



INTERNATIONAL
MARITIME
ORGANIZATION



IMO and Sustainable Development



SUSTAINABLE
DEVELOPMENT

GOALS



HOW INTERNATIONAL SHIPPING AND THE MARITIME COMMUNITY CONTRIBUTE TO SUSTAINABLE DEVELOPMENT

INTRODUCTION

In September 2015, the UN's 193 Member States unanimously adopted the 2030 Agenda for Sustainable Development, including the 17 Sustainable Development Goals (SDGs) and 169 related targets. Hailed as a historic agreement forging a pathway to sustainability, the 2030 Agenda has been called a plan of action for "people, planet and prosperity".

The SDGs apply to all countries and, by adopting the Agenda, Member States have committed, during the period up to 2030,

to mobilizing efforts to end all forms of poverty, fighting inequalities and tackling climate change, while ensuring that no one is left behind. The Agenda emphasizes the need to consider simultaneously the three dimensions of sustainable development: social, economic and environmental.

IMO recognizes that, for its Member States and the UN system to implement the 2030 Agenda, this new framework will have to be translated into national policies and strategies taking into account cross-

cutting issues. As the 2030 Agenda will be implemented principally at the country level, IMO will develop and formulate innovative and targeted maritime policies to respond to the needs of countries at the national, regional and global levels. The UN system, of which IMO is a part, is fully committed to supporting the successful implementation of the 2030 Agenda, based on the combined expertise and strengths of each entity within the system, and to ensuring universal coherence. Through increased collaboration, IMO will work to eliminate duplication and fragmentation within the system.

As a specialized agency of the United Nations responsible for global standards for safe, secure, clean and efficient maritime transport, IMO has an important role to play in helping to achieve the 2030 Agenda for Sustainable Development, including the SDGs.

International shipping greatly benefits the world by moving food, commodities, raw materials, energy and consumer goods reliably and effectively around the globe at low cost. Working together with ports and other stakeholders in the

maritime industry, international shipping is indispensable to the functioning of global trade. By connecting producers, manufacturers and consumers, it provides a way for IMO Member States to enhance trade with one another.

With more than 60 years of expertise and experience, IMO is already contributing to sustainable development. Shipping is an essential component of sustainable economic growth, as it is the most environmentally sound mode of transport, having the lowest carbon footprint per unit of cargo transported. Through IMO, Member States, civil society and the maritime industry are already working together to strengthen ongoing efforts towards sustainable development.

Sustainable maritime transportation is a cross-cutting issue and, as such, is an important enabler for most of the SDGs. The connection between IMO's work and the SDGs is outlined in this booklet.

While each SDG addresses a different aspect of sustainability, the SDGs are interconnected. Therefore, some IMO activities may contribute to more than one goal.





IMO AND THE UN SDGS



CONSERVE AND SUSTAINABLY USE THE OCEANS, SEAS AND MARINE RESOURCES FOR SUSTAINABLE DEVELOPMENT

Because international shipping takes place on the world's oceans, and IMO is responsible for measures to improve the safety and security of international shipping and to prevent pollution from ships, IMO's work is integral to SDG 14. IMO's objectives can be summarized as follows: safe, secure and efficient shipping on clean oceans.

The work of IMO therefore relates to most, if not all, of the SDG 14 targets, particularly as regards its environmental conventions. Implementing and enforcing the main conventions and regulations adopted by IMO Member States actively addresses marine pollution, mainly that from sea-based sources but also, at least indirectly, from land-based sources, for example through the London Convention and Protocol (LC/LP) on dumping wastes and other matter at sea. IMO also supports the targets for managing and protecting marine

and coastal ecosystems, not least through the establishment of Special Areas under MARPOL and Particularly Sensitive Sea Areas (PSSAs).

IMO's work to address climate change is also significant. Air pollution and greenhouse gas emissions from ships are regulated under MARPOL Annex VI. Regarding ocean acidification, IMO has established a regulatory framework (under the LC/LP) that will contribute to climate-change mitigation by regulating for carbon capture and sequestration in subsea geological formations and for marine geoengineering.

The fundamental purpose of IMO, as described in the IMO Convention, is rooted in the conservation and sustainable use of oceans and their resources. This is further reflected in the Organization's development, adoption and implementation of international law through the IMO treaty regime. This foundation is again reflected in the linkages between the IMO treaty regime and the United Nations Convention on the Law of the Sea (UNCLOS). IMO is, inter alia, the UNCLOS "competent organization" for navigational safety (Parts II-IV); the safety of life at sea, including the

design, construction, equipment and manning of ships; for safety and environmental protection (Articles 21, 94, 211); the protection of the marine environment generally, (Part XII); maritime security (Article 21); liability and compensation for maritime casualties (Article 235); and response systems for search

IMO actively addresses marine pollution

and rescue and environmental incidents (Articles 43, 98, 221). Acting as the competent organization through such a broad range of activities gives IMO a considerable role in the attainment of SDG 14.

IMO is also working with the Food and Agriculture Organization of the United Nations (FAO) to address illegal, unreported and unregulated (IUU) fishing.





END POVERTY IN ALL ITS FORMS EVERYWHERE



END HUNGER, ACHIEVE FOOD SECURITY AND IMPROVED NUTRITION AND PROMOTE SUSTAINABLE AGRICULTURE



PROMOTE PEACEFUL AND INCLUSIVE SOCIETIES FOR SUSTAINABLE DEVELOPMENT, PROVIDE ACCESS TO JUSTICE FOR ALL AND BUILD EFFECTIVE, ACCOUNTABLE AND INCLUSIVE INSTITUTIONS AT ALL LEVELS

As the most cost-effective and fuel-efficient way to transport goods, maritime transport is the backbone of world trade and globalization. All year round, ships carry cargoes to all corners of the globe. World trade and maritime transport are fundamental to sustaining economic growth and spreading prosperity throughout the world. Shipping will continue to grow with the anticipated increase in world trade. Improved access to basic materials, goods and products is expected to lift millions of people out of poverty and, thereby, contribute to achieving SDGs 1 and 2.

IMO, through its regulatory framework, facilitates a global maritime transportation system that connects markets and moves 80% of global trade. But, in order for that system to flow efficiently, without unnecessary delay, it must be underpinned by a global system of law and regulation that is uniform in its development and implementation. Through its regime of more than 50 treaties covering myriad aspects of ships and shipping, IMO provides that global, uniform system for industry regulation. IMO assists developing countries in building effective institutions to ensure the safe, secure and environment-friendly flow of maritime commerce.

Through the IMO regime of liability and compensation for victims of maritime incidents, IMO protects the legal rights of those impacted by pollution incidents or losses on board passenger vessels.

The continued efficient functioning of the maritime sector enables trade to flow freely and food and energy to be delivered cost-effectively throughout the globe. In this respect, maritime transport plays a central role. Small Island Developing States, in particular, are completely dependent on it.

The predictability of trade flows can be adversely affected by security threats to shipping. The damaging consequences of security-related incidents can affect the poorest people, particularly with regard to food security.

The maritime sector enables food and energy to be delivered cost-effectively



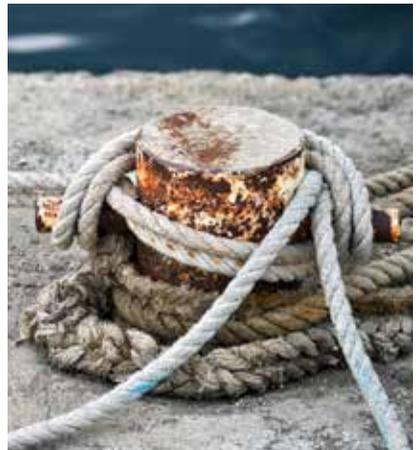
Security is essential for a well-functioning transport system. The shipping sector today is on the front line facing security threats from global terrorism and modern-day piracy on the world's oceans. It also faces armed robbery against ships, unlawful trade in weapons, smuggling, trafficking of narcotics and people, and illegal or unreported fishing. IMO provides the regulatory framework as well as capacity-building activities to enhance maritime security both for ships and for port facilities and to promote measures to combat piracy and armed robbery.

sustainable maritime security measures in West and Central Africa to counter piracy and armed robbery against ships and to support the development of a vibrant, sustainable maritime sector.

IMO also promotes maritime security coordination and cooperation among States, regions, organizations and industry, as well as assisting Member States to implement the International Ship and Port Facility Security (ISPS) Code on board all ships and ports engaged in international maritime transport. By so doing, IMO contributes to food and energy security and the promotion of peaceful societies. IMO also helps spread the rule of law through its legal capacity-building programmes.

IMO also promotes maritime security coordination and cooperation

This work is supported by regional agreements, in particular the Djibouti Code of Conduct concerning the repression of piracy and armed robbery against ships in the Western Indian Ocean and the Gulf of Aden, as well as the IMO's strategy for implementing

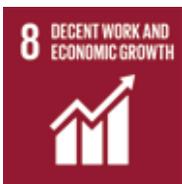




**ENSURE INCLUSIVE AND
EQUITABLE QUALITY
EDUCATION AND PROMOTE
LIFELONG LEARNING
OPPORTUNITIES FOR ALL**



**ACHIEVE GENDER EQUALITY
AND EMPOWER ALL WOMEN
AND GIRLS**



**PROMOTE INCLUSIVE AND
SUSTAINABLE ECONOMIC
GROWTH, FULL AND
PRODUCTIVE EMPLOYMENT
AND DECENT WORK FOR ALL**

International shipping and related industries are dependent on qualified seafarers to operate ships and on shore-based personnel to support ship operations. The maritime community contributes to quality of life, particularly in developing countries, by employing 1.5 million seafarers and many more land-based personnel, thereby directly enhancing economic prosperity in local communities.

The safety and security of life at sea, the protection of the marine environment and the efficient movement of global trade depend on the professionalism and competence of seafarers.



The IMO International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) provides universal standards of competence for seafarers and effective mechanisms for enforcing its provisions.

To improve social protection for seafarers and their families, IMO cooperates with the International Labour Organization (ILO) in the form of Joint IMO/ILO Ad Hoc Working Groups to address various issues including health services and social security protection for seafarers.

IMO contributes to inclusive and quality education by providing training activities, in particular through its technical cooperation programmes and its two maritime training institutions - the World Maritime University (WMU) and the International Maritime Law Institute (IMLI), both established by IMO.

WMU is a centre of excellence for maritime postgraduate education and research, promoting the highest standards in teaching maritime affairs, and bringing together young people from a variety of educational, cultural and social backgrounds to study and live together.

IMLI contributes to ensuring that sufficient maritime law experts are available to assist in implementing and enforcing international maritime law, especially in developing countries.

The seafaring profession is promoted through the annual Day of the Seafarer, which provides a platform for seafarers and maritime sector personnel to celebrate and share their experiences with the general public and to raise awareness of the value and importance of maritime transport. The Day of the Seafarer (25 June) is recognized in the list of annual United Nations Observances.

IMO actively promotes gender equality and women's empowerment

This is complemented by the IMO Maritime Ambassador Scheme. IMO Ambassadors are selected by Member States or international organizations to promote the maritime and seafaring professions by sharing

their experiences with others, in particular young people.

IMO has for many years supported gender equality and the empowerment of women through targeted training opportunities for women in the maritime sector. IMO's programme "Intergration of women in the maritime sector" empowers women by promoting their key role in the maritime

infrastructure of developing countries. Gender equality is enhanced through the IMO network of regional associations for women managers, providing access to specialized training, promoting economic self-reliance, and improving employment opportunities for women at the decision-making levels in the port and maritime sectors.





ENSURE AVAILABILITY AND SUSTAINABLE MANAGEMENT OF WATER AND SANITATION FOR ALL



MAKE CITIES AND HUMAN SETTLEMENTS INCLUSIVE, SAFE, RESILIENT AND SUSTAINABLE



ENSURE SUSTAINABLE CONSUMPTION AND PRODUCTION PATTERNS

SDG 12 and, to some extent, SDGs 6 and 11, relate to sustainable production and consumption patterns, as well as the sustainable use and management of resources, including waste management.

IMO has developed a number of important regulations relevant to this cluster of SDGs, in particular the London Convention and Protocol on the prevention of marine pollution by dumping of wastes and other matter at sea (LC/LP), the Hong Kong Ship Recycling Convention, and the International Convention for the Prevention of Pollution from Ships (MARPOL).

The LC/LP contributes to SDG 6 on the sustainable management of water by prohibiting unregulated dumping of wastes and other matter at sea. It encompasses a precautionary and risk-assessment-based approach to waste management, stressing the need to prevent, reduce and, where practicable, eliminate pollution caused by the dumping of wastes at sea. In this regard, IMO provides support to developing countries by helping them strengthen their legislative, scientific and technological capacities

The Hong Kong Ship Recycling Convention contributes to SDG 12 by reducing waste generation and promoting sustainable consumption. The convention is aimed at ensuring that ships do not pose any unnecessary risk to human health, safety and the environment when they are recycled at the end of their operational lives. Embracing a 'cradle to grave' approach, the convention requires ships to have a recycling plan and an inventory of hazardous materials. Once the convention enters into force, Parties will be required to take effective measures to ensure that ship-recycling facilities under their jurisdiction comply with its provisions.

In addition, IMO contributes to SDG 12 through the reduction of waste generation, both operational waste from ships (MARPOL) and dumping of wastes under the LC/LP. Under MARPOL Annex V, on the prevention of pollution by garbage from ships, discharging garbage into the sea is generally prohibited, with only a limited number of exceptions. For garbage, and several other types of waste generated on board ships, MARPOL requires port States to provide adequate reception facilities for the safe and sound management of wastes.

IMO regulates dumping of waste from ships

IMO further contributes to these SDGs by helping developing countries strengthen their national capabilities to prevent and manage marine pollution. It also works to enhance technical capacities in wastewater management on board ships and in ports, and to promote recycling, cleaner production technologies and more sustainable consumption patterns.





**ENSURE ACCESS TO
AFFORDABLE, RELIABLE,
SUSTAINABLE AND MODERN
ENERGY FOR ALL**

ensure that the maritime sector can continue to improve its efficiency, thus promoting trade and the provision of cost-effective energy across the globe.



**TAKE URGENT ACTION TO
COMBAT CLIMATE CHANGE
AND ITS IMPACTS**

IMO seeks to combat climate change in a number of areas, including air pollution, energy efficiency and greenhouse gas (GHG) emissions. IMO's global regulations and standards

The maritime sector and IMO have a major role to play in achieving SDG 7, regarding energy efficiency in particular, and SDG 13 on climate change. IMO has worked extensively to address greenhouse gas emissions from shipping and, in 2011, adopted the first ever mandatory, global, legally-binding GHG control regime for an entire industry sector, based on technical measures for new ships and operational emission-

reduction measures for all ships. The adopted measures made mandatory the Energy Efficiency Design Index (EEDI) for new ships and the Ship Energy Efficiency Management Plan (SEEMP) for all ships. These measures will require ships built in 2025 to be 30% more energy efficient than those built in 2014. The adoption of mandatory reduction measures for all ships from 2013 will lead to significant emission reductions and provide a significant cost saving for the shipping industry.

In addition to these measures, IMO has shown leadership in and commitment to global efforts to support the Paris Agreement on Climate Change. First, IMO adopted a mandatory data collection system for fuel oil consumption. This is the first step in a three-step approach, the second being data analysis, and the third decision-making on whether further measures are needed to enhance energy efficiency and address GHG emissions from international shipping. In a related decision, IMO approved a road map for developing a comprehensive strategy on reduction of GHG emissions from ships. The road map contains a list of activities with relevant timelines foreseeing the adoption of an

initial GHG reduction strategy in 2018 and a revised strategy in 2023 to include short-, mid-, and long-term further measures, as required. Finally, a decision to confirm the implementation date for a significant reduction in the sulphur content of the fuel oil used by ships globally on 1 January 2020 is expected to contribute further to the reduction of GHG emissions from ships through the anticipated resulting uptake of cleaner alternative fuels.

Furthermore, under the LC/LP, Contracting Parties have taken significant steps to mitigate the impacts of increasing concentrations of CO₂ in the atmosphere and to ensure that new technologies with the potential to cause harm to the marine environment are effectively controlled and regulated. The LC/LP includes regulations addressing carbon capture and sequestration in subsea geological formations and others concerning marine geoengineering, such as ocean fertilization.

IMO contributes to international cooperation to facilitate access to clean energy research and technology, in particular energy efficiency and advanced, cleaner fossil-fuel technology,

and technology, in particular energy efficiency and advanced, cleaner fossil-fuel technology, and promotes investment in energy infrastructure and clean energy technology. To ensure the new energy efficiency regulations and other IMO provisions are smoothly and effectively implemented and enforced worldwide, IMO has also been focusing efforts on technical cooperation and capacity-building. It has held a series of regional and national workshops to help countries build their human, institutional and technical capabilities to uniformly and effectively implement measures to address emissions from international shipping.

IMO, with funding from the Global Environment Facility (GEF), is cooperating with the UNDP in a global effort to help the shipping industry move towards a lower carbon future, through a project entitled “Transforming the global maritime transport industry towards a low carbon future through improved energy efficiency” (the GloMEEP project). This global project assists developing countries in implementing the energy efficiency measures adopted by IMO.

Resilient infrastructure is central to the transportation sector

To foster technology transfer, IMO, with funding from the European Union, has established a global network of Maritime Technology Cooperation Centres (MTCCs) to promote the uptake of low-carbon technologies and operations in maritime transport. This project is designed to assist beneficiary countries in limiting and reducing GHG emissions from their shipping sectors through technical assistance and capacity-building, while encouraging the uptake of innovative energy-efficiency technologies among large numbers of users through the widespread dissemination of technical information and know-how.





**BUILD RESILIENT
INFRASTRUCTURE, PROMOTE
INCLUSIVE AND SUSTAINABLE
INDUSTRIALIZATION AND
FOSTER INNOVATION**



**REDUCE INEQUALITY WITHIN
AND AMONG COUNTRIES**



**STRENGTHEN THE MEANS
OF IMPLEMENTATION
AND REVITALIZE THE
GLOBAL PARTNERSHIP FOR
SUSTAINABLE DEVELOPMENT**

As part of the UN system, IMO contributes to SDG 10 by providing Member States, IGOs and NGOs with a platform for discussion and exchange of views in its various committees and meetings, as well as providing extensive technical cooperation assistance.

IMO contributes to SDG 9 by providing a legal and regulatory framework, capacity-building initiatives and a forum for Member States to exchange knowledge and experience. Building resilient infrastructure is central to the effective functioning of the whole transportation sector and,

therefore, a major driver for the delivery of many SDGs. With a view to providing a platform for cooperation between the shipping sector and national transport administrations, and to improving maritime infrastructure through implementing a national maritime transportation policy, IMO has created the Country Maritime Profile (CMP) as an enhanced capacity-building assessment mechanism.

Economic development and human well-being are built on high-quality, reliable, sustainable and resilient infrastructure, including at regional and transborder levels. IMO contributes to this principally through its Convention on Facilitation of International Maritime Traffic (FAL). The main objective of the FAL Convention is to achieve maximum efficiency in maritime transport. By reducing paperwork and simplifying formalities, documentary requirements and procedures associated with the arrival, stay and departure of ships on international voyages, it enables ships, cargo and passengers to transit smoothly from port to port. It also encourages the use of modern information and communication technology



and electronic information exchange between ships and ports. This efficiency has a clear beneficial impact on trade facilitation and, therefore, on the economy.

IMO enables ships to transit smoothly between ports

In support of maritime trade facilitation, IMO has undertaken a demonstration project to show the positive impact of maritime traffic facilitation in enhancing the economies of countries by cutting red tape in shipping documentation in ports and reducing ship turnaround time. SDG 17 calls upon global partnerships, not just among countries but also other multi-stakeholder partnerships, to support the achievement of the SDGs in all countries, in particular developing countries. Such partnerships should mobilize and share knowledge, expertise, technology and financial resources. For many years, IMO has been highly successful in developing bilateral partnerships with Governments, international organizations,

regional institutions and industry for delivering technical cooperation activities.

At present, IMO has such partnership arrangements with 65 IGOs and 74 NGOs. These partnerships provide valuable support for the delivery of capacity-building activities. They have also promoted the effectiveness of technical cooperation by increasing general awareness of IMO's mandate. IMO partnership arrangements will be strengthened by implementing the 2030 Agenda, taking into account the Addis Ababa Action Agenda.





The International Maritime Organization (IMO) is a United Nations specialized agency, which aims to promote safe, secure, environmentally sound, efficient and sustainable shipping through the adoption of the highest practicable standards of maritime safety and security, efficiency of navigation and prevention and control of pollution from ships. It also considers related legal matters and encourages the effective implementation of IMO's instruments, with a view to their universal and uniform application.

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