

ISSUE 03 | Q2 2022

DPP NEWS

INNOVATIVE PARTNERSHIPS FOR A SUSTAINABLE MARITIME FUTURE



GIA INITIATIVE

IMO brings private stakeholders on board through its public-private partnerships – known as Global Industry Alliances (GIA). The GIAs brings together committed maritime industry leaders with IMO and the United Nations (UN) partners to support environmental objectives. The third GIA was launched in 2022:

Low Carbon GIA

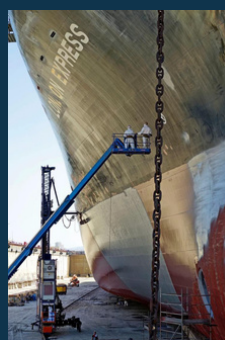
The GIA to Support Low Carbon Shipping (Low Carbon GIA) was officially launched on 29 June 2017 under the Global Maritime Energy Efficiency partnerships project (GloMEEP) and now falls under the GreenVoyage 2050 project. The GIA aims to develop innovative solutions to address common barriers to decarbonizing the shipping sector. Three workstreams address: Energy efficiency technologies (EETs) and operational best practices; Alternative low- and zero-carbon fuels; and emissions in the ship-port interface, including exploring barriers and solutions to Just-In-Time (JIT) Arrival. Leading shipowners and operators, classification societies, engine and technology builders and suppliers, big data providers, and oil companies have signed up to support transitioning shipping and its related industries towards a low carbon future.

The GIA for Marine Biosafety

The GIA for Marine Biosafety was inaugurated on 8 June 2020. It brings together private sector companies from various industries affected by biofouling, including shipping, aquaculture, offshore oil and gas and ocean renewable energies. These maritime champions work with the GloFouling Partnerships Project, a joint initiative between the Global Environment Facility (GEF), the United Nations Development Programme (UNDP) and IMO. The key aims of the GIA are to leverage human, technological and financial resources; facilitate industry input into policy developments and a positive pull for reform processes; and the development and dissemination of technological solutions to improve biofouling management. The members work to support the uptake of best management practices to deal with biofouling; provide industry perspective and expertise to the project; and commission and publish studies.

The GIA for GloLitter

The IMO-FAO (Food and Agriculture Organization of the UN) GloLitter Partnerships project (GLP) GIA was launched on 24 March 2022 in the Port of Oslo, Norway. The GloLitter GIA, led by the UN GlobalCompact, will work with partners from major maritime and fisheries companies to identify new interventions for industry to address sea-based marine plastic litter. The GloLitter GIA will build on and promote existing initiatives, such as the Global Ghost Gear Initiative (GGGI).



PORTFOLIO OF ONGOING EXTERNALLY FUNDED PROJECTS IMPLEMENTED BY IMO

GHG related

i. GreenVoyage2050

The GreenVoyage2050 project has published a new guide on the development of National Action Plans (NAPs) to address greenhouse gas (GHG) emissions from ships. This new guide provides information on the crucial planning, development and implementation phases involved in the creation of a NAP. It is a practical step-by-step tool which contains a catalogue of key questions that policymakers could consider in the process of developing an ambitious NAP for their country; the guide also includes additional recommendations for the development of NAPs for Small Island Developing States (SIDS) that face specific challenges in transport and trade logistics. The new National Action Plan guidance can be accessed through a dedicated webpage, or via publication download.

The Low Carbon GIA has released a report on sustainability criteria and life cycle GHG emission assessment methods and standards for alternative marine fuels. The study, undertaken by Ricardo Energy & Environment, mapped existing standards, regulations and calculation methods and tools, covering Well to Tank (WtT) and Tank to Wake (TtW) emissions. The study aimed to understand the coverage of this governance infrastructure and its applicability to marine fuels. The report was submitted to the Intersessional meeting of the Working Group on reduction of GHG emissions from ships (ISWG-GHG 11) of IMO in March. The full study is available here.



ii. GMN - The Global MTCC Network

After six years, ten pilot demonstration projects, nine regional conferences, 60+ workshops, the establishment of five Maritime Technology Cooperation Centre's (MTCC's) in the Global MTCC Network (GMN) and countless international engagements, the Phase I GMN Project has now been successfully completed. Congratulations to all those involved!

Although the Phase I project has ended, the MTCCs continue their great work to support maritime decarbonisation in the respective regions, and plans are now being finalised for a GMN Phase II. Please watch out for an announcement in late 2022.

To help ensure their long-term future, the MTCCs have been linked to other IMO initiatives, including TEST Biofouling, IMO CARES, GHG SMART, FIN-SMART, the GreenVoyage2050 Project, and the Integrated Technical Cooperation Programme (ITCP).



iii. Blue Solutions Preparatory Project

The preparatory phase has been extended until the end of June 2022 by the International Climate Initiative (IKI), IMO and Partnerships in Environmental Management for the Seas of East Asia (PEMSEA), with more consultation with countries on potential demonstration pilot projects in their respective countries/ports.

iv. GHG SMART Programme

The third Steering Committee meeting of the Sustainable Maritime Transport Training Programme (GHG SMART) was held online on 28 March 2022, following the successful delivery of the first training workshop held virtually in January. The Steering Committee agreed the work plan for 2022 and the strategy for the entire duration of the GHG SMART Programme. The next training workshop is expected to be conducted in-person in the Republic of Korea in October 2022 and will involve practical training and a study visit, hosted by the Korea Maritime Transportation Safety Authority (KOMSA).

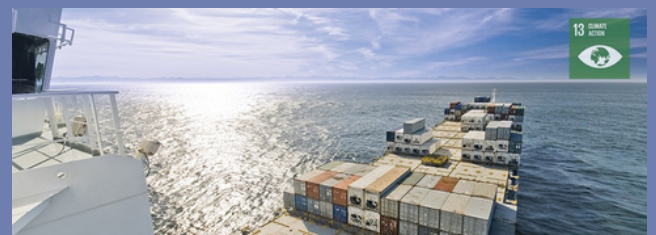
v. IMO CARES Foundation Project

The preparatory phase of the IMO Coordinated Actions to Reduce Emissions from Shipping (IMO CARES) project was launched at the IMO-Singapore Future of Shipping Conference on 5 April.

The project will now engage with key stakeholders to help design the key elements and foundational framework of the global programme.

vi. NextGEN and NextGEN Connect

The Maritime and Port Authority of Singapore (MPA) and IMO jointly launched NextGEN Connect ("GEN" stands for "Green and Efficient Navigation"), a database which aims to bring industry stakeholders, academia and global research centres together to offer inclusive solutions on maritime decarbonisation for trials along specific shipping routes. The launch took place at the IMO-Singapore Future of Shipping Conference on 6 April during Singapore Maritime Week 2022. The NextGEN Connect Challenge is the next phase of the NextGEN initiative, launched in September 2021. The NextGEN database presently lists more than 150 decarbonisation projects and comprises over 500 stakeholders worldwide, including IMO Member States, shipowners, technology developers, classification societies and non-governmental organisations. Under NextGEN Connect, diverse stakeholders will be 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.



CURRENT PORTFOLIO OF PROJECTS CONTINUED

Ocean related

vii. GloFouling Partnerships

GEF-UNDP-IMO GloFouling Partnerships held the second Global Project Task Force meeting in April 2022 at IMO headquarters, London and online. This hybrid meeting brought together representatives from Lead Partnering Countries (LPCs), Regional Coordinating Organizations (RCOs), as well as GEF-UNDP, implementing partners, the IMO Secretariat and Strategic Partners. The meeting reviewed progress made so far at the global, regional and national levels, and discussed and agreed on the way forward for the next stages of the project, which has been extended to May 2025. The next key event in the biofouling calendar for 2022 will be the R&D Forum and Exhibition on Biofouling Management, organized by IMO's GloFouling Partnerships from 11 to 14 October 2022 at IMO headquarters in London, United Kingdom (further details on how to participate will be available through www.glofouling.imo.org website).



viii. TEST Biofouling project

TEST (Transfer of Environmentally Sound Technologies) Biofouling project, a new funding agreement (\$4.0 million), was signed with Norway. This partnership will provide support to developing countries to address the transfer of invasive aquatic species and help reduce GHG emissions from ships. TEST Biofouling will complement the existing GloFouling Partnerships project and enhance the work of IMO to tackle these environmental issues. TEST Biofouling will showcase, through pilot demonstration projects in developing regions, some of the latest advances in technological solutions for managing ship's biofouling. The project will deliver capacity building activities including training courses in participating countries.

ix. GloLitter Partnerships

GloLitter is focusing on assessing the priority needs of LPCs and twinning them with Partner Countries (PCs) in their regions so that they can work together on common issues related to marine plastic litter with the support from the GloLitter. The LPCs are currently drafting National Actions Plans, which will identify the priority areas and the PCs' answers to a questionnaire on their needs are being analysed.

GloLitter through the UN Global Compact hosted [the launch of the GIA on marine plastic litter](#). Five companies have joined including Collecte Localisation Satellites (CLS), Vow ASA, Wilhelmsen Ships Service Marine Products, Aker Biomarine, and Container Overboard System (COBS). The GIA will focus on tackling marine plastic litter issues identified by the companies identify.



x. MEPSEAS Project - Phase II

The IMO-Norad (Norwegian Agency for Development Cooperation) Marine Environment Protection of the South-East Asian Seas (MEPSEAS) project is in the final year of its implementation. It is focusing on trialling the Port State Control (PSC) and Flag State Inspection (FSI) procedures which each participating country developed during the national level compliance monitoring and enforcement workshops held in the last quarter of 2021. The project will hold the High-Level Regional Meeting and Regional Technical Conference later this year in a hybrid format.



xi. Carib-SMART

IMO is currently implementing the Preparatory Phase of the Norwegian-funded Carib-SMART Programme, which is aimed at developing, designing and securing regional endorsement and funding for a long-term technical assistance Programme for the Small Island Developing States (SIDS) of the Caribbean region. The Programme's long-term objective is to effectively develop and implement a Sustainable Maritime Transport (SMART) system that will enable Caribbean SIDS to build-back better from the impact of the Covid-19 pandemic on the crucial maritime sector on which SIDS economies in the Caribbean are heavily dependent.

As part of the Programme's Preparatory Phase, a regional inception meeting was held virtually on 25 April 2022. The meeting provided the background to the Project and introduced the consultants and regional organizations involved in the project and consider the draft project plan. The meeting is an important step for the successful outcome of the Carib-SMART Preparatory Phase.

xii. SENSREC

Phase II (Bangladesh)

The Norwegian Ministry of Foreign Affairs (MFA) agreed to extend the Safe and Environmentally Sound Ship Recycling in Bangladesh – Phase II (Capacity Building) (SENSREC-Phase-II) until July 2022 to allow IMO and Bangladesh to focus on two key areas; increasing gender equality by facilitating women participation in the ship breaking industry and rolling out additional training. These areas were highlighted in the closing evaluation and owing to the savings made by the project, IMO and the MFA agreed to target these areas by extending Phase II. The gender consultant has been recruited and this work package is underway.

Phase III (Bangladesh)

The formation of the Project Coordination Unit of Phase III is taking place and IMO is hoping to have a Project Manager on board soon. Bangladesh is progressing with the feasibility study for the Treatment, Storage and Disposal Facility (TSDF) and have earmarked funds for this process.

CURRENT PORTFOLIO OF PROJECTS continued

xiii. EU-funded port and maritime security projects

Port Security Project

The project on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean (Port Security project) covers Angola, Comoros, Kenya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles and the United Republic of Tanzania. The inception phase was completed in December 2020. The inception phase and early delivery of activities were carried out virtually, due to the Covid-19 pandemic. From November 2021, in-person delivery resumed, with legal workshops delivered in Comoros and Seychelles, with other project countries to follow. Legal gap analyses have been completed for all project countries and support is now being provided on the domestication of international instruments into national legislation. The review of commitments to regional Memoranda of Understanding (MoU) on PSC, the establishment and development of National Maritime Security Committees and Strategies, and the delivery of International Ship and Port Facility Security (ISPS) Code training are scheduled later in 2022.

Red Sea Project

The Regional Programme for Maritime Security in the Red Sea Area (Red Sea Project), which focuses on Djibouti, Eritrea, Ethiopia, Somalia, Sudan and Yemen, completed the six-month inception phase at the end of September 2021. During the inception phase the project team met remotely with the main stakeholders of each participating country to agree on tailored workplans. A project launch with implementing partners United Nations Office on Drugs and Crime (UNODC) and the International Criminal Police Organization (INTERPOL) took place on 10 February 2022 at the Djibouti Regional Training Centre (DRTC) in Djibouti.

The activities involve four major results areas: support to the domestication of international maritime legislation, implementation of maritime security measures, development of a port security management system and port State control (PSC) compliance.

Implementation is now underway, starting with legal gap analyses and assistance to maritime authorities in ratifying or strengthening the implementation of relevant MOUs on PSC.



Digitalization

xiv. IMO-WB Project on MSW

IMO and the World Bank Group (WB) organized a two-day Maritime Single Window (MSW) induction webinar in November with Fijian authorities to understand the current situation in Fiji regarding digitalization of clearance processes and the role and involvement of different national agencies. The project is now conducting a diagnostic study to consider electronic data legal and regulatory framework; current institutional framework and governance models, public sector enterprise architecture; and standards for data interoperability between government agencies with regards to Port Community Systems and National Single Windows.

xv. SWiFT Project

IMO and Singapore selected the Port of Lobito (Angola) for a pilot project to establish an efficient digitalized system for electronic exchange of information in ports for ship clearance. The project kicked off in February 2022 and is currently at its process mapping phase.

Safety of domestic passenger ships

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

A project, co-funded by IMO and WB, to support the Philippines to enhance the safety and energy efficiency of its domestic ferry operations commenced with a virtual meeting on 1 December 2021. The Project aims to identify gaps and map out the way forward for the safety, energy efficiency and decarbonization of domestic passenger ships in the Philippines. The team includes experts from the World Maritime University (WMU), Sweden; the University of Strathclyde, United Kingdom; and national stakeholders from the Philippines alongside national consultants - coordinated by the Philippines Marine Industry Authority (MARINA). The implementation team will use IMO's Formal Safety Assessment (FSA) as the primary methodology to conduct the study. The project will be completed by the end of 2022.

IMO LAUNCHES E-LEARNING PLATFORM

IMO is adding e-Learning to its portfolio of services. The first free to access course was launched during an online event (7 April 2022), held in the margin of the ninth session of the Sub-Committee on Pollution Prevention and Response (PPR).

IMO has developed a number of e-Learning courses with the purpose of increasing the capacity of Member States to effectively implement IMO instruments. Some courses are also available to anyone interested in maritime issues wishing to enhance their maritime knowledge.

The first such course is: "An Introduction to Oil Pollution Preparedness, Response and Cooperation", designed to provide a basic introduction to those involved in, or that have an interest in, matters related to oil pollution preparedness and response, whether from within the oil spill response community or the maritime sector. The free online course is currently available in English.

The series of e-Learning courses is being developed in collaboration with WMU.

Distance learning has become key in meeting the changing educational needs in the maritime industry and IMO is offering students and maritime professionals around the world the possibility to boost their understanding of key maritime issues.

This course, as well as all future e-Learning courses, will be hosted on the new IMO Learning Management System (LMS) platform that can be accessed through the IMO website or through the following URL: <https://lms.imo.org/moodle310/>. Testimonials from WMU students [here](#).



4 QUALITY EDUCATION



14 LIFE BELOW WATER



17 PARTNERSHIPS FOR THE GOALS



International Day for Women in Maritime

Women are an integral part of the maritime workforce, contributing to the success of shipping lines, ports, onshore services and more.

The IMO Assembly in 2021 adopted a resolution proclaiming 18 May every year the IMO International Day for Women in Maritime, with the inaugural day to be held in 2022.

The day celebrates women in the industry and is intended to promote the recruitment, retention and sustained employment of women in the maritime sector, raise the profile of women in maritime, strengthen IMO's commitment to the United Nations Sustainable Development Goal 5 (gender equality) and support work to address the current gender imbalance in maritime.

IMO Member States, the maritime industry, and all others in the maritime endeavour are invited to promote and celebrate the International Day for Women in Maritime in an appropriate and meaningful manner.

On social media, IMO is inviting women in maritime to share images of themselves in their working environments. IMO will also be inviting allies to share images of themselves with the woman/women in maritime that make their working lives better.

The hashtag for the day is: **#WomenInMaritimeDay**

Learn more about the IMO's Women in Maritime Programme [here](#).



Symposium

An international symposium with the theme: Training-Visibility-Recognition: Supporting a barrier-free working environment, was held virtually on 18 May 2022.

The symposium highlighted the need for women to be more visible and mainstreamed in the maritime community, on board ships and throughout the sector as a whole, and more widely in representation at decision-making levels. The symposium also addressed skills development for women in the maritime sector.

The recording of the virtual symposium can be streamed on YouTube [here](#).

IMO-WISTA INTERNATIONAL SURVEY REPORT

IMO launched the inaugural IMO-WISTA International (Women's International Shipping and Trading Association Limited) survey results.

The report contains information about the proportion and distribution of women working in the maritime sector, based on information provided by IMO Member States and the maritime industry. The survey uses data from IMO Member States and the maritime industry to benchmark the current gender balance of the maritime workforce and indicate areas of success and those where more progress is needed. (Read more [here](#)).

The 2021 IMO-WISTA Women in Maritime Survey Report can be downloaded [here](#).



OTHER LINKS

[·FIN-SMART Roundtable](#)

[·Innovation Forum](#)

CAREERS AT IMO

To find out more about careers at IMO and current vacancies in DPP, please visit '[careers at IMO](#)'.

A number of job opportunities are available now within DPP as a Junior Professional Officer (JPO) [here](#); and Externships [here](#).

DPP NEWS ARCHIVE

The previous issue of DPP News can be found [here](#).