

TC PARTNERSHIPS NEWSLETTER

INNOVATIVE PARTNERSHIPS FOR A SUSTAINABLE MARITIME FUTURE



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HIGHLIGHTS

i. MEPC 80



Member States of the International Maritime Organization (IMO), meeting at the Marine Environment Protection Committee (MEPC 80), have adopted the 2023 IMO Strategy on Reduction of GHG Emissions from Ships, with enhanced targets to tackle harmful emissions.

The revised IMO GHG Strategy includes an enhanced common ambition to reach net-zero GHG emissions from international shipping close to 2050, a commitment to ensure an uptake of alternative low- and zero-carbon fuels by 2030, as well as indicative checkpoints for 2030 and 2040.

IMO Secretary-General Kitack Lim said: "The adoption of the 2023 IMO Greenhouse Gas Strategy is a monumental development for IMO and opens a new chapter towards maritime decarbonization. At the same time, it is not the end goal, it is in many ways a starting point for the work that needs to intensify even more over the years and decades ahead of us. However, with the Revised Strategy that you have now agreed on, we have a clear direction, a common vision, and ambitious targets to guide us to deliver what the world expects from us."

"Above all, it is particularly meaningful, to have unanimous support from all Member States. In this regard, I believe that we have to pay more attention to support developing countries, in particular SIDS and LDCs, so that no one is left behind," he said.

Read the full press release [here](#).

ii. Hong Kong Convention to enter into force in 2025



The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention) is set to enter into force within 24 months, after Bangladesh and Liberia became Contracting States to the Convention. The Hong Kong Convention was adopted at a diplomatic conference held in Hong Kong, China, in 2009. It is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risks to human health, safety and to the environment. It embraces the "cradle to grave" concept, addressing all environmental and safety aspects relating to ship recycling, including the responsible management and disposal of associated waste streams in a safe and environmentally sound manner. The Convention places responsibilities and obligations on all parties concerned – including shipowners, ship building yards, ship recycling facilities, flag States, port States, recycling States.

Her Excellency Ms. Saida Muna Tasneem, High Commissioner, Permanent Representative of Bangladesh to the IMO, deposited the instrument of accession with IMO Secretary-General Mr. Kitack Lim on 26 June 2023, at IMO Headquarters in London. On the same day, The Honourable Lenn Eugene Nagbe, Commissioner and CEO of the Liberia Maritime Authority, deposited the instrument of accession with IMO Secretary-General Lim. As one of the largest flag State, Liberia's accession has enabled the tonnage criteria to be met.

IMO Secretary-General Mr. Kitack Lim commended Bangladesh and Liberia for their accessions. "I congratulate Bangladesh and Liberia for depositing their instruments of accession this June, triggering within 24 months the entry into force of the Hong Kong Convention, and the global regime for safe and environmentally sound recycling of ships. This is a momentous day for IMO, and it is indeed a historical development for the international shipping industry, for the marine environment, and especially for workers and local communities in ship recycling countries globally."

Read the full press release [here](#).

Read further on SENSREC Project in page 6.

NEW AND STRENGTHENED PARTNERSHIPS

i. IMO and the Republic of Korea sign SMART-C Women agreement



IMO and the Republic of Korea have signed an agreement to launch the first thematic project with United Kingdom Government Official Development Assistance (ODA) funding that specifically focuses on women in maritime. The SMART-C Women (Sustainable Maritime Transport - Cooperation) Project aims to contribute towards gender equality by increasing employment opportunities for women in developing countries in the maritime sector. It will complement existing training opportunities for women. You can find out about these [here](#).

Working in collaboration with IMO's regional Women in Maritime Associations (WIMAs), training will be provided to help women advance their careers in related industries by, for example, gaining educational qualifications in environmental and digital technologies to help prepare them for emerging opportunities within the maritime sector.

The four key pillars of the project are:

1. Online and field training on maritime matters;
2. Fellowships;
3. Global networking and information sharing; and
4. Consultancy work to develop national plans for empowering women in the maritime sector.

The agreement was signed on 18 May by the IMO Secretary-General, Mr. Kitack Lim and His Excellency Mr. Yoon Yeocheol, Ambassador of the Republic of Korea and Permanent Representative of the Republic of Korea to the IMO, during the Global Conference of the IMO Women in Maritime Associations (18-19 May). The Republic of Korea has committed funding of approximately \$3 million for a period of four years.

Mr. Lim thanked the Republic of Korea for their support and invited other maritime nations to come forward with similar partnership agreements with IMO. He said:

"It is an honour to be a part of this important ceremony, not just as the Secretary-General of the IMO, but as a staunch advocate for women's empowerment in the maritime sector. We are here to sign an agreement that will significantly impact the lives of countless women, inspire future generations, and change the face of the maritime sector."

H.E. Mr. Yoon Yeocheol said:

"We have come such a long way, but we need to do more.

I sincerely hope that the agreement to be signed by IMO and the Republic of Korea today will promote more participation of women in the maritime sector and lead to a more diverse and inclusive culture in the maritime industry."

IMO's Department of Partnerships and Projects (DPP) will work in coordination with the Organization's Technical and Cooperation Division (TCD) to implement the SMART-C Women project in collaboration with IMO's regional WIMAs. IMO consultation with the WIMAs is expected to begin soon.

ii. IMO and the Central American Bank for Economic Integration sign MoU



The IMO Secretary-General Mr. Kitack Lim and Dr. Dante Mossi, Executive President of the Central American Bank for Economic Integration (CABEI), signed a Memorandum of Understanding (MoU) on future cooperation in the maritime sector.

The agreement, signed on 20 March, is intended to assist developing countries with the strengthening of their maritime port sectors and the adoption of sustainable maritime transport systems and practices.

The MoU commits both parties to help build capacity, exchange experiences and knowledge in legal policy and institutional processes, and assist with the implementation of national legislations and policies. This will be achieved through joint activities with the national authorities of selected countries and, where appropriate, other stakeholders.

The objective of CABEI is to promote the economic integration and the balanced economic and social development of the Central American region.

IMO Secretary-General Mr. Kitack Lim highlighted the importance of maritime activities in the region and his Voyage Together initiative. Mr. Lim acknowledged the agreement as a great milestone for IMO and CABEI in achieving the goals of both organisations.

Proposed areas of cooperation under the MoU include marine environment protection and climate change; maritime safety; maritime security; and trade flow and maritime legislation and regulatory frameworks.

The countries set to benefit from this new partnership are

Belize, Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua and Panama.

PORTFOLIO OF ONGOING EXTERNALLY FUNDED PROJECTS IMPLEMENTED BY IMO

GHG related projects



i. GreenVoyage2050



The IMO-Norway GreenVoyage2050 project has been supporting several partnering countries (PCs) with further development of pilot project proposals. Bilateral meetings with China, Georgia, India, Malaysia and South Africa have been held. Participants included subject matter experts who helped pilot project owners develop their pre-feasibility studies and provide expert advice. The GreenVoyage2050 Project team visited Malaysia in early April to support this part of the project.

The project continues to support PCs with the development of National Action Plans (NAPs) to address emissions from ships as well as national emission baselines. The GreenVoyage2050 project team visited the Solomon Islands, where fuel consumption data collection, training for crew on energy efficient ship operations and improvements in port efficiency were identified as priority areas to address for the greening of the domestic fleet as part of ongoing NAP development work.

The GreenVoyage2050 project has participated in several international events, including the International Association of Ports and Harbors (IAPH) Technical Committee meeting in April, the European Harbour Masters Committee Seminar in May, and the Nor-Shipping Conference in Oslo in June. This involved sharing knowledge and expertise and holding bilateral discussions with project stakeholders and partners across the public and private sector.

The Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) has been very busy with the development of two new video series. The first provides an introduction to IMO's Carbon Intensity Indicator (CII) requirements and how to navigate them. It can be accessed [here](#). The second series on the Energy Efficiency eXisting Ship Index (EEXI) is due to be released in July.

The Low Carbon GIA held its 18th Task Force meeting in June, hosted by the Mediterranean Shipping Company (MSC) in Geneva, the outgoing chair of the task force.

ii. GHG SMART Programme

The Sustainable Maritime Transport Training Programme (GHG SMART), funded by the Republic of Korea and launched on 28 October 2020, aims to support the implementation of the IMO GHG Strategy by initiating capacity-building activities for small island developing states (SIDS) and least developed countries (LDCs) through a series of training courses and industry visits with the purpose of building sufficient human capacity in these countries.

Participants come from a range of different stakeholders, including policy makers, public authorities and industry (shipping, ports and ship building).

A webinar on 25 April focused on Trainee Structured Training Plans (TSTPs) and NAPs. Many of the trainees delivered presentations on their countries' TSTPs: this represented an opportunity for them to put into practice what they learnt during the Core Training held in March 2023.

The GHG-SMART Project represents an innovative way of delivering IMO's training activities since it provides a continued long-term programme over one year. The online Core Training will be followed by post training monitoring, evaluation and refinement.

Participants undergo classroom training as well as field training. The field training includes visits to the technology development and demonstration sites and major infrastructure facilities that support GHG reduction and energy efficiency. This is scheduled to take place in Busan, Republic of Korea, from 18 to 22 September 2023.

Furthermore, GHG SMART has established two annual scholarships to be awarded to one female and one male participant for a Master of Studies at the World Maritime university (WMU), in line with the gender equality objective of Sustainable Development Goal (SDG) 5.

iii. IMO CARES Project

IMO CARES – IMO's Coordinated Actions to Reduce Emissions from Shipping, a project funded by the Kingdom of Saudi Arabia was launched on 1 April 2023 with the objective of reducing shipping emissions through coordinated actions worldwide.

It aims to achieve this objective through identifying specific decarbonisation challenges, accelerating the wider use of green technologies and promoting innovations for the reduction of shipping emissions. All these actions have a particular focus on supporting developing countries through connecting stakeholders from both the global north and south.

A programme of integrated activities and networking events, such as the Marine Technology Global Challenge, an industry matchmaking event, an innovation report and more, have been developed.

IMO CARES has begun preparations for its showcase activity, the Marine Technology Global Challenge. This Global Challenge will consist of technology providers submitting proposals for the demonstration of their energy efficient technologies to an independent panel. The winning proposal will receive funds from the upcoming GMN Phase II project to further develop their proposal and conduct their pilot demonstration.

This Global Challenge will be facilitated by the Implementing Partners of the project, Maritime Technology Cooperation Centre (MTCC) Africa and MTCC Caribbean, who will assist with stakeholder engagement in their respective regions.

IMO CARES hosted a reception on 28 June 2023 to raise awareness of the project to relevant stakeholders.

iv. NextGEN Connect

IMO and the Maritime and Port Authority of Singapore (MPA) in 2022 jointly launched NextGEN Connect (“GEN” stands for “Green and Efficient Navigation”). This project aims to bring industry stakeholders, academia and global research centres together to offer inclusive solutions for maritime decarbonisation for trials along specific shipping routes.

Under NextGEN Connect, diverse stakeholders were invited to propose robust methodologies to jointly develop, on a pilot basis, route-based action plans to reduce GHG emissions between specific points along a shipping route in the Asia-Pacific region.

The NextGEN Connect challenge received several exciting proposals, which were carefully considered by a panel of international judges from IMO, MPA, the Norwegian Ministry of Climate and Environment and MTCC Asia. The judges assessed the submitted proposals based on a set of criteria in line with the IMO 2050 emissions reduction goals including implementation feasibility and inclusiveness.

The winner was announced at the 2nd Accelerating Decarbonisation Conference held on 27 April during Singapore Maritime Week. The inaugural award went to Lloyd's Register Maritime Decarbonisation Hub (LR MDH) for its proposal “Development of a Route-Based Action Plan Methodology based upon Silk Alliance”. The Silk Alliance is a green shipping corridor cluster project to trial decarbonisation strategies for container ships operating primarily in Asia in order to achieve significant emission-saving impact based on LR MDH's “First Movers”. An initial batch of container ships is soon due to be identified to participate in this project.

NextGEN Connect Challenge is the next phase of the NextGEN initiative. Launched in September 2021, the NextGEN database (nextgen.imo.org/) currently lists more than 150 decarbonisation projects with more than 500 stakeholders worldwide, including IMO Member States, shipowners, technology developers, classification societies and non-governmental organisations.



As part of the GloFouling Partnerships project on increasing women representation in the sector, the project recently held its first workshop for women in biofouling focused on the Middle East and North Africa (MENA) countries. The event was hosted by the Kingdom of Saudi Arabia in the port city of Jeddah. Women representatives from eighteen MENA countries were invited. The workshop had three key objectives: to increase awareness on ships' biofouling management, best practices in the shipping industry and increase awareness of the importance of biofouling management to both protecting marine biodiversity and tackling climate change; discuss opportunities for women in the sector and identify existing barriers, gaps and solutions related to gender equality. To learn more, follow this [link](#).



As part of its planned activities, the project has developed a general training course on biofouling management (which was made available to the public for free). GloFouling Partnerships is developing two more follow-up training courses, which will be delivered to all its [Lead Partnering Countries](#) (LPCs) before the closure of the Project in May 2025. The pilot training course on “Best Practices for Biofouling Management Plans and Record Books” is now ready for delivery in Tonga and Fiji in July 2023, when the development of training course on “Dry Dock Operations and Application of Anti-Fouling Paints” will start soon.

The Project is working in collaboration with the private sector to support the achievement of two key environmental objectives through improved biofouling management: protecting marine biodiversity and decarbonising shipping. [The GIA for Marine Biosafety](#), has released a [short animation](#) showcasing the findings of its published study “[Analysing the Impact of Marine Biofouling on the Energy Efficiency of Ships and the GHG Abatement Potential of Biofouling Management Measures](#)”. The report highlights that keeping ships' hulls free from just a thin layer of slime could reduce a ship's GHG emissions by up to 25%. The Arabic version of the animation has recently been published in addition to the earlier published versions in Chinese, French, Korean and Spanish. All videos can be accessed [here](#).

Oceans related projects



v. GloFouling Partnerships

The GEF-UNDP-IMO GloFouling Partnerships project - a global initiative bringing together key partners to respond to a global environmental problem, namely invasive aquatic species introduced via ships' biofouling. The project brought together participants and experts representing twenty countries in the remote Galápagos Islands to attend the international workshop on the use of biofouling management to prevent the spread of invasive aquatic species in Marine Protected Areas (MPAs) and Particularly Sensitive Sea Areas (PSSAs). The key aims of the workshop were to witness the demonstrations in action, share expertise during the group discussions and produce recommendations on areas where additional guidance, research or development is needed. Learn more [here](#).

In addition to protecting marine biodiversity the project is working to support SDG 5 (Gender equality) in line with the theme of this year's International Day for Women in Maritime at IMO: “Mobilizing networks for gender equality”.

CURRENT PORTFOLIO OF PROJECTS CONTINUED

vi. GloLitter Partnerships



On 18 April 2023, GloLitter published two knowledge documents, including the Guidance Document on the Country Status Assessment on SBMPL and the Guidance Document on Development of National Action Plan on SBMPL. The guidance documents are designed to help countries in their efforts to prevent and reduce sea-based marine plastic litter (SBMPL).

The Guidance Document on Development of National Action Plan on SBMPL advises on how to prepare a National Action Plan (NAP) to reduce and prevent marine plastic litter. This document is designed to help a country prepare a NAP tailored to its circumstances by addressing gaps, priorities and needs to better prevent and reduce MPL from the maritime and fisheries sectors identified in the Country Status Assessment.

The Guidance Document on the Country Status Assessment on SBMPL focuses on how to prepare a detailed Country Status Assessment on marine plastic litter. The guide includes an overview of the international legislative frameworks that prevent and reduce SBMPL from ships and waste as defined by MARPOL Annex V and the London Convention/Protocol (LC/LP), as well as the relevant Food and Agriculture Organisation (FAO) codes and guidelines. The FAO - a specialised agency of the United Nations that leads international efforts to defeat hunger - is a GloLitter Joint Implementing Partner.

GloLitter held a webinar on 23 May 2023 for GloLitter International Legal Consultants to explain and provide support to the focal points of the GloLitter partnering countries, national legal consultants and task force members. This provided advice on how to develop and amend national legislation to reflect international policy and legal frameworks related to SBMPL in the shipping industry, including MARPOL Annex V and the London Convention/Protocol. This allowed stakeholders to build capacity for implementing the guidance, and modeling the legislation in their respective countries.

On 8 June 2023, IMO GloLitter participated in the GloLitter webinar held by partner organisation FAO which focused on the Blue Ports Initiative. The webinar focused on NAPs for the management of sea-based marine plastic litter especially in the role of fishing ports. The webinar was held for the Blue Ports Initiatives and GloLitter Consultants to support GloLitter countries with strengthening the capacities of fishing ports and authorities in improving the management of waste and marine litter generated by ports and fishing operations.

During the regional meeting of the Heads of Maritime Authorities of the Operative Network of Regional Cooperation of Maritime Administrations in Central America (ROCRAM-CA)¹ held from 12 to 15 June 2023 in San Salvador, El Salvador, the GloLitter project's objectives and achievements were presented.

GloLitter, in partnership with FAO, submitted the Project Identification Form (PIF) to build on the results of the GloLitter Partnerships Project in support of the PRO-SEAS Project to the Global Environmental Facility (GEF).

¹ Costa Rica, Dominican Republic (the), El Salvador, Guatemala, Honduras, Nicaragua and Panama.

vii. Carib-SMART

The Carib-SMART Technical Assistance Programme is intended to support the effective development and implementation of a Sustainable Maritime Transport (SMART) system that will enable Caribbean SIDS to build-back better from the negative impacts of the COVID-19 pandemic. SIDS economies in the Caribbean are heavily dependent on the crucial maritime sector.

The major outputs of the Carib-SMART Preparatory Phase Project have been completed. These include:

- 1.Preparation of a report aimed at maritime transport stakeholders based on a survey questionnaire to maritime transport stakeholders, which was administered from 16 June to 8 July 2022;
- 2.National and sub-regional needs assessment reports for the thirteen project countries;
- 3.Receipt of endorsement by the Directors and Heads of Caribbean maritime administrations at their annual meeting held in Paramaribo, Suriname in July 2022 for the Carib-SMART Preparatory Phase Project and its activities during this Phase;
- 4.Needs assessment reports validated; and
- 5.Long-term technical assistance Carib-SMART project proposal developed.

The Caribbean Community (CARICOM) Secretariat is currently working on facilitating the endorsement, by the Heads of Government of CARICOM, of the Technical Cooperation (TC) Project, which forms part of the longer-term Carib-SMART Technical Assistance Programme.

viii. SENSREC



In partnership with the Ministry of Industries of Bangladesh, IMO has been assisting Bangladesh's accession to the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention) for the past nine years. The support has come in the form of targeted capacity building and legal-policy reform support in collaboration with the Safe and Environmentally Sound Ship Recycling in Bangladesh (SENSREC) project funded by Norway.

The Hong Kong Convention provides a "cradle to grave" solution to regulate ship recycling throughout the whole life of a ship. The Hong Kong Convention has the following contracting parties: Bangladesh, Belgium, Republic of the Congo, Croatia, Denmark, Estonia, France, Germany, Ghana, India, Japan, Liberia, Luxembourg, Malta, Kingdom of the Netherlands, Norway, Panama, Portugal, São Tomé and Príncipe, Serbia, Spain, Türkiye. The 22 Contracting States to the Convention represent approximately 45.81% of the gross tonnage of the world's merchant shipping. The combined annual ship recycling volume of the Contracting States during the preceding 10 years amounts to 23,848,453 gross tonnage, equivalent to 3.31% of the required recycling volume.

CURRENT PORTFOLIO OF PROJECTS CONTINUED

Phase II (Bangladesh)

The Norwegian Ministry of Foreign Affairs has agreed to extend Phase II until October 2023 to allow IMO to continue to support Bangladesh in facilitating the participation of more women in the ship breaking industry and organising specific training aimed at women.

Phase III (Bangladesh)

In preparation for Phase III, a high-level roundtable was held to discuss key topics that will be the priority for this next stage of the project – the ratification of the Hong Kong Convention by Bangladesh and the establishment of a facility for treatment, storage and disposal (TSDF). Key stakeholders who joined this closed roundtable were representatives from Bangladesh, Norway and Japan. The high-level roundtable was well received and effective as Bangladesh committed to ratifying the Hong Kong Convention by the end of June 2023.

The meeting further discussed the ratification of the Hong Kong Convention and took stock of the achievements of the project and key stakeholders' contributions. Participants confirmed the significant role that the project and its legacy has played in prompting the Government of Bangladesh to accede to the Convention.

ix. TEST Biofouling



The core aim of the Accelerating Transfer of Environmentally-Sound Technologies (TEST), through demonstration pilots to reduce biofouling and related emissions (TEST Biofouling) project, is the testing of novel technologies and sustainable methods of biofouling management through demonstration projects. The use of demonstration projects is an effective way to showcase the availability and possibilities of new technologies and the environmental and energy efficiency benefits they offer to developing countries. The TEST Biofouling project aims to do this through 12 national demonstration projects, which will benefit GloFouling Partnerships project Lead Partnering Countries (12 GloFouling LPC countries are Demonstration Lead countries).

TEST Biofouling will also implement three regional demonstration projects using the most cutting-edge technologies with the support of knowledge partners able to share their best practices related to the technologies in question. TEST Biofouling will focus on the needs of the Africa, Caribbean and Pacific regions, prioritising those regions with SIDS and LDCs and some priority countries from Asia and Latin America.

In addition to technology demonstration activities, the TEST Biofouling project is delivering training activities related to capacity building for the implementation of the IMO Biofouling Guidelines and advanced training on in-water cleaning and inspection.

Through questionnaires and interviews conducted by project's implementing partners, MTCC Africa, MTCC Caribbean, and MTCC Pacific with PCs and LPCs in the regions, the TEST Biofouling team is currently analysing and assessing:

1. The capacity building training needs for 14 PCs

2. The advanced training needs on in-water cleaning and inspection for 14 PCs and 12 LPCs
3. The suitable demonstration pilot projects for 12 LPCs
4. Three regional demonstration pilot projects.

The project has also been implementing a Gender Action Plan (GAP) with the aim to spread gender diversity within the maritime sector, with a particular focus on the domain of biofouling.

In order to address the gap in knowledge and promote gender diversity and inclusion within the maritime industry, as part of GAPs activity, the project had developed and distributed specific questionnaires which aimed to gather valuable insights into the experiences, challenges, and successes of women professionals in the biofouling sector. The questionnaires targeted, women in biofouling industry, stakeholders and private sectors operating in the relevant field, with the effort to gather a more comprehensive and diverse range of responses, enabling to draw more meaningful conclusions and propose effective strategies for promoting gender equity. Additionally, Women in Biofouling networking group was established under GAP which will play a vital role in fostering collaboration, knowledge sharing, and addressing the unique challenges faced by women in specific fields of biofouling and relevant industries.

For the past quarter the TEST Biofouling team, in collaboration with the GloFouling Partnerships team, has participated in:

- An international workshop and demonstration held in Galapagos Islands, Ecuador (6-8 June) on the prevention, early detection and rapid response to invasive aquatic species transferred through biofouling on ships in Marine Protected Areas and Particularly Sensitive Sea Areas
- The Arab Women in Maritime - Biofouling Management Workshop (AWIM-BMW) held in Jeddah, Kingdom of Saudi Arabia (9-11 May)

EU-funded port and maritime security projects

x. Port Security Project



The 2nd Steering Committee and Technical Committee meetings of the project on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean took place from 23 to 25 May 2023 in Cape Town, South Africa, at the invitation of South Africa Maritime Safety Authority (SAMS), who hold observer status for the project. The project is funded by the European Union, under the overall coordination of the Indian Ocean Commission, both of whom were in attendance.

The meetings involved participation of National Focal Points from the respective project countries – Angola, Comoros, Kenya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles and the United Republic of Tanzania – alongside the three Implementing Partners, IMO, INTERPOL and UNODC. The Implementing Partners presented progress updates and discussed current and future plans for implementation of capacity-building activities. These meetings were preceded by the 1st Steering Committee meeting which was held in Port Louis, Mauritius, from 19 to 20 January 2022, in hybrid modality.

CURRENT PORTFOLIO OF PROJECTS CONTINUED

xi. Red Sea Project

The EU-funded Regional Programme for Maritime Security in the Red Sea Area is working towards achieving sustainable and long-term improvements in maritime security, which are only possible once an effective national maritime security decision-making and governance process has been established.

To this effect, an introductory workshop to assist Somalia developing a whole-of-government approach to maritime security was held in Addis Ababa, Ethiopia, from 1 to 5 May 2023. This provided participants with tailored support to assist them with developing National Maritime Security Committee, Risk Register and Security Strategy.

The workshop aimed at fostering and maintaining effective linkages amongst government departments and agencies with an interest in maritime security through the development of National Maritime Security Committees and stressed the importance of multi-agency collaboration and active participation and engagement of all stakeholders. Participants were briefed on the importance of developing and updating a National Maritime Security Risk Register which lists all maritime security risks based on threat, impact, mitigation and vulnerability criteria, prioritises the highest risks and outlines how to utilise limited resources to maximum effect. In addition, the workshop focused on the importance of developing a National Maritime Security Strategy, which explains how the Member State will address the risks identified in the Risk Register as well as its long-term vision for the security of the maritime domain as to be overseen by the National Maritime Security Committee.

The Red Sea Project will continue supporting Somalia through tailored action in this area of maritime security. Similar workshops are in preparation for the participating countries in the region, namely Djibouti, Ethiopia, Sudan, and Yemen.

Digitalization

xii. IMO-WB Project on MSW



To encourage the adoption of Maritime Single Window (MSW) in SIDS, the IMO and World Bank Group joined forces to assist interested developing countries in the Pacific region with the design of a series of pilot projects. Fiji is the first to benefit from the adoption of an IMO generic MSW system. A project team plans to go to Fiji in August 2023 to discuss the recommended next steps.

This project was launched in November 2021 with an induction webinar conducted with Fijian authorities in order to understand the current situation in Fiji regarding the digitalisation of clearance processes and the role and involvement of different national agencies.

IMO and the World Bank Group began a "Port Logistics Gap Analysis" study in 2022 as a preparatory step for the implementation of an MSW

in Fiji following an induction webinar in November 2021. This involved over 40 participants from Fijian authorities and relevant stakeholders. The study aims to identify existing cargo and ship clearance systems and develop the scope and structure of an MSW envisaged in Fiji. The study will produce institutional and procedural ICT maps, identify the most enabling environment for the implementation of a national MSW, and develop a road map for implementation. The project is being supported by Norway, and Antigua and Barbuda and will replicate the successful implementation and adoption of an IMO generic MSW system in Antigua and Barbuda.

xiii. SWiFT Project

The Single Window for Facilitation of Trade (SWiFT) Project is a collaboration between IMO and Singapore which aims to develop a Maritime Single Window (MSW) system to allow for the electronic submission, through one single portal, of all information required by various government agencies when a ship calls at a port. The Port of Lobito, Angola, is the pilot recipient port.

The project uses a change management model. The project identifies and validates the port clearance process for each of the port's stakeholders and conducts user interviews on functional and non-functional requirements to develop the technical architecture and design of the MSW system. User interface and user experience (UI/UE) elements are also integrated into the product delivery. The project aims to establish an efficient digitalised system for the electronic exchange of information in ports for ship clearance. Upon successful delivery, the project will be scaled up and used as a template to benefit more developing countries in subsequent phases.

Following a request from the Angolan Agência Marítima Nacional (National Maritime Agency - AMN), IMO conducted a fact-finding mission to Angola from 23 to 27 January. The objectives of the mission were to assess the project status and identify and address the gaps to accelerate and complete the project as scheduled for September 2023 in terms of training and hand-over. The assessment considered the diplomatic, governance and technical perspectives of the challenges faced. A team from Angola and the IMO visited Singapore in the last week of June for a business process study visit.

Safety of domestic passenger ships

xiv. IMO-WB Project on the Safety and Energy Efficiency of Domestic Passenger Ships in the Philippines

See page 12 on Opportunities in maritime decarbonisation in Asia and the Pacific.

TC ACTIVITIES AND INITIATIVES

i. Boosting oil spill preparedness skills in Cuba

Ensuring government authority personnel are equipped with the skills and knowledge to design effective plans in response to an oil pollution incident was the focus of a national workshop in Havana, Cuba (13-16 June). The International Convention on Oil Pollution Preparedness, Response and Co-Operation (OPRC) provides a framework designed to facilitate international co-operation and mutual assistance in preparing for, and responding to, major oil pollution incidents.



Operational personnel and those with supervisory and management responsibilities gained essential knowledge and skills to be able to prepare for, and respond to, oil spills in line with the syllabus of OPRC model courses (level 1 and 2) through a series of presentations and group discussions. Participants learnt about hazards to responders, the effects of an oil spill on the local environment, as well as about oil spill contingency planning, response strategies and tactics, and the best techniques for the management of response resources.

The workshop was delivered by the Regional Marine Pollution Emergency, Information and Training Centre-Caribe (RAC/REMPEITC-Caribe) through IMO's Integrated Technical Cooperation Programme (ITCP). Expertise was provided to the Havana workshop by the United States Coast Guard (USCG) with support from the Maritime Administration of Cuba.

ii. Bonn Climate Conference updated on IMO shipping decarbonisation work



IMO updated the United Nations Bonn Climate Change Conference (5-15 June) on the Organization's work towards adopting a revised Strategy on the reduction of GHG emissions from shipping. The upgraded strategy was adopted at the IMO Marine Environment Protection Committee (MEPC 80), which met 3-7 July following a meeting of the Intersessional GHG Working Group (ISWG-GHGH 15) from 26 to 30 June.

In a statement to the UNFCCC Subsidiary Body for Scientific and Technological Advice (SBSTA), IMO's Ms. Camille Bourgeon highlighted the mandatory energy efficiency regulations already adopted by IMO and ongoing work to ensure that international shipping bears its fair share of responsibility in addressing climate change. She said:

"As it continues to look at how to incentivise the availability and scalability of sustainable low-and zero-carbon marine fuels and technologies in the near future, IMO will continue to support developing countries, in particular small island developing states (SIDS) and least developed countries (LDCs), with a view to ensuring a just and equitable transition to low-carbon shipping and seizing development opportunities arising from the decarbonisation of the maritime sector. IMO is accelerating its efforts in developing the necessary safety regulatory framework allowing the safe handling of future marine fuels on board ships."

iii. Supporting Peru's implementation of the London Protocol on waste dumping at sea



Protecting the oceans from dumping of hazardous wastes at sea requires the full implementation of the London Protocol ([LP](#)), including the development of national systems for activities related to assessing, permitting, monitoring and enforcing disposal at sea. Officials from Peru gained insight into how to fully implement the treaty during an in-person IMO national workshop held in Lima, Peru (31 May-1 June) hosted by the Peruvian Maritime Authority.

The LP entered into force in 2006. It prohibits all dumping at sea, other than when explicitly permitted under the terms of the treaty. Peru ratified the LP in 2018. Through a series of presentations, group discussions and case studies during the workshop, more than 40 senior officials from maritime and environmental authorities, the ports sector and marine institutes were sensitised in all matters (legal, technical, administrative) to support implementation of the convention. Participants were provided with an introduction to the LP and its legal framework for marine pollution management. Participants discussed barriers to implementation of the treaty and identified next steps for future coordination and cooperation to ensure effective implementation.

The workshop was delivered through IMO's Integrated Technical Cooperation Programme (ITCP). It comes as part of IMO's continuous efforts to support the UN's SDG 14 (Life below water), with a view to creating awareness and dialogue around specific ocean governance issues.

iv. Comparative analysis of candidate mid-term GHG measures



An expert workshop focused on a "comparative analysis of candidate mid-term GHG reduction measures" to further support IMO's work looking at possible measures to reduce greenhouse gas (GHG) emissions took place at IMO Headquarters in London on 25 and 26 May. Technical and economic elements of the proposed candidate mid-term GHG measures, their feasibility, effectiveness in delivering the 2023 IMO GHG Strategy and their potential impacts on Member States were discussed.

The transition to alternative fuels and technologies is one of the greatest challenges in the shipping sector. The adoption of a global regulatory framework to reduce GHG emissions with GHG reduction measures set for the short, mid and long-term would contribute to achieving a green energy transition of the sector.

TC ACTIVITIES AND INITIATIVES CONTINUED

In March 2023, the **IMO GHG working group** asked the Secretariat to organise a dedicated ad-hoc expert workshop on candidate mid-term GHG reduction measures ahead of MEPC's 80th session (3-7 July 2023). Proposed measures included technical (e.g. fuel GHG intensity standard) and economic measures (e.g. carbon pricing in the form of a fuel GHG levy, reward, feebate or flat rate contribution). In addition, the Secretariat was asked to liaise with **UNCTAD**, and other relevant organisations, and invite them to submit and present their views on the technical and economic elements of the mid-term proposals.

The comparative analysis was then used to facilitate further deliberations by the ISWG-GHG 15 and MEPC 80 on identifying proposed measures to develop further under Phase III of the Organisation's work plan, as well as the scope and process of a comprehensive impact assessment.

The workshop provided an opportunity to exchange information between proponents of GHG reduction measures and experts to encourage parties to find agreement on common technical and economic measures. The intention is that these may then serve as building blocks for mid-term measures that are later selected.

The programme included sessions on:

- Proposals for candidate mid-term GHG reduction measures and their possible combinations;
- Insights from the UNCTAD Secretariat;
- Preliminary comparative analysis of technical elements of the proposals;
- Preliminary comparative analysis of economic elements of the proposals; and
- Expert discussions to identify possible technical and economic elements and other commonalities which could serve as building blocks for possible mid-term measures.

It was attended by more than 380 participants from Member States and international organisations, and was moderated by the Chair of MEPC, Dr. Harry Conway (Liberia).

A summary of the comments and observations made during the expert workshop was submitted to the 80th meeting of the MEPC in July 2023 and the IMO's Marine Environment Committee (MEPC) later adopted a revised GHG Strategy at its 80th session in July 2023.

v. Strengthening oil spill preparedness plans in Mauritius



The impacts of oil pollution, its effect on the marine environment, and the importance of having in place an effective national framework for responding to oil spills, were the focus of a national workshop held in Port Louis, Mauritius (22-24 May).

The workshop was part of IMO's work to support parties to the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) with their National Oil Spill Contingency Plan (NOSCP). Twenty-eight senior managers and administrators involved in Mauritius' response to oil pollution incidents took part in-person in lectures and discussions on topics including the need for rapid decision-making to mitigate the impact of oil spills, and the importance of cooperation between stakeholders at a national level, neighboring countries and the wider international community.

Also covered were roles and responsibilities before, and during the response to, a pollution incident; relevant regulations and conventions; and liability and compensation. The workshop incorporated table-top and discussion-based exercises to build capacity and test response systems in order to identify areas requiring improvement or development. In addition, following an incident involving the bulk carrier **MV Wakashio** in an ecologically sensitive area off the coast of Mauritius in 2020, a draft action plan was produced to facilitate ongoing development of an effective national oil spill preparedness and response framework

The event gave participants a networking opportunity to enhance cooperation and stimulate a collaborative approach to oil spill preparedness and response.

The workshop was co-organised by IMO and the Ministry of Blue Economy, Marine Resources, Fisheries & Shipping, Mauritius. It was hosted by the Ministry of Local Government and Disaster Risk Management and financed by the Government of the People's Republic of China through the IMO's Integrated Technical Cooperation Programme (ITCP). It is part of IMO's ongoing commitment to supporting African small island developing states (SIDS) and least developed countries (LDCs) in the effective implementation of the OPRC Convention.

vi. Opportunities in maritime decarbonisation in Asia and the Pacific



Discussions on how the decarbonisation of maritime transport in Asia and the Pacific can unlock opportunities and investments across the maritime value chain were at the heart of a recent Green Shipping conference in Manila, Philippines (16-17 May).

Under the theme "**Seizing opportunities for Green Shipping in Asia and the Pacific**", the conference provided a forum for over 100 key maritime stakeholders from 20 Pacific Islands and Southeast Asian States (including ASEAN Member States) to discuss the decarbonisation of international shipping.

Key drivers of change include an ambitious and global regulatory framework put in place by IMO to address energy efficiency and greenhouse gas emission reduction; the development of new low-carbon fuels and technologies; and investment in renewable energy and port infrastructure.

TC ACTIVITIES AND INITIATIVES CONTINUED

Opening the conference, IMO Secretary-General Mr. Kitack Lim stressed the importance of collaboration and cooperation: "Here in the Philippines, and across the region represented by 20 Member States in this event, there is a strong willingness and commitment to work with all stakeholders to explore and make a push towards renewable energy, to ensure that maritime transport benefits from the relevant investment and technology transfer, and that the workforce of the future is equipped for this vital transition. Knowledge sharing is critical to the attainment of our common objectives. We can all learn from each other. And IMO is ready to support this process. The cooperation and dialogue that is the trademark of IMO is more important than ever".

Mr. Roel Hoenders, Head of Air Pollution and Energy Efficiency of IMO, presented IMO's latest energy efficiency regulations ([EEXI and CII](#)) and state-of-play in the revision of the Initial IMO GHG Strategy and the development of a basket of mid-term GHG reduction measures and associated impact assessment.

Maritime transport is critical for the region, which has many island states, with vast sea distances covered by ships transporting vital goods as well as passengers. Participants identified that new ways of working together, especially between the public and private sectors and developed and developing countries, were crucial for the green transition. Amongst the delegates were key decision-makers and senior advisers from Asia and the Pacific, leading business representatives from the maritime value-chain, ship-owners and operators to cargo owners, ports, energy producers and financial institutions, development banks, academia and civil society.

Plans to revise the initial IMO GHG Strategy and development of IMO's mid-term GHG reduction measures, including technical and economic elements, were discussed in a series of high-level in-person panels and interactive sessions. The panel sessions addressed opportunities and challenges in terms of unlocking finance for port infrastructure, renewable energy production, the training and skills development of seafarers, including re-skilling for "green" jobs in the maritime sector as well as the need for job generation and attracting young generations to a low-carbon shipping industry in Asia and the Pacific. Conference participants were also apprised of the ongoing IMO-World Bank Study on Energy Efficiency of Domestic Ferries to [enhance safety and energy efficiency of domestic passenger ships in the Philippines](#). The study is set to be completed and published in due course.

Conference participants discussed how to ensure an equitable transition via additional capacity building and technology cooperation supported by IMO. Participants emphasised the need for further regional and cross-continental cooperation in promoting energy-efficient shipping, including through future use of carbon revenues for port bunkering infrastructure, scholarships in renewable energy economics, and the retrofitting and upgrading of ships in Asia and the Pacific.

The conference aimed to inform discussions during the upcoming meetings of ISWG-GHG 15 and MEPC 80. The MEPC 80 session in July adopted the 2023 IMO GHG Strategy and further developed the basket of mid-term GHG reduction measures, including taking into account the possible impacts of economic measures on Member States. The conference was co-organised and co-sponsored by IMO through its Integrated Technical Cooperation Programme (ITCP) in collaboration with the Maritime Authorities of the Philippines and Denmark.

[vii. Supporting Kenya's implementation of the MARPOL Convention](#)



Transposing the provisions of the International Convention for the Prevention of Pollution from Ships ([MARPOL](#)) into national legislation, to meet current and future obligations, was the focus of an in-person workshop in Mombasa, Kenya (15-18 May).

Through drafting exercises, presentations, the review of Kenya draft regulations implementing Annexes I to VI of MARPOL and of MARPOL Annexes in parallel, and group discussions, 13 legal drafters and technical experts from Kenya Maritime Authority were guided on the mechanisms that should be applied when developing and updating national legislation to ensure effective implementation of MARPOL. Participants included graduates from the IMO International Maritime Law Institute (IMLI) and the World Maritime University (WMU).

Key outcomes included: guidance and advice provided on the specific drafting of the relevant implementing texts for Annexes I to VI of MARPOL and assistance to Kenya in developing an action plan on the next steps for the finalisation of the draft national legislation. This activity complements the support on the regulatory developments related to MARPOL Annex VI, initial IMO GHG Strategy and training on key low carbon technologies and fuels provided to Kenya under the [IMO Norway Green Voyage 2050 Project](#).

The workshop was co-organised by the Kenya Maritime Authority and IMO through the Organisation's Integrated Technical Cooperation Programme (ITCP).

Furthermore, a recent audit under the IMO Member State Audit Scheme ([IMSAS](#)) identified suggested corrective actions for this type of legal drafting assistance. It is envisaged that this type of legal drafting assistance could be scaled up and replicated in other countries in the future.

[viii. Preparing for oil spill response in Brunei Darussalam](#)



TC ACTIVITIES AND INITIATIVES CONTINUED

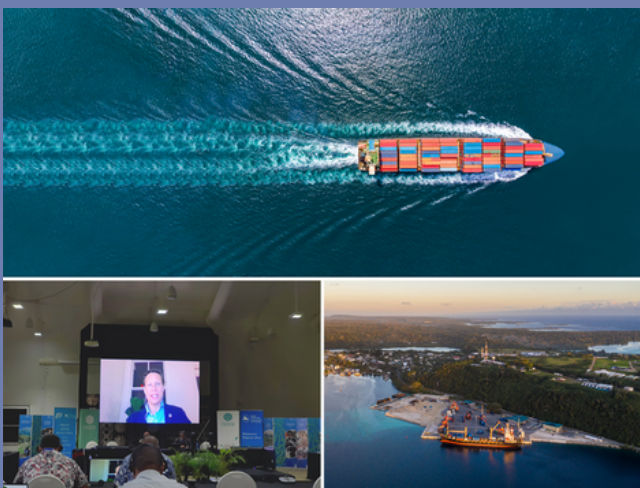
IMO and PIECA (formerly known as the International Petroleum Industry Environmental Conservation Association) continue to work together to improve oil spill response and preparedness planning through their joint Global Initiative (GI) project. IPIECA is the global oil and gas industry association for environmental and social issues.

The Global Initiative South East Asia (**GISEA**) programme and oil spill response industry representatives, Oil Spill Response Limited (OSRL) and International Tanker Owners Pollution Federation (ITOPF), supported a workshop on national oil spill contingency planning in Brunei Darussalam (16-18 May) which brought together relevant key stakeholders to raise awareness of key aspects of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) 1990.

The event built upon work already done at a national level to establish a system of preparedness and response to oil spills. The importance of defining and designating key roles and responsibilities in the national oil spill response system was the key focus of the workshop, along with the development of national capacity for preparedness and response, working with industry in the event of a spill, and the development of contingency plans, and practical training programmes. One key outcome was advances made in updating Brunei Darussalam's National Oil Spill Contingency Plan (NOSCP).

GISEA was launched by IMO and IPIECA in 2013 to increase collaboration in the region on oil spill preparedness and response, and to provide a forum for joint action, focusing on practical activities such as training, workshops and joint exercises in the field.

ix. Pacific nations updated on IMO work to reduce emissions from ships



An update on progress towards the decarbonisation of international maritime transport was reported to high-level officials from government Energy and Transport departments in the Pacific region at a recent workshop held in Port Vila, Vanuatu. This was the latest in a series of events held or supported by IMO as part of the Organization's ongoing work supporting the transitioning towards greener and more sustainable shipping, in line with the IMO's strategy for reducing GHG emissions from shipping.

The workshop took place on the first day of the **Fifth Pacific Regional Energy and Transport Ministers' Meeting** (5th PRETMM, 8-12 May). The IMO Secretariat and the Vice-Chair of the Marine Environment Protection Committee (MEPC), Hanqiang Tan (Singapore), updated officials from Pacific small island developing states (SIDS) on the progress of negotiations towards the adoption of a revised IMO GHG

Strategy. This is a key year for IMO as it updated its 2018 Initial GHG Strategy during the MEPC's 80th session (3-7 July 2023).

MEPC, which acts as the senior technical body on marine pollution related matters, is further developing mid-term GHG reduction measures that will assist in the implementation of the IMO GHG Strategy. IMO's regulatory framework is a key driver for innovation and cooperation within the maritime value chain.

IMO's Head of Air Pollution and Energy Efficiency, Mr. Roel Hoenders, told the workshop: "IMO's Pacific Islands Member States have a key role in these discussions - as flag States, as coastal States and as States heavily affected by climate change, while having only marginally contributed to global carbon emissions".

Recent capacity-building initiatives in the Pacific region undertaken by IMO and Singapore were highlighted as part of the Organization's ongoing work to support developing countries, and SIDS in particular, with their transition to a low-carbon future. The workshop was informed about the latest developments under the **IMO GHG TC Trust Fund**-financed study to improve the availability of maritime transport costs data in the Pacific region, and the outcome of the **regional roundtable** which took place in Fiji in February 2023.

The workshop was co-organised by the Pacific Community (SPC) and IMO and funded through the Organization's Integrated Technical Cooperation Programme (ITCP) in support of the 2023 World Maritime theme "**MARPOL at 50 – Our commitment goes on**".

x. Support for African countries on oil spill response incident command

The basics of how to manage an incident in the event of an oil spill were covered at an in-person regional workshop in Nairobi, Kenya (9-12 May). The aim of the event was to enable African countries² to better understand and exercise the national Incident Command System (ICS) for responding to oil pollution, guided by their NOSCP. The training was targeted particularly at SIDS and LDCs. Responses to an oil spill incident should be managed using a clear set of objectives to protect people and the environment. Effective incident management requires the establishment of effective command and control so as to move the response from an initial reactive phase to one where the scope of the incident is understood, with appropriate actions taken in linewith the **OPRC** Convention. In particular, the OPRC requires Parties to the Convention to have an NOSCP in place.

Through lectures, videos, case studies and group exercises, 41 senior-level personnel and supervisors involved in emergency planning response or recovery were familiarised with the ICS functional areas, the role of the Incident Commander and Command Staff, the delegation of authority processes and Incident Action Plan components. The training enhanced regional cooperation and collaboration amongst Contracting Parties to the **Nairobi Convention**.



² Comoros, Ghana, Kenya, Madagascar, Mauritius, Mozambique, Seychelles, Somalia, South Africa, Uganda and United Republic of Tanzania.

TC ACTIVITIES AND INITIATIVES CONTINUED

The workshop was co-organised and co-sponsored by the Norwegian Coastal Administration through the UN Environment Programme (UNEP), IMO's ITCP and the Nairobi Convention. The ITCP sponsored eight participants from Comoros, Madagascar, Seychelles and South Africa.

[xi. Unlocking opportunities for green shipping in Africa](#)



Africa's abundance of solar, wind and thermal energy across the continent has placed Africa at the core of global decarbonisation of maritime transport. This was the key message of the IMO conference on Low-Carbon Shipping in Africa on 5 May.

Speaking at the Conference held in Mombasa, Kenya, co-organised with the Kenya Maritime Authority, IMO's Technical Cooperation Division, Director, Mr. Xiaojie Zhang, reminded delegates that 2023 is a critical year for maritime decarbonisation, with Member States at the 80th session of IMO's MEPC in London the first week of July set to adopt IMO's 2023 GHG Strategy.

Mr. Zhang called on African nations: "to make your voice heard, and to unlock the great potential the phase out of greenhouse gas emissions of international shipping can generate in Africa".

"When IMO adopts this July a revised GHG Strategy with a clear phaseout date of greenhouse gas emissions from international shipping, the global shipping industry will actively look at providers of alternative shipping fuels and African ports could become future energy hubs for low carbon shipping fuels," Mr. Zhang said.

He emphasised the importance of carbon revenues that could be generated through an IMO economic measure - like a fuel levy - for financing port infrastructure, retrofitting capacity, or bunkering facilities across Africa. This theme was echoed by Ambassador Ms. Nancy Karigithu, Special Envoy on Blue Economy, Kenya, who highlighted the range of financing mechanisms, such as public-private partnerships, climate funds, and green bonds, available to support the transition to low-carbon shipping. She emphasised the need for the transition to low-carbon shipping in Africa to consider socio-economic dimensions. "The transition needs to be inclusive and equitable," she said.

The Hon. Mr. Kwaku Ofori Asiamah, Minister of Transport, Ghana, echoed the call for the greater participation of African Member States at IMO meetings, "to ensure our needs and concerns are addressed and indicate our support or otherwise for global maritime regulations". "Africa is the key to speeding up global climate action on the Decarbonisation Agenda. With its young and growing workforce, vast lands and various natural resources, the continent has the

potential to make an important contribution to tackling climate change. These assets could be crucial in driving global efforts to mitigate the effects of climate change, while creating new economic opportunities," Mr. Ofori Asiamah said.

The IMO conference on Low-Carbon Shipping in Africa focused on "Overcoming challenges by unlocking opportunities and investments". It included panel sessions on:

- Setting the scene: Global climate action and IMO's efforts to reduce GHG emissions from shipping;
- Shipping as an enabler of climate action and energy transition;
- IMO's future framework and partnerships enabling the global take-up of low and zero carbon future fuels;
- National coordinated action enabling maritime decarbonisation; and
- Unlocking green maritime jobs in Africa.

Common themes throughout the panel session included the opportunities available for Africa as a continent in terms of producing low and zero-carbon future fuels. The challenges were highlighted, as well as the need for technology transfer and financing - and for the transition to be just and equitable transition. Projects already underway and planned were outlined, including those being facilitated by IMO's Department for Partnerships and Projects such as the Maritime Technology Cooperation Centre for Africa (MTCC)'s [IMO-NORAD TEST Biofouling project](#) and the EU-funded Global MTCC Network Project (GMN) Phase II. Country representatives from Angola, United Republic of Tanzania, South Africa and Kenya outlined their ongoing work to green their ports. Many delegates voiced the need for IMO to give clear direction through its revised climate strategy.

In his final remarks, Mr. Roel Hoenders, Head, Air Pollution and Energy Efficiency, IMO, agreed that, "setting an ambitious GHG reduction target at MEPC 80 will send a strong signal to the market and investors that maritime is ready to decarbonize - and this will bring new investments and new jobs to Africa".

Closing the conference, Mr. Shadrack Mwadime, Principal Secretary, State Department for Shipping and Maritime Affairs, said that the discussions held during the conference, "will better help African countries prepare for the upcoming Marine Environment Protection Committee meeting in July, and for African countries to have a common approach on how we want the international community to address greenhouse gas emissions".

The conference was organised by IMO, through its Integrated Technical Cooperation Programme (ITCP) in collaboration with the Kenya Maritime Authority, followed the 6th Association of African Maritime Administrations (AAMA) Conference and General Assembly (3-4 May). Participants came from 49 African countries.

[xii. Promoting the development of Belize's National Maritime Transport Policy](#)



TC ACTIVITIES AND INITIATIVES CONTINUED

The importance of having a National Maritime Transport Policy (NMTP) was highlighted at a workshop (23-25 May) for 30 strategy officials from Belize representing various government Ministries and related agencies, along with other stakeholders in the maritime sector. The aim of the event, held in Belize City, was to advance understanding of key issues in maritime transport policy. The benefits were stressed of good governance practice as a way of guiding planning, decision making and legislation in the maritime sector - a key driver for a country's sustainable development.

An NMTP is a statement of principles and objectives to guide decisions in the maritime transport sector with a view to ensuring efficient, sustainable, safe and environmentally sound governance of the sector. IMO provides Member States with assistance in formulating and developing NMTPs. They are complementary to the concept of the blue economy, which is closely associated with sustainable development.

Belize's Maritime Technical Committee, comprised of members of the Belize Port Authority, the International Merchant Marine Registry of Belize, Ministries and other stakeholders, is the framework through which the country's NMTP is being developed. It ensures cross-sector stakeholder involvement in the NMTP development process, based on consultation and collaboration.

The workshop was delivered by IMO in cooperation with the World Maritime University (WMU).

xiii. Courses delivered at IMSSEA

The International Maritime Safety Security and Environment Academy (IMSSEA) in Genoa, Italy, delivered two short courses on Flag State Implementation (11-21 April 2023) and on Port State Control (9-19 May 2023). A limited number of fellowships funded by IMO and the Government of Italy were granted to selected suitably qualified candidates nominated by their national authority to allow them to attend.

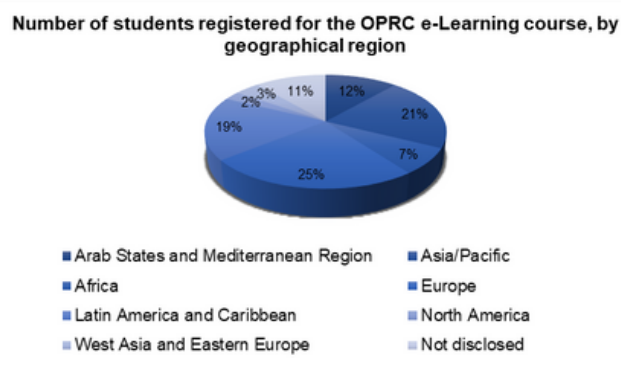
xiv. Updates on IMO's e-Learning platform



Plans for International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) e-Learning courses - To date, 1,978 participants have signed up for the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) e-Learning course, as shown by geographical region in the chart below.

This course, as well as all future e-Learning courses, is hosted on the IMO Learning Management System (LMS) platform that can be accessed [here](#).

IMO, in collaboration with World Maritime University, is developing



a series of e-Learning courses designed to increase the capacity of Member States to effectively implement IMO instruments related to the marine environment, including, the Ballast Water Management Convention.

New Spanish e-Learning course on the ISM Code available - A new free-to-access e-Learning course "Introduction to the ISM Code" has been launched exclusively in Spanish on the IMO e-Learning platform. The course, co-funded by the Government of Malaysia, aims to provide Spanish-speaking personnel of Maritime Administrations, authorities, and individuals interested in maritime issues with the tools and knowledge to implement the International Safety Management Code (ISM) for the safe operation of ships.

This is the first course to be offered solely in Spanish on the IMO e-Learning platform. In line with the Organization's focus on multilingualism, it will soon be made available in other official languages.

The ISM Code is a key mandatory code that establishes an international standard for the safe management and operation of ships the implementation of a safety management system (SMS). It is intended to improve the safety of international shipping and reduce pollution from ships by impacting on the way they are managed and operated by shipping companies. The effective implementation of the ISM Code encourages the prioritisation of safety in the shipping industry.

IMO developed the course in collaboration with the World Maritime University and the Prefectura Naval Argentina (PNA). The content is based on an e-Learning course for auditors on the safety management system that PNA provides to its officers.

This course is hosted on the IMO Learning Management System (LMS) platform and can be accessed [here](#).

xv. Gender-specific fellowships for women from developing countries established

In the second quarter of 2023, the Integrated Technical Cooperation Programme (ITCP) Women in Maritime (WIM) programme, through its collaboration with Women's International Shipping and Trading Association (WISTA International) and funding from Norway, was able to provide 30 fellowships for women from developing countries. This will allow them to participate in the third batch of the Maritime SheEO Leadership Accelerator Programme, an eight-week course aimed at equipping women with the leadership skills and confidence necessary to take a seat at the shipping decision-making table.

For more than three decades, IMO has maintained partnerships with the Institut Portuaire d'Enseignement et de Recherche (IPER) and the Grand Port Maritime du Havre based in France. In addition, in this quarter, the WIM programme provided fellowships for the participation of 25 senior officials in the twentieth training course on Women in Port Management, which took place from 12 to 23 June in Le Havre, France in the French language, was funded through the ITCP and donor funds from Norway and Australia.

CAREERS AT IMO

To find out more about careers at IMO, please visit '[careers at IMO](#)'.

Future job opportunities within the Technical Cooperation Division (TCD) and the Department for Partnerships and Projects (DPP) can be viewed in following links:

- [Junior Professional Officer \(JPO\)](#);
- [Senior Professional Officer \(SPO\)](#); and
- [Externship](#).

LINKS TO OTHER PROJECTS AND INITIATIVES

- [Blue Solutions Preparatory Project](#)
- [FINSMART Roundtable](#)
- [NextGEN](#)

UPDATES FROM IMO MEETINGS

- Sub-Committee on Pollution Prevention and Response (PPR 10), 24-28 April 2023. Read more: [PPR 10th session](#)
- Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 10), 10-19 May 2023. Read more: [NCSR 10th session](#)
- Maritime Safety Committee (MSC 107), 31 May-9 June 2023. Read more: [MSC 107th session](#)
- Marine Environment Protection Committee (MEPC 80), 3-7 July 2023. Read more: [MEPC 80th session](#)

NEWSLETTER ARCHIVE

The previous issue of the newsletter can be found [here](#).