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### **A tanker for the tankers? The international maritime organization's efforts to integrate shipping safety and fighting marine pollution**

Roughly 90% of all traded goods reach their destinations by ships that travel through waters governed by different laws and conventions. Tanker accidents as well as operational discharges of oil, sewage and ballast water pose major threats to a vital marine life. Originally founded to facilitate the safety of shipping, since 1967 the International Maritime Organization (IMO) is also requested to fight marine pollution resulting from ships. In this paper, I discuss how an agency initially responsible for safety issues today also deals with the prevention of marine pollution, therefore acting as an international environmental organisation.

This study is part of the MANUS research project that tries to explain the effectiveness of intergovernmental environmental organizations along a set of independent ('autonomy', 'inter-connectedness', 'leverage', 'soft power', 'bureaucratic maneuverability', and 'representativeness') and dependent ('influence on international cooperation', 'capacity building', 'knowledge', 'discourse', and 'business actors') variables. Interviews with senior IMO staff members as well as an international stakeholder survey have been conducted for this paper. As a first conclusion, it turned out that while the IMO accomplishes to foster cooperation by preparing meetings and drafting conventions, it has little leverage to sanction member states that fail to implement international agreements. These mixed results of the IMO's efforts to prevent marine pollution can partly be explained by it being deeply rooted in the sea farers' world. It has especially well developed contacts to the shipping industry. In addition, its lack of environmental experts can be perceived as a disadvantage. Finally, the IMO disposes of a very dense bureaucracy that rather hampers innovation and change.