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TECHNICAL COOPERATION PLANNING AND REPORTING

(b) Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund Allocation for 2026 and 2027

Outcome of the Regional Workshop on Implementation of the 2023 IMO GHG Strategy and the Green Transition of Shipping in Africa – A Road map for Maritime Decarbonization and Just Transition in Africa

Submitted by Kenya, Namibia, Nigeria, South Africa and Uganda

SUMMARY

Executive summary: This document presents a summary of the outcome of the Regional Workshop on Implementation of the 2023 IMO GHG Strategy and the Green Transition of Shipping in Africa – A road map for Maritime Decarbonization and Just Transition in Africa.

Strategic direction, if applicable: 1 and 3

Output: 1.7, 1.9, 3.2 and 3.4

Action to be taken: Paragraph 12

Related documents: Resolution MEPC.377(80) and TC 75/INF.11

Introduction

1 A Regional Workshop on Implementation of the 2023 IMO GHG Strategy and the Green Transition of Shipping in Africa was held on 6 and 7 February 2025 in Mombasa, Kenya.

2 The Conference, organized by IMO in collaboration with the Kenyan Ministry of Mining, Blue Economy and Maritime Affairs, and in partnership with the Danish Maritime Authority, gathered more than 200 representatives from 37 countries.*

3 The event was funded through the IMO GHG-TC Trust Fund. It built on resolutions decided at the seventh Conference of the Association of African Maritime Administrators (AAMA) Conference, held in Dar es Salaam, the United Republic of Tanzania, in November 2024.

* Benin, Cabo Verde, Cameroon, the Comoros, the Congo, Cote D'Ivoire, the Democratic Republic of the Congo, Djibouti, Egypt, Equatorial Guinea, Gabon, the Gambia, Ghana, Guinea-Bissau, Guinea, Kenya, Liberia, Libya, Madagascar, Malawi, Mauritius, Morocco, Mozambique, Namibia, Nigeria, São Tomé and Príncipe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, the Sudan, Togo, Uganda, the United Republic of Tanzania and Zimbabwe.

4 Building upon the *2023 IMO Strategy on Reduction of GHG Emissions from Ships* (resolution MEPC.377(80)), the workshop aimed to advance discussions on maritime decarbonization, strengthening sustainable shipping governance in Africa and sustainable port development, developing a sustainable and energy-efficient African fleet, accelerating alternative fuel production and availability, and promoting green corridors. In addition, the Conference explored actions related to seafarer training and skill development, energy transition, green job creation, and the recognition of skills and recruitment opportunities for African seafarers.

5 Contributions by participants were collected during interactive round tables, as well as in online questionnaires filled before and during the Conference.

6 The full report of the Conference is set out in document TC 75/INF.11.

Follow-up actions

7 The overall goal of the Conference was to develop follow-up actions and a road map for maritime decarbonization and a just transition in Africa. Key actionable steps are outlined below. Indications on responsible entities, timeline and key performance indicators are provided in the implementation matrix set out in the annex to document TC 75/INF.11.

8 IMO, Member States and other stakeholders are invited to take this document into account when planning activities supporting the implementation of the 2023 IMO GHG Strategy and the green transition of shipping in Africa.

Sustainable shipping governance

9 Regarding sustainable shipping governance, the following actionable steps were identified:

- .1 ratify, implement and enforce MARPOL Annex VI;
- .2 develop and enact National Action Plans (NAPs) for GHG reduction;
- .3 strengthen African regional coordination and unified representation at IMO;
- .4 establish regional monitoring and evaluation (M&E) frameworks for decarbonization;
- .5 request technical assistance and capacity-building from partners and leverage IMO technical cooperation programmes on MARPOL Annex VI and GHG reduction; and
- .6 raise awareness at all levels (political leaders, industry and public) about the benefits of green shipping.

Shipping and port infrastructure development

10 Regarding shipping and port infrastructure development, the following actionable steps were identified:

- .1 adopt and enforce green port policies and standards at the national and port authority level;

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- .2 undertake regular GHG emissions assessments and report results;
 - .3 upgrade port infrastructure for low-carbon operations;
 - .4 implement port digitalization and efficiency measures;
 - .5 mobilize investment via public-private partnerships (PPPs) and regional coordination for ports; Governments should identify and advertise key decarbonization projects for investment;
 - .6 harmonize port development plans at the sub-regional level and develop regional port infrastructure strategies under regional economic communities (REC) frameworks to create complementary "green port hubs";
 - .7 build capacity of port personnel in sustainable practices and targeted training for port management and workers on energy-efficient operations and green technologies;
 - .8 align policies with continental maritime frameworks, e.g. operationalizing the African Integrated Maritime Strategy (AIMS) 2050 and the Combined Exclusive Maritime Zone of Africa (CEMZA) provisions at the national level;
 - .9 introduce incentives for an African-owned, energy-efficient fleet and launch fiscal and regulatory incentives to encourage fleet renewal and local ship ownership;
 - .10 harmonize regional shipping market (AfCFTA implementation) and implement trade facilitation measures like single customs windows and harmonized tariffs to support coastal trade;
 - .11 streamline vessel registration and compliance processes;
 - .12 develop national shipping alt-fuel regulations;
 - .13 enhance financing for green shipping projects – establish dedicated funding mechanisms to support fleet renewal and infrastructure;
 - .14 build financial sector capacity and literacy and develop a maritime financing toolkit with templates and case studies to help project developers create bankable proposals;
 - .15 promote public-private partnerships and innovation clusters – encourage the formation of maritime industry clusters;
 - .16 implement the Common African Maritime Transport Corridor (CAM-Corridor);
 - .17 develop national alternative fuel road maps – formulate clear national strategies for the adoption of alternative marine fuels (e.g. LNG, green hydrogen, ammonia, biofuels);
 - .18 provide fiscal incentives for alternative fuels and infrastructure – implement supportive fiscal policies to spur investment in green fuel production and supply;

- .19 build alternative fuel supply infrastructure and green corridors – establish regional fuel hubs and coordinate multi-country green shipping corridors, ensuring vessels can refuel with green fuels along major African trade routes;
- .20 harmonize regional policies and standards for alternative fuels;
- .21 foster R&D and workforce development for new fuels; and
- .22 mobilize climate finance and local investment in alternative fuels.

Job creation and training skills

11 Regarding job creation and training skills, the following actionable steps were identified:

- .1 modernize maritime education curricula for decarbonization;
- .2 improve training quality and certification recognition and implement a standardized quality assurance system across African maritime education and training (MET) institutions;
- .3 expand training capacity and infrastructure – strengthen the physical and institutional capacity for maritime training in Africa;
- .4 enhance industry-academia collaboration and on-the-job training, co-develop curriculum content with input from shipowners, ports and technology firms, and expand internship and apprenticeship programmes;
- .5 implement workforce reskilling and upskilling programmes for national and regional capacity needs assessments to identify skill gaps in the current maritime workforce related to the green transition;
- .6 increase investment in maritime training and education and more significant financial support for MET institutions and students;
- .7 enact policies to promote green job creation (just transition);
- .8 promote awareness of maritime and green shipping careers, outreach campaigns to improve the attractiveness and knowledge of maritime careers among youth and the public; implement "Go-to-Sea" campaigns, school programmes, and marine career fairs that highlight emerging opportunities in sustainable shipping; and establish mentorship programmes linking experienced seafarers and industry professionals with students to guide them into the field;
- .9 ensure fair employment conditions and regulate recruitment and strengthen protections for seafarers and maritime workers in line with the Maritime Labour Convention (MLC, 2006);
- .10 improve global recognition of African seafarers' qualifications and pursue bilateral agreements or memoranda of understanding with significant flag States and shipping nations for mutual recognition of certifications under STCW regulation I/10;

- .11 leverage the green transition for job growth;
- .12 expand international partnerships for training and employment;
- .13 establish maritime skills advisory councils and data systems and create multi-stakeholder National Maritime Skills Advisory Councils to assess and forecast skills continuously needs in the maritime sector; and
- .14 develop an African Just Transition framework for maritime.

Action requested of the Committee

12 The Committee is invited to:

- .1 note the outcomes of the Regional Workshop on the Implementation of the 2023 IMO GHG Strategy and Green Transition of Shipping in Africa, held in February 2025, in Mombasa, Kenya, following up on the relevant resolutions of the seventh AAMA Conference, held in November 2024, in Dar es Salam, Tanzania; and
 - .2 consider, in particular, the key recommendations in the Conference report in conjunction with the implementation matrix set out in the annex to the report, as set out in document TC 75/INF.11, with a view to endorsement and to take action as appropriate in the Organization's planning of technical cooperation activities and outreach with relevant other (regional) organizations.
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