

CONTRIBUTION OF THE INTERNATIONAL MARITIME ORGANIZATION TO THE
UN SECRETARY-GENERAL'S REPORT ON OCEANS AND THE LAW OF THE SEA
(UNGA resolution 78/69)

PRELIMINARY CONSIDERATIONS

Pursuant to the request made by the Under-Secretary-General for Legal Affairs and the United Nations Legal Counsel, in a letter dated 19 March 2024, this contribution focuses on main developments on ocean issues and the law of the sea within the areas of competence of IMO between September 2023 to August 2024.

Measures to address maritime security
(refer to paragraphs 145-146 of A/RES/78/69)

The IMO Assembly, at its 33rd session, adopted a resolution on Enhancing the framework on the fight against organized crime in the maritime sector (resolution A. 1190(33)), highlighting the role of all stakeholders in addressing organized crime in international maritime traffic and port facilities, and stressing the importance of utilizing the International Code for the Security of Ships and of Port Facilities (ISPS) Code as a tool to prevent illegal use of ships and port facilities. Contracting States of SOLAS are also encouraged to effectively implement IMO security measures provided in SOLAS and the ISPS Code in partnership with industry, and to review and update information in the Maritime Security Module of GISIS.

Places of refuge

The IMO Assembly, at its 33rd session, adopted a resolution on Guidelines on places of refuge for ships in need of assistance (resolution A.1184(33)), replacing an earlier version of guidelines. The Guidelines aim to provide the basis for an operational framework for coastal decision-making when a ship is in need of assistance and seeks a place of refuge, to enable such ship to stabilize its condition and reduce risks to navigation, and to protect human life and the environment. The Guidelines do not address the issue of operations for the rescue of persons at sea, which is governed by the relevant conventions on search and rescue.

Search and rescue, marine casualty investigations
(refer to paragraphs 168-171, A/RES/78/69)

MSC continued to consider the dissemination of maritime safety information and search and rescue related information over recognized mobile satellite services. In this context, MSC also recognized the importance of completing the implementation of the Global Maritime Distress and Safety System to ensure the appropriate reception of maritime safety information and search and rescue information by ships. MSC, through the NCSR Sub-Committee, will be considering draft amendments to the SOLAS Convention stating the requirement for dissemination of maritime safety information and search and rescue related information through all operational recognized mobile satellite services. MSC also invited Member States, international organizations, and interested parties to make contributions towards the International SAR Trust Fund.

Stowaways
(refer to paragraph 173, A/RES/78/69)

FAL 48 encouraged Member States and international organizations to provide timely and accurate information on stowaway cases to the Organization through the GISIS module. The number of incidents and the number of stowaways involved has decreased in the last years (i.e. in the period of 2007/2008 there were 842 incidents and 1955 stowaways, and in the period 2021/2022, 345 incidents and 892 stowaways). The total cost of these incidents was US\$ 14.3 million in 2007/2008, and US\$ 5.9 million in 2021/2022.

Passenger ship safety
(refer to paragraph 185, A/RES/78/69)

MSC 108 adopted amendments to chapter II-2 of the SOLAS Convention and chapters 7 and 8 of the Fire Safety Systems (FSS) Code involving oil fuel parameters and the fire safety of ro-ro passenger ships with 1 January 2026 as the date of entry into force.

Fraudulent registration and fraudulent registries of ships
(refer to paragraphs 123, 179-181, A/RES/78/69)

The IMO Assembly, at its 33rd session, adopted a resolution on Urging member States and all relevant stakeholders to promote actions to prevent illegal operations in the maritime sector (resolution A. 1192(33)).

Measures to address the consequences of the COVID-19 pandemic for international shipping

(refer to paragraphs 121-122 of A/RES/78/69)

The IMO Assembly, at its 33rd session, adopted resolution A.1189(33) on Recommendations emanating from the joint action group to review the impact of the COVID-19 pandemic on the -TSC). At its 48th session, the FAL Committee also agreed to include an output in its agenda to consider the review of provisions U H O D W e y Q Z R W R H P U V ' L Q W o r l d H e a l t h E m e r g e n c y R e s p o n s e P l a n of international concern.

Unsafe mixed migration by sea

(refer to paragraphs 153-155, 172 q 0.000008871 0 595.32 841.92 re W* n BT /F4 11.04 Tf 1 0 0 1 212.6

ships arrival, stay and departure. The course also elaborates on key aspects for the planning, implementation and operation of an MSW and provides an overview of available resources as well as case studies.

Prevention and suppression of the smuggling of wildlife on ships

The FAL Committee adopted resolution FAL.17(48), containing the revised Guidelines for the Prevention and Suppression of the Smuggling of Wildlife on Ships Engaged in International Maritime Traffic. The revision includes minor modifications and editorial changes, with links to new joint industry guidelines added as a useful resource.

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Fund (WWF), also aims to equip Government Agencies and maritime supply chain operators with actionable insights to effectively combat wildlife trafficking at sea, empowering them to proactively prevent and suppress such illicit activities. The e-learning course on illegal wildlife

Anti-fouling systems on ships

The London Convention and Protocol, at LC 45/LP 18 approved Revised guidance on best management practices for removal of anti-fouling coatings from ships (LC-LP.1/Circ.108). The revision updates previous guidance (LC-LP.1/Circ.31/Rev.1) to reflect new controls on cybutryne introduced by means of amendments to the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS) Convention, which entered into force on 1 January 2023, and introduces references to the Biofouling Guidelines mentioned above.

Technical Cooperation Projects

IMO continues to progress the delivery of capacity-building and facilitate technical cooperation through several thematic projects supported by Member States and other stakeholders, including, among others: the Global Maritime Technology Cooperation Centres Network (GMN); IMO-UNEP-