

## **ARGENTINE CANDIDACY TO THE IMO COUNCIL (CATEGORY B) 2026–2027**

The Argentine Republic has been a Member State of the International Maritime Organization (IMO) since 1953 and, in its capacity as a coastal, flag, and port State, plays a fundamental role in the implementation and enforcement of IMO instruments.

Within this framework, Argentina works to contribute to the safety of human life at sea, navigation, marine environmental protection, and maritime and port security, while also facilitating international maritime transport.

Argentina's geographical location, proximity to one of the world's major interoceanic passages, the vast extension of its maritime coastline, the fact that approximately 90% of its foreign trade volume is transported via maritime and inland waterways, and its projection toward the Antarctic Continent, all grant the country a prominent role within the Organization.

Argentina has ratified the most significant IMO legal instruments and has enacted the necessary domestic regulations to implement them nationally.

Argentina is running for Category B of the IMO Council, of which it has been a member during the terms 1959–60, 1961–62, 1975–76, 1977–78, uninterruptedly between 1983 and 2017, and again in 2020–2021.

### **International Responsibilities – SAR**

It is important to highlight that Argentina has assumed international responsibility for providing search and rescue services in its vast area of the South Atlantic and Antarctic waters, in compliance with the 1979 International Convention on Maritime Search and Rescue, covering an area of approximately 14.6 million km<sup>2</sup>.

Since 2002, Argentina, through the COSPAS SARSAT National Agency, has provided satellite distress alert services. In recent years, the process of installing, evaluating, and certifying LGM capabilities (LEO-GEO-MEO/low-earth orbit, geostationary, and medium-earth orbit satellites) has begun, making Argentina one of the first countries to possess this capability. Additionally, Argentina is working to establish the “Petrel” Maritime Search and Rescue Coordination Centre in Antarctica, ensuring greater coverage in one of the most remote and inhospitable areas on the planet.

### **Safe and Efficient Navigation**

In pursuit of more efficient and competitive navigation, Argentina has recently undertaken a deep reform to modernize the regulations governing the Navigation Regime applicable to maritime, river, and lake areas, eliminating barriers and reducing costs.

Furthermore, through its active network of Vessel Traffic Services (VTS) and in line with the IMO's e-Navigation Strategy Implementation Plan (SIP), Argentina contributes

significantly to reducing maritime incidents caused by vessel traffic, through the implementation of new technologies and management models for monitoring and controlling navigation.

### **Polar Antarctic Navigation**

The Argentine Republic is a Consultative Party to the Antarctic Treaty, and since 2004, the Treaty's Secretariat has been headquartered in Buenos Aires. As such, Argentina is aware of the risks associated with increased traffic of passenger vessels, sailboats, and scientific research ships bound for Antarctica. Since 1990, Argentina and Chile have conducted the Combined Antarctic Naval Patrol in Antarctic and sub-Antarctic waters. Drawing on over 100 years of uninterrupted presence and activity in Antarctica, Argentina reinforces its commitment to safe navigation and the protection and preservation of the marine environment in this challenging region. In 2023, Argentina hosted the Polar Code training programs lessons-learned workshop, aimed at strengthening the implementation of the Code and promoting international cooperation.

### **Education and Training of Seafarers**

The Argentine Republic places particular emphasis on the education and training of seafarers to comply with IMO regulations.

Argentina provides education and training for deck and engine officers of the merchant marine and offers courses and seminars for officers from the region. It also promotes and facilitates access to the World Maritime University (WMU) in Malmö, Sweden, and the International Maritime Law Institute (IMLI) in Msida, Malta, where Argentine experts participate as students and/or lecturers.

Special attention is given to the training activities of the national merchant marine's crew personnel, carried out along Argentina's maritime and river coasts. These programs offer coastal communities new opportunities for employment in the maritime and port sectors and contribute to the comprehensive training of skilled navigators committed to safe navigation.

### **International and Regional Cooperation**

Argentina provides experts to implement the IMO's Integrated Technical Cooperation Programme (ITCP), as well as for existing horizontal cooperation mechanisms, demonstrating Argentina's ongoing commitment to promoting cooperation among developing countries as a key aspect of the Organization's mission to achieve uniform ratification and implementation of IMO standards.

At the regional level, Argentina has been actively involved since its inception in the Regional Operational Network for Maritime Authorities of the Americas (ROCRAM), undertaking actions aimed at improving the implementation and enforcement of IMO instruments. It also participates in the Latin American Agreement on Port State Control of

Vessels, known as the “Viña del Mar Agreement”—one of the nine global instruments of its kind—whose secretariat and information center are based in Buenos Aires.

Argentina has been a leading pilot country and has organized various meetings involving entities from the Global Partnership for Marine Noise Mitigation (GloNoise), executed by the IMO. It also led the pilot projects on forming partnerships to help developing countries reduce the transfer of harmful aquatic organisms in ships’ ballast water (GloBallast Partnerships), and on the Global Maritime Energy Efficiency Partnerships (GloMEEP). Argentina is also an associate country in the GloFouling Partnerships project, which addresses the transfer of invasive aquatic species through biofouling, and participates in the Medium-Sized Project of the Global Environment Facility’s 8th replenishment cycle (GEF-8 MSP) on biofouling management.

Since 2022, Argentina has been conducting scientific research on microplastics (MPs), analyzing both abiotic and biotic environmental matrices across different areas of the Southwestern Atlantic. These research campaigns assess the presence of microplastics in both quality and quantity, providing robust scientific data in previously unstudied areas.

Finally, under the Long-Range Identification and Tracking (LRIT) system, Argentina’s National Data Centre (CDA ARG) maintains a continuous data exchange with other centers, thereby ensuring updated transmission and reception of information on SOLAS vessels to identify in a timely manner those declared unsafe under the ISPS Code.