



## Assembly 30 Meeting Summary

February 9, 2018

The Assembly of the International Maritime Organization met for its 30<sup>th</sup> regular session in London from 27 November and 06 December 2017.

Liberia, was represented throughout this session of the Assembly and in the Technical Committee to the Plenary.

### Election of Council

The IMO Assembly elected a new 40-member Council, its executive body responsible for supervising the work of the Organization for the 2018-2019 biennium. The Council performs all the functions of the Assembly, except that of making recommendations to Governments on maritime safety and pollution prevention. Liberia was re-elected.

### Strategic framework

Following a decision of the Assembly at its 29<sup>th</sup> session, a two-year study was undertaken to develop a new strategic framework to ensure that the Organization would not only operate more effectively and efficiently but also align its work more with the Sustainable Development Goals (SDGs) and the 2030 Agenda for Sustainable Development established by the United Nations. This framework consists of: a mission statement; vision statement; overarching principles; strategic directions; performance indicators, and outputs for the 2018-2019 period.

The new strategic directions are to:

- Improve implementation;
- Integrate new and advancing technologies in the regulatory framework;
- Respond to climate change;
- Engage in ocean governance;
- Enhance global facilitation and security of international trade;
- Ensure regulatory effectiveness; and
- Ensure organizational effectiveness.

The Assembly approved the new strategic framework in general and adopted two resolutions: Strategic Plan for the Organization for the six-year period 2018 to 2023; and Application of the Strategic Plan of the Organization.

### Marine Plastic Pollution

The problem of plastic in the marine environment is well documented and on the increase. Despite the discharge of plastic to sea being banned under MARPOL Annex V, and the London Convention and Protocol, the Assembly recognized that this is an ongoing problem and more needs to be done as part of a global solution within the framework of ocean governance.

To that end, the Assembly encouraged Member States, Parties to MARPOL Annex V and international organizations to submit proposals to the next sessions of the MEPC and the London Convention and Protocol which are due to meet throughout 2018.

### Escape route signs and equipment location markings

In an effort to harmonize the requirements of SOLAS with regard to shipboard signage and current ISO standards, the Assembly approved the new *escape route signs and equipment location markings* resolution. It is to be noted that these signs and markings should take effect on ships constructed on or after 1 January 2019 or ships undergoing repairs, alterations, modifications and outfitting on or after 1 January 2019.

### HSSC Survey guidelines, 2017

The Assembly considered and adopted the updated *Survey Guidelines under the Harmonized System of Survey and Certification, 2017*, to take into account the entry into force of various IMO instruments since 2015.

## OSV Chemical Code

The Assembly adopted the *Code for the Transport and Handling of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (OSV Chemical Code)*. The Code take into account improvements made in the offshore industry that required updated guidance for the transportation and handling of bulk hazardous and noxious liquid substances on offshore support vessels. Implementation will commence from 1 July 2018.

## Procedures for Port State Control, 2017

The Assembly approved the fully revised Procedures for Port State Control and issued a resolution to that effect. Included in the revision are:

- guidelines on the ISM Code;
- certification of seafarers, hours of rest and manning;
- voluntary early implementation of amendments to the 1974 SOLAS Convention and related mandatory instruments.

## Polar Code

Although the Polar Code has been in effect for over 12 months, the Assembly recognized that further work is required to ensure the safety of ships operating in polar waters and the protection of the local marine environment. In particular, the application of the code to fishing vessels and non-convention ships. Work will continue to be undertaken by the Maritime Safety Committee in relation to this issue at MSC 99 in June 2018.

## IMO Ship Identification Numbering Scheme

The IMO numbering scheme is currently mandatory for all cargo ships of 300 GT and above and passenger ships of 100GT and above. Furthermore, since 2013 it has been voluntary for fishing vessels of 100GT and above.

In order to enhance maritime security, pollution prevention and eliminate illegal, unreported and unregulated (IUU) fishing which the IMO is tackling in concert with other relevant UN organizations, the Assembly agreed to extend the numbering scheme on a voluntary basis. The scheme may now be applied to the following:

- ships of 100 GT and above, including fishing vessels of steel and non-steel hull construction;
- passenger ships of less than 100 GT, high-speed passenger craft and mobile drilling units, engaged on international voyages;
- all motorized inboard fishing vessels of less than 100 GT down to a size limit of 12 metres in length overall (LOA) authorized to operate outside waters under national jurisdiction of the flag State.

## Certificates of Insurance

The Bunkers Convention 2001, the 2002 Athens Convention and the 2007 Nairobi Wreck Removal Convention each allow for the delegation of authority to issue certificates of insurance.

In order to bring the International Convention on Civil Liability for Oil Pollution Damage, 1992 (the 1992 Civil Liability Convention) and the 2010 HNS Convention into line with these conventions, the Assembly adopted a resolution that confirms a State Party to either convention can authorize an institution or a recognized organization recognized by it to issue the certificates of insurance or other financial security required. However, it should be noted that this does not impact the level of any potential liability the State may incur in relation to those certificates.

## Budget

The Assembly approved the results based budget and work programme for the 2018-2019 biennium.

For further information, please contact: [imo@liscr.com](mailto:imo@liscr.com)

## PROVISIONAL LIST OF RESOLUTIONS ADOPTED AT THE 30<sup>th</sup> SESSION OF THE IMO ASSEMBLY

- A.1110(30)** Strategic plan for the Organization for the six-year period 2018-2023
- A.1111(30)** Application of the strategic plan of the Organization
- A.1112(30)** Results-based budget for the 2018-2019 biennium
- A.1113(30)** Revision of the Organization's financial regulations (effective 1 January 2018)
- A.1114(30)** Presentation of accounts and audit reports
- A.1115(30)** Arrears of contributions
- A.1116(30)** Escape route signs and equipment location markings
- A.1117(30)** IMO Ship Identification Number Scheme
- A.1118(30)** Revised Guidelines on the implementation of the International Safety Management (ISM) Code by Administrators
- A.1119(30)** Procedures for Port State Control, 2017
- A.1120(30)** Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2017
- A.1121(30)** 2017 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)
- A.1122(30)** Code for the transport and handling of hazardous and noxious liquid substances in bulk on offshore support vessels (OSV Chemical Code)
- A.1123(30)** Implementation and entry into force of the 2010 Hazardous and Noxious Substances Protocol
- A.1124(30)** Delegation of authority to issue certificates of insurance or other financial security required under the 1992 Civil Liability Convention and the 2010 Hazardous and Noxious Substances Convention
- A.1125(30)** Relations with non-governmental organizations
- A.1126(30)** Linkages between IMO's technical assistance work and the 2030 Agenda for Sustainable Development
- A.1127(30)** Guiding principles of IMO's integrated technical cooperation programme in support of the 2030 Agenda for Sustainable Development
- A.1128(30)** Financing and partnership arrangements for an effective and sustainable integrated technical cooperation programme
- A.1129(30)** World Maritime University and International Maritime Law Institute students visiting IMO Headquarters
- A.1130(30)** Charter of the World Maritime University