disseminate information through public events, educational materials, and media access.

The IMO also uses digital communication tools, such as its official website, social media channels, and publications, to reach a wide range of global audiences. Educational social aid materials, visual infographics, explanatory videos, and multilingual campaigns all contribute to making complex maritime regulations more understandable to a wider audience. In parallel, partnerships with NGOs, universities, maritime academies, and industry associations are increasing awareness and facilitating the dissemination of information on critical issues such as seafarers' rights, maritime safety, and ocean conservation.

10. Questions to be Addressed

1. How can international cooperation and regulations be strengthened in areas beyond national jurisdictions (high seas) for the sustainable management of marine areas and the protection of marine resources?
2. What regulations can be implemented to prevent and reduce marine pollution caused by ships?
3. How can the working conditions and rights of seafarers be secured?

4. How can international cooperation and information sharing be strengthened in the fight against piracy and armed robbery?
5. What can be done to protect biodiversity and prevent the spread of invasive species?
6. How can awareness of the International Law of the Sea and IMO regulations be raised?

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