

**Contribution from the International Maritime Organization (IMO)  
to the report of the Secretary-General on  
“Measures to prevent terrorists from acquiring weapons of mass destruction”**

In relation to UN General Assembly Resolution 77/75

The International Maritime Organization (IMO) instruments mainly relevant to General Assembly resolution 77/75 and related Security Council resolutions are:

- (a) the Convention for the Suppression of Unlawful Acts (SUA) against the Safety of Maritime Navigation, 1988; the Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf, 1988; and corresponding protocols of 2005;
- (b) chapter XI-2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, and part A of the International Ship and Port Facility Security (ISPS) Code, adopted in 2002 and which entered into force on 1 July 2004.

The ISPS Code focuses on the protection of port facilities and ships through preventive measures to deter and detect unlawful acts, primarily addressing physical security, control of access and security procedures. The 1988 and 2005 SUA Convention and protocols make it illegal, under international law, to attack ships or platforms fixed on the continental shelf, including offences relating to acts of terrorism on board ships, the carriage of weapons of mass destruction and terrorist fugitives; criminalize their transportation; and introduce provisions to enable boarding of vessels on the high seas pursuant to such offences.

IMO has developed and implemented a comprehensive global technical cooperation programme which focuses on assisting States in the national organization of maritime security and implementation, verification, compliance with, and enforcement of, the provisions of SOLAS chapter XI-2, the ISPS Code and the SUA Convention and protocols, as well as long-range identification and tracking of ships for enhanced maritime situational awareness. IMO has also cooperated with the International Labour Organization in the production of the ILO and IMO Code of Practice on Security in Ports which provide practical recommendations for addressing security in ports, in line with SOLAS chapter XI-2 and the ISPS Code.

Matters relating to maritime security, including measures to prevent acts related to terrorism, are constantly discussed in the Organization's Maritime Safety Committee under its standing agenda item on “measures to enhance maritime security”. IMO also contributes to efforts by the UN Office on Drugs and Crime in the development of training tools relating to maritime security threats (including piracy, armed robbery at sea, and planned attacks using weapons of mass destruction, among others), such as its Counter-Terrorism Legal Training Curriculum (see Module 5 on Transport-related (civil aviation and maritime) Terrorism Offences).

***Related instruments***

In addition, the following instruments containing both mandatory and recommendatory measures complement the implementation of the SOLAS and SUA Conventions and the ISPS Code:

- (a) the International Maritime Dangerous Goods (IMDG) Code, effective as from 1 January 2004;
- (b) the International Maritime Solid Bulk Cargoes (IMSBC) Code, effective as from 1 January 2011.

Considered an extension to the provisions of SOLAS Chapter VII, the IMDG Code provides guidance on the carriage of dangerous goods in packaged form, and in this regard defines “high consequence dangerous goods” as those which have the potential for misuse in a terrorist event and which may, as a result, produce serious consequences such as mass casualties, mass destruction or, particularly for class 7 (high consequence radioactive material), mass socio-economic disruption. The Code charts specific security provisions in the transport of such high consequence dangerous goods, in relation to training of personnel and the development of security plans, among others.

The IMSBC Code similarly provides security provisions for “high consequence solid bulk cargoes with high potential security implications” which have the potential for misuse in an unlawful act and which may, as a result, produce serious consequences such as mass casualties or mass destruction. These provisions advise consignors and others engaged in the transport of such cargoes to adopt, implement and comply with a security plan with the elements laid out in the Code.

### ***Marine pollution control***

Where pollution of the marine environment by such dangerous goods is concerned, the following instruments developed under the auspices of the IMO also aim to enhance preparedness, response and cooperation among all involved:

- (a) the International Convention for the Prevention of Pollution from Ships, 1973, modified by the Protocol of 1978 relating thereto (MARPOL), Annex III of which regulates the carriage of chemicals by ships;
- (b) the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 and the 2000 Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS).

### ***Model courses***

IMO has also developed model courses that enhance maritime workers’ preparedness to deal with, among others, acts of terrorism and carriage of weapons of mass destruction. These are:

- (a) Model Course 3.24 on *Security Awareness Training for Port Facility Personnel with Designated Security Duties*. The course is intended to provide the knowledge required for port facility personnel such as guards, access control officers, training officers and relevant port facility managers, in connection with a Port Facility Security Plan (PFSP). It also aims to assist them in the performance of their duties in line with SOLAS chapter XI-2, the ISPS Code, the IMDG Code, the IMO/ILO Code of Practice on Security in Ports, and guidance contained in Resolution MSC.1/Circ.1341 on Guidelines on Security-related training and familiarization for port facility personnel;

- (b) Model Course 3.25 on *Security Awareness for all Port Facility Personnel*. Similar to the above, this course provides the knowledge required by related instruments, on the other hand, to personnel without designated securities in connection with a PFSP;
- (c) Model Course 3.26 on *Security Training for Seafarers with designated Security Duties*. This model course is intended to provide the knowledge required for seafarers with designated security duties in connection with a Ship Security Plan (SSP) to perform their duties in accordance with the requirements of chapter XI-2 of SOLAS, the ISPS Code, and section A-VI/6 of the STCW Code;
- (d) Model Course 3.27 on *Security Awareness Training for all Seafarers*. Complementary to the above, this model course is intended to provide the knowledge required for personnel without designated security duties in connection with a SSP;

### ***Technical cooperation activities***

IMO has forged strong links with the United Nations Office for Disarmament Affairs, the World Customs Organization and other international and regional partners in the delivery of technical cooperation projects for maritime and border security and has participated in numerous in-country needs assessment missions with the Counter-Terrorism Committee Executive Directorate related to Security Council resolution 1373 (2001), in which IMO serves as the maritime component of a multi-agency United Nations border management security team. IMO is likewise engaged in several of the Global Counter-Terrorism Coordination Compact working groups, most notably the working group on border management and law enforcement and its work to help Member States implement comprehensive and coordinated approaches to address the threat of terrorism in the context of cross-border activities.