

TC PARTNERSHIPS NEWSLETTER

INNOVATIVE PARTNERSHIPS FOR A SUSTAINABLE MARITIME FUTURE



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PORTFOLIO OF ONGOING EXTERNALLY FUNDED PROJECTS IMPLEMENTED BY IMO

GHG related

[i. GreenVoyage2050](#)



The GreenVoyage2050 Project has furthered its support to partnering countries in developing technology demonstration pilot projects. In January, the project convened [meetings in South Africa](#) to explore pilot project opportunities. Biofuels from farmed algae, hydrogen-based fuel production and making harbor vessels greener through low carbon fuels were among proposals considered. In March, the project [launched pilot demonstration work in Georgia](#), including the potential to establish green domestic passenger ferry routes, the possibility of modal shift from road to sea, the use of onshore power supply, as well as renewable fuel production and the greening of harbor craft.

[An MoU has been signed](#) by IMO, the Maritime Port Authority (MPA) of Singapore, and the Ministry of Climate and Environment of Norway with the intention to work together to collectively implement ambitious low and zero-carbon activities to support inclusive maritime decarbonization under the GreenVoyage2050 Project and NextGEN Connect initiative.

GreenVoyage2050 has [released a series of video interviews](#) with representatives from several countries who have gone through the process of developing a National Action Plan (NAP) to address greenhouse gas (GHG) emissions from ships. These have been included on the [NAP portal of the GreenVoyage2050 website](#) and provide information on their experiences on the drivers, benefits, process and “top three tips” for developing a NAP. The work of the project was presented at a side event during the [Our Ocean Conference 2023](#) in Panama City, by the National Project Coordinator from Belize.

The Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) has produced new resources which are available on the GreenVoyage2050 website. A “one-stop-shop” [portal which aims to support the implementation of the Just in Time \(JIT\) arrivals](#) concept provides both port and shipping sectors with an overview of the JIT arrivals concept, including the main benefits, and general steps which can be taken towards its implementation, in addition to key resources developed both by the Low Carbon GIA and other international organizations, such as the International Task Force on Port Call Optimization (ITPCO).

The Low Carbon GIA released an [information portal on alternative marine fuel regulations](#). The assessment of how alternative marine fuels and energy converters feature in key IMO Conventions and regulatory instruments aims to inform and support IMO member States and the wider maritime sector in identifying and addressing potential regulatory challenges that could be encountered when considering the use of a particular alternative marine fuel. The outcome of the mapping exercise can be found on the GreenVoyage2050 website in a tabular format using a traffic light colour coding system that depicts the current regulatory readiness levels categorized as Low, Medium, and High. The categorization was agreed by members of the Alternative low- and zero-carbon fuels workstream of the Low Carbon GIA.

[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.

The second IMO–Republic of Korea GHG-SMART Core Training was held online from 6 to 10 March 2023.

The training was attended by 26 participants from 16 countries from the African, Caribbean, Latin America, Pacific and Western Asia regions.

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

Trainers and speakers, from various areas of expertise, delivered numerous interesting presentations and engaged the participants in lively discussions. The group of trainers and speakers included: subject experts, heads/representatives from the Maritime Technology Cooperation Centres (MTCCs) from Africa, Asia, Caribbean and Latin America as well as technical officers from the IMO Marine Environment Division (MED) and a representative from the World Bank.

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 will undergo classroom training as well as field training. The field training will include visits to the technology development and demonstration sites and major infrastructure facilities that support GHG reduction and energy efficiency. It is scheduled to take place in Busan, Republic of Korea, in the second half of the year.

[iii. IMO CARES Foundation Project](#)

IMO CARES – IMO’s Coordinated Actions to Reduce Emissions from Shipping – is a project that aims to reduce shipping emissions through coordinated actions worldwide. It connects the global north and south by providing a platform for research and development (R&D) and technology partnerships.

The 12-month long preparatory phase is nearing completion and has received a [further round of funding from the Kingdom of Saudi Arabia](#) that will enable the initiative to move to a full-scale implementation phase from 1st April 2023.

The new funding agreement was signed by IMO Secretary-General Mr. Kitack Lim and His Excellency Dr. Rumaith Al-Rumaith, Deputy Minister of Transport and Logistic Services, Kingdom of Saudi Arabia, on 9 March. It will provide \$1,185,000 towards the first-year implementation of the IMO CARES project.



CURRENT PORTFOLIO OF PROJECTS CONTINUED

It aims to achieve its objectives through various activities, such as identifying specific decarbonization challenges, accelerating the demonstration of green technologies and promoting innovations, with a particular focus on supporting developing countries. A programme of integrated activities and networking events, such as a Marine Technology Global Challenge, networking events, innovation report and more, have been developed to achieve the project objectives.

During the last quarter of the Foundation phase, a technical workshop was held on 9 February in Latin America in collaboration with MTCC Latin America. The workshop was part of a series of workshops that had taken place across the Caribbean, Africa, and the Pacific regions. The purpose was to gather feedback from stakeholders in those regions. This feedback is a critical step towards establishing a multi-stakeholder coalition that will play a vital role in implementing the IMO CARES Programme in 2023-2024.

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"), which aims to bring industry stakeholders, academia and global research centres together to offer inclusive solutions for maritime decarbonization 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 a number of exciting proposals, which were carefully considered by a panel of judges. The winner will be announced during Singapore Maritime Week (24 to 28 April 2023).

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 decarbonization projects with more than 500 stakeholders worldwide, including IMO Member States, shipowners, technology developers, classification societies and non-governmental organizations.



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, has made public a free of charge online course "[Introduction to biofouling: impacts and management of risks](#)". The course includes materials, videos, animations, quizzes, a roleplay exercise, and a test. A digital certificate is awarded on successful completion. It provides a detailed introduction to multiple aspects related to ships' biofouling, its role as a vector for the introduction of invasive aquatic species and the management solutions and technologies that are available.

The Project has an alliance with the private sector to support two key IMO pressing environmental objectives via improved biofouling management: protect marine biodiversity and decarbonize 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 has shown that keeping ships' hulls free from just a thin layer of slime could reduce a ship's GHG emissions by up to 25 %. The animation has subtitles in the Chinese, French, Korean and Spanish languages, to reach a wider audience. The translation into Arabic will be coming soon. To access all, see videos via this [link](#).

The GIA for Marine Biosafety, during its 10th meeting in February, approved a production of a long-audio-visual feature which will focus on showcasing the environmental and economic impacts of invasive aquatic species in local communities and countries at large. It will be a half an hour production with aim to help raising awareness on one of the biggest threats for marine biodiversity loss. Follow the link to read more about the [GIA approved programme of work for 2023](#).

Women represent only 1.28 % of global seafarer workforce and women account for only 29% of the overall workforce in the general industry and 20% of the workforce of national maritime authorities in Member States according to an [IMO-WISTA survey](#). To help reduce existing disparities in the shipping sector by increasing women representation, GloFouling Partnerships project supports developing countries to achieve SDG 5 - "Achieve gender equality and empower all women and girls". To raise awareness about the key aspects of the project - invasive aquatic species and to help close this gender gap the Project is organizing a first ever Arab Women in Maritime - Biofouling Management Workshop, hosted by the Kingdom of Saudi Arabia. To learn more about the event see the [short teaser video](#).



CURRENT PORTFOLIO OF PROJECTS CONTINUED

vi. GloLitter Partnerships



GloLitter has helped seven Lead Partnering Countries (LPCs) thus far to finalize their NAPs. The NAPs will allow countries to proceed with twinning arrangements with Partner Countries (PCs) in their regions, working together on common issues related to marine plastic litter with the support from the GloLitter project. Three more NAPs are expected to be concluded within 2023.

GloLitter held a webinar on 20 February 2023 for the Strategic Partners of the project to explain to the GloLitter participating country focal points what they are focused on and what activities they are undertaking with the hope that collaborative opportunities within the region or country would be identified.

GloLitter participated in the Our Ocean Conference in Panama on 2-3 March.

vii. MEPSEAS Project - Phase II



The IMO-Norad Marine Environment Protection of the South-East Asian Seas (MEPSEAS) project was granted a three-month extension for Q1 of 2023 to complete the final activities of the project.

The Cambodia Ship Registry Workshop took place in Phnom Penh, Cambodia from the 27 February – 3 March 202. The workshop showcased the basic requirements, best practices related to the establishment of an effective ship registry and participants shared best practices in relation to setting up a ship registry.

The workshop included showcasing the rights and obligations of a flag State in terms of maritime safety and security and the protection of the marine environment, the institutional framework to support the ship registry and specific guidance on legislative drafting to finalize the draft Sub-decree.

The MEPSEAS Project concludes all activities on March 31, 2023.



viii. Carib-SMART

The Carib-SMART 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 impact of the COVID-19 pandemic in the crucial maritime sector on which SIDS economies in the Caribbean are heavily dependent.

To date, outputs include:

- .1 A report based on a survey questionnaire to maritime transport stakeholders, which was administered over the period 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 assistant Carib-SMART project proposal developed.

The next step will be to seek endorsement on the preparatory phase by Ministers responsible for maritime transport and the Caribbean Community (CARICOM).

We wish to thank the maritime stakeholders in the Caribbean, project MARADS, the Caribbean Community (CARICOM) Secretariat, the Organisation of Eastern Caribbean States (OECS) Commission, the consultants and the Government of Norway for their significant contributions towards the development of the Carib-SMART Programme Document. The major outputs of the Carib-SMART Preparatory Phase Project are completed. The Programme Document is currently under review prior to its circulation among the Project countries and the initiation of the process for the receipt of endorsement by CARICOM.

ix. 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, through targeted capacity building, legal-policy reform support, with the assistance of the Norway's financed SENSREC major project.

The Hong Kong Convention provides a "cradle to grave" solution to regulate ship recycling throughout the whole life of the ship.

In November 2022, IMO officers visited Dhaka, Bangladesh to meet with the Norwegian Ambassador to Bangladesh and officials from the Government of Bangladesh in relation to the Safe and Environmentally Sound Ship Recycling in Bangladesh Project. The meeting provided updates on Phase II and further outlined implementation plans for Phase III. The meetings resulted in a number of outcomes, including the recommitment of the Government of Bangladesh to accede to the Hong Kong Convention in 2023.



CURRENT PORTFOLIO OF PROJECTS CONTINUED

In February 2023, at the request of the Ministry of Industries, IMO officers visited the Bangladesh High Commission to discuss the commissioning of SENSREC Phase III and an early ratification of the Hong Kong Convention by Bangladesh.

Phase II (Bangladesh)

Further activities were identified which IMO and the Government of Bangladesh are keen to implement. Subsequently, the Norwegian Ministry of Foreign Affairs has agreed to extend Phase II until October 2023 to allow IMO to support Bangladesh in increasing gender equality, by facilitating women's participation in the ship breaking industry and rolling out additional and specific training associated with this activity.

Phase III (Bangladesh)

Preparations are underway to commission SENSREC Phase III. There will be an IMO mission to Dhaka, Bangladesh in April 2023 to discuss the commissioning of SENSREC Phase III, an early ratification of the Hong Kong Convention and details of the feasibility study for the Treatment, Storage and Disposal Facility (TSDF) led by Japan International Cooperation Agency (JICA). The mission will also provide the opportunity to meet with key stakeholders, including the new National Project Manager and new officials at the Ministry of Industries.

x. TEST Biofouling

The core of the TEST Biofouling project is testing novel technologies and new sustainable methods of biofouling management through demonstration projects. These can be effective ways to showcase to developing countries the availability and possibilities of new technologies and the environmental and energy efficiency benefits their use could help achieve. The TEST Biofouling project aims at achieving this through 12 national demonstration projects, which will benefit GloFouling Partnerships project LPCs (12 GloFouling LPC countries, as Demonstration Lead countries). TEST Biofouling will undertake three regional demonstration pilots on the most cutting-edge technologies and on their use, with the support of knowledge partners (countries that have best practices established in respective technology testing and operation). TEST Biofouling will focus on regional needs of Africa, Caribbean and Pacific, prioritizing 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 delivers training activities in relation to the capacity building for implementation of the IMO Biofouling Guidelines and advanced training on in-water cleaning and in-water inspection.

Through questionnaires and interviews conducted by Africa, the Caribbean, and the Pacific MTCCs partners with PCs and LPCs in Africa, the Caribbean, the Pacific, Latin America, and Asia regions, the TEST Biofouling team is currently analyzing and assessing:

1. The capacity building training needs for 14 PCs
2. The advanced training needs on in-water cleaning and in-water inspection for 14 PCS and 12 LPCs
3. The suitable demonstration pilots for 12 LPCs
4. In addition to three regional demonstration pilots.

The project will be implementing a gender action plan.

The TEST Biofouling team will participate in:

-International workshop and demonstration on prevention, early detection and rapid response to invasive aquatic species transferred through biofouling on ships in Marine Protected Areas and Particularly Sensitive Sea Areas, to be held in Galapagos.

-The Arab Women in Maritime - Biofouling Management Workshop (AWIM-BMW), in Jeddah, Kingdom of Saudi Arabia.

EU-funded port and maritime security projects

xi. Port Security Project



The project on Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean (Port Security project) is funded by the European Union and focuses on Angola, Comoros, Kenya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles and the United Republic of Tanzania. The project began at the end of 2020 and is jointly implemented by IMO, the United Nations Office on Drugs and Crime (UNODC) and the International Criminal Police Organization (Interpol).

The project continues to support participating countries in the area of domestication of international instruments related to maritime security and port State control into national legislation, including support to the drafting process where necessary. Ongoing work includes: regional workshops to support the exchange of best practice on the field of port State control; the establishment and development of National Maritime Security Committees; and the delivery of training related to the International Ship and Port Facility Security (ISPS) Code, including support to the conduct of Port Facility Security Assessments (PFSAs) and drafting of Port Facility Security Plans (PFSPs). National Liaison Officers located in Madagascar and Namibia continue to support the project in the region, liaising with national and regional stakeholders in the implementation of technical assistance activities and coordination between Project Implementing Partners.

Red Sea Project

The Regional Programme for Maritime Security in the Red Sea Area (Red Sea Project) is funded by the European Union and focuses on Djibouti, Eritrea, Ethiopia, Somalia, Sudan and Yemen. The project began in 2021 and is jointly implemented by IMO, UNODC, Interpol and the Intergovernmental Authority on Development (IGAD).



CURRENT PORTFOLIO OF PROJECTS CONTINUED



The implementation phase of the project is under way. The current focus is on three key activities, namely: the identification of gaps in national legislation implementing IMO technical instruments mainly addressing maritime security and recommendations to address these; the review of participating countries' fulfilment of commitments to regional Memoranda of Understanding (MoU) on port State control (PSC); and the provision of training to improve search and rescue (SAR) mechanisms. IMO has delivered national workshops in Djibouti, Ethiopia, Somalia and Yemen, targeting maritime and port security policymakers and their legal advisors, to raise awareness on the need for a strong national legislative framework, and to support effective implementation and enforcement of international maritime safety and security measures. In collaboration with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), IMO provided Vessel Traffic Service (VTS) Operator induction training for officials from Djibouti, Ethiopia, and Somalia, with the objective to best practices related to the safety of navigation, including the use of VTS, local port services, and aids to navigation.

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 to design a set of pilot projects. Fiji is the first to benefit from the adoption of an IMO generic MSW system. In the coming weeks, a project team will go to Fiji by June 2023 to discuss the recommended next steps.

This project began in November 2021, when an induction webinar was conducted with Fijian authorities to understand the current situation in Fiji regarding digitalization 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 to implement an MSW in Fiji following an induction webinar in November 2021 for over 40 participants from Fijian authorities and relevant stakeholders. The study identifies existing cargo and ship clearance systems and develops the scope and structure of an MSW envisaged in Fiji. The study includes providing ICT institutional and procedural mapping, identification of an enabling environment for the implementation of a national MSW, and road map for implementation. The project is also supported by Norway, and Antigua and Barbuda to 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 aimed to develop an MSW system to allow 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 will also be integrated into the product delivery. The project aims to establish an efficient digitalized system for electronic exchange of information in ports for ship clearance in the port scaling up and being used as a template to benefit more developing countries in subsequent phases.

Following a request from 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, to identify and address the gaps to accelerate and complete the project as scheduled for July 2023 for training and hand-over. The assessment considered the diplomatic, governance and technical perspectives of the challenges faced.



Symposium on "Maritime Single Window 2024 - A window of opportunities"

From 1 January 2024 it will be compulsory for ports around the world to operate MSWs for the electronic exchange of information required on ships' arrival at a port, their stay and their departure. With this key date in mind, IMO hosted "Maritime Single Window 2024 - A window of opportunities", a symposium (18-19 January 2023) jointly organized by IMO, International Association of Ports and Harbors (IAPH) and Baltic and International Maritime Council (BIMCO), with the support of the International Port Community Systems Association (IPCSA). Across two days, a host of experts from across the shipping and ports sectors explored how MSWs fit with national digitalization strategies, the best approach to designing and implementing MSWs to suit Member States' maritime trade facilitation objectives and objectives to achieve the greening of shipping. Further [information](#).



CURRENT PORTFOLIO OF PROJECTS CONTINUED

Safety of domestic passenger ships

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



The consultation and assessment elements of a project to assist the Philippines to improve the safety and energy efficiency of its domestic ferry operations have concluded. A draft report with recommendations covering operational, regulatory, policy and modification solutions has been submitted by the Project team to the co-sponsors and is currently under review. The report is expected to be released after the completion of the review process, marking the end of the project.

World Bank Group ([WBG](#)), the International Finance Corporation ([IFC](#)) and IMO's Integrated Technical Cooperation Programme ([ITCP](#)) funded the year-long project. It used IMO's Formal Safety Assessment guidelines to assess passenger ship safety and energy efficiency.

As part of the programme's assessment process, two field visits to the country took place. The first, in July 2022, was to verify the findings collected through a series of virtual interviews with stakeholders. The second field trip, in November 2022, which enabled further feedback through more active consultation, was to validate the findings and recommended risk control options addressing the safety and energy efficiency of domestic passenger ships in the archipelago.

During the week, IMO and its co-sponsors held discussions in Manila and Cebu, in-person and remotely, with agencies such as the Maritime Industry Authority ([MARINA](#)), the Philippine Ports Authority ([PPA](#)), Philippine Coast Guard ([PCG](#)) plus various stakeholders from the private sector. The week's activities culminated with a meeting with the Philippines' Transportation Secretary, the Honorable Jaime Bautista, and his departmental officials.



When the project's report is published, it is expected to include short-, medium- and long-term follow-up actions potentially including training and capacity-building initiatives, as well as operational, regulatory and policy recommendations.

It aims, too, to identify safe and green corridors where design and modification solutions can be tested. The aim is to collate more accurate data on cost, capacity and effectiveness, whilst also assessing the impact of any planned solutions on the country's economy, the environment and on Philippine society.

A pilot project is planned as a follow-up to this year's work. It will focus on two sizes and types of ship and consider the safety and energy aspects of onshore facilities.

The safety of domestic passenger ships is a long-standing issue which IMO has been addressing through greater intervention to assist Member States improve their performance. This project with the Philippines is a pilot initiative which may be considered for delivery to other Member States requiring similar assistance.

TC ACTIVITIES AND INITIATIVES

In the first quarter of 2023 a number of activities were delivered through IMO's ITCP in support of the 2023 World Maritime theme 'MARPOL at 50 - Our commitment goes on'.

i. Supporting ballast water management in Samoa

The importance of the ratification, implementation and enforcement of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention) was the focus of a national workshop in Apia, Samoa (27-28 March).

Through presentations, group discussions and role-play exercises, government officials were made aware of the actions Samoa should take at a national level to ratify, implement and enforce BWM Convention. Subjects covered include an introduction to ballast water management and the BWM Convention; understanding the obligations of Parties under the BWM Convention; compliance monitoring and enforcement for port State control; and risk mitigation.

Key outcomes from the workshop were increased awareness and understanding of the ratification, implementation and enforcement process of the BWM Convention, its compliance monitoring and enforcement elements, as well as a bigger network of trained experts in ballast water management and control.

The workshop was delivered through IMO's Integrated Technical Cooperation Programme, with support from the Secretariat of the Pacific Regional Environment Programme (SPREP).



TC ACTIVITIES AND INITIATIVES CONTINUED

ii. Supporting ballast water management in the Mediterranean Sea

Promoting the development of coordinated action throughout the Mediterranean Sea region to prevent and control marine biological invasions through ships' ballast water was the focus of a regional workshop (20-21 March) and meeting (22-23 March) in Kappara, Malta.

Delivered within the framework of the Ballast Water Management (BWM) Strategy for the Mediterranean Sea (2022-2027), 28 government officials from Albania, Croatia, Egypt, France, Greece, Israel, Italy, Lebanon, Libya, Malta, Montenegro, Morocco, Slovenia, Spain, Tunisia and Türkiye learnt about actions each country in the region should take to ratify, implement and enforce the BWM Convention. The Mediterranean BWM Strategy was adopted by the Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (Barcelona Convention).

Key outcomes from the workshop were increased awareness and understanding of the ratification, implementation and enforcement process of the BWM Convention, its compliance monitoring and enforcement elements, as well as a bigger network of trained experts in ballast water management and control.

The workshop was jointly organized and co-financed by IMO, through its ITCP, and the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) within the framework of the United Nations Environment Programme Mediterranean Action Plan (MAP).



iii. Supporting developing countries in Africa on the London Protocol

Senior maritime and environmental officials from Côte d'Ivoire, Democratic Republic of the Congo, Gabon, Mauritania, Morocco, Republic of the Congo, Senegal and Togo met in Morocco to discuss the benefits of ratifying and implementing the London Protocol (LP) for the protection of the marine environment from pollution.

Through a series of presentations, group discussions and case studies the in-person regional workshop, held in Casablanca (8-10 March), addressed the need to strengthen the capacity of North and West African SIDS and LDCs to enable implementation of the treaty. Development of national systems for monitoring, assessment, compliance and enforcement were also discussed.

Participants were provided with an introduction to the London Protocol as a legal framework for marine pollution management and considered possible barriers to ratification and implementation of the treaty. The workshop also included a visit to the Port of Casablanca where participants learnt about activities at the port, particularly those of relevance to the Protocol. Next steps and opportunities for future cooperation were identified.

The regional workshop was part of IMO's continued efforts to support UN Sustainable Development Goal 14 (the conservation of life below water) with a view to creating awareness and dialogue around specific ocean governance issues.

Delivered through IMO's ITCP, with in-kind technical expertise provided by the Government of Canada, the workshop was delivered back-to-back with the forty-sixth meeting of the Scientific Group under the London Convention and the seventeenth meeting of the Scientific Group under the London Protocol (13-17 March).



iv. Boosting Guinea-Bissau's oil spill response planning

A workshop took place in Bissau, Guinea-Bissau (20-24 February) to improve the country's ability to respond swiftly and effectively in the event of an oil pollution incident. This followed Guinea Bissau's request for help in developing their National Oil Spill Contingency Plan (NOSCP) from the Global Initiative for West, Central and Southern Africa (GI WACAF). GI WACAF works with governments and industries to enhance oil spill preparedness, response and cooperation.

Having an NOSCP puts in place the foundation for an effective and sustainable oil spill preparedness a response framework. The aim of the workshop, tailored to Guinea-Bissau's particular needs, was to develop specific key documents within the NOSCP. Those present reviewed the country's strategic and operational plan and, with technical assistance from GI WACAF, sensitivity maps were developed, and the National Oil Dispersant Policy finalized.

The meeting forms part of IMO's ongoing commitment to support African SIDS and LDCs in the effective implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) Convention.



TC ACTIVITIES AND INITIATIVES CONTINUED

v. Fiji roundtable on improving availability of maritime transport cost data

A regional roundtable has been held in Fiji to discuss the collection of maritime transport costs data at the national level and the sharing of lessons learned. The event, held in Suva, brought together 31 stakeholders and focal points from the Cook Islands, Kiribati, Nauru, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu. The forum was a collaboration between IMO, the Pacific Community (SPC) and the Maritime Technology Cooperation Centre (MTCC-Pacific), with funding from IMO's ITCP.

The roundtable was part of IMO's efforts to support Pacific SIDS advance towards low-carbon shipping and underscores the role of South-South Cooperation in providing replicable solutions to challenges faced by IMO Member States in other regions.

Transport costs are particularly important in the Pacific region because it contains some of the States most vulnerable to climate change and which already face relatively high shipping and trade costs, due to their dependence on shipping for trade, including the importation of essential goods. IMO is supporting Member States such as Pacific SIDS to ensure that short-, mid- and long-term measures in the 2018 IMO Initial Strategy on the reduction of GHG emissions from shipping do not impact them disproportionately.

During the two-day event (15-16 February), IMO introduced the IMO impact assessment process and gave an update on the Organization's activities relating to GHG reduction. The United Nations Conference on Trade and Development (UNCTAD) delivered a presentation on its perspectives on maritime transport costs, with a focus on Pacific SIDS.

Key outcomes of the roundtable include a "Talanoa", a word used in Fiji and the Pacific to describe an inclusive and transparent dialogue through which experience and good practice can be shared. Subjects discussed include the management of maritime transport cost data and the development of concrete recommendations on how to address existing data gaps, with a view to facilitating the assessment of impacts on Pacific SIDS of future GHG reduction measures. Perspectives were shared from the Pacific region on what a "just and equitable transition" towards low-carbon shipping means. The Initial Strategy recognizes that the impacts on States of a GHG reduction measure should be assessed and considered appropriately before adoption. But some countries face challenges in the preparation of impact assessments because of a lack data due to poor or minimal baselines.

To improve the availability of relevant maritime transport costs data for Pacific SIDS, IMO initiated the Future Fuels and Technology for Low- and Zero-Carbon Shipping Project (FFT Project) with MTCC-Pacific, funded through the IMO GHG TC-Trust Fund. The project is designed to facilitate future assessments of the impacts of candidate IMO mid- and long-term GHG reduction measures in the region, including, as appropriate, a possible economic measure.

vi. Unlocking opportunities for Green Shipping in Africa

The IMO-Denmark-Ghana Green Shipping conference in Accra, Ghana (15-16 February), provided a forum to discuss opportunities and challenges for African countries in the decarbonization of international shipping. Key drivers of change include an ambitious and global regulatory framework put in place by IMO addressing energy efficiency; development of new technologies; and investments in renewable energy and infrastructure.

The conference was co-organized and co-sponsored by IMO, in collaboration with the Maritime Authorities of Ghana and Denmark. Participants came from 15 African countries.

Opening the Conference, IMO Secretary-General Kitack Lim stressed the importance of collaboration and cooperation: "Across the continent, 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 imperative transition. Knowledge sharing is critical."

Mr. Roel Hoenders, Head of Air Pollution and Energy Efficiency of IMO, presented IMO's latest energy efficiency regulations (Energy Efficiency Existing Ship Index (EEXI) and carbon intensity indicator (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.

Through a programme of high-level in-person panels and interactive sessions, key decision-makers and senior advisers from African countries, 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 identified expectations with regard to the revision of the Initial IMO GHG Strategy and the development of economic measures. New ways of working together, especially between the public-private sector and between developed and developing countries, are crucial for the green transition.

The panel sessions addressed opportunities and challenges in terms of unlocking finance for port infrastructure, renewable energy production, training and skill development of seafarers as well as job generation and attracting young generations to a low-carbon African shipping industry.

Country representatives highlighted the need to properly assess possible impacts on States of IMO's next GHG reduction measures. There was a focus on ensuring an equitable transition, including by means of additional capacity-building and technology cooperation provided through IMO.

Also emphasized was the need for further regional and cross-continental cooperation in promoting energy efficient shipping, including through the use of future carbon revenues for port bunkering infrastructure, scholarships in renewable energy economics, and possible retrofitting and upgrading of the African shipping fleet.

The conference provided insightful elements which can inform discussions during the upcoming meetings of the Intersessional Working Group on Greenhouse Gases (ISWG-GHG) and MEPC 80 which will see the adoption of the revised IMO GHG Strategy and the further development of the basket of mid-term GHG reduction measures, including the associated analysis of possible impacts on States of economic measures.

IMO supports developing countries in renewable energy production, through the ITCP, projects and the IMO GHG TC Trust Fund.



TC ACTIVITIES AND INITIATIVES CONTINUED

vii. Supporting the Caribbean to prevent pollution

The challenges for SIDS of the Wider Caribbean Region in meeting their obligations for adequate port reception facilities (PRFs) under the International Convention for the Prevention of Pollution from Ships (MARPOL) was the focus of a Regional workshop on MARPOL Annexes III-V, including PRFs held in Jamaica (7-9 February).

Through presentations and group discussions across the three-day event in Montego Bay, participants gained a better understanding and in-depth knowledge of matters pertaining to the implementation and enforcement of Annexes III-V of MARPOL.

In her opening remarks delivered remotely from IMO Headquarters in London, Helen Buni from IMO's Marine Environment Division noted that full implementation and enforcement of MARPOL remains a problem in the Caribbean region, as it does elsewhere around the world. "IMO's audits have shown persistent problems with MARPOL implementation, which often result from gaps in the national legislation or unclear attribution of responsibilities to the different ministries and authorities involved," she said, adding, "we can all learn from each other and IMO is ready to support this process."

The limited capacity of many States in the region to properly process waste streams generated on their islands was emphasized by participants. This highlighted a related lack of capability to process additional waste offloaded from vessels calling at their ports.

The workshop was delivered through IMO's ITCP by the Regional Marine Pollution Emergency, Information and Training Centre - Caribe (RAC/REMPEITC-Caribe). Additional expertise was supplied by the United States Coast Guard (USCG) supported by the Maritime Authority of Jamaica.

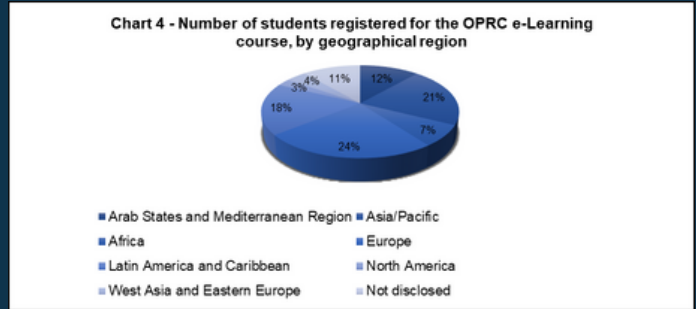
The event was part of IMO's efforts to support Caribbean SIDS in addressing the identified "root causes" hampering proper implementation of the MARPOL Convention.



viii. Update on IMO's e-learning platform

OPRC e-Learning course update

To date, 1,584 participants have signed up for the OPRC e-Learning course, shown in the table below, by geographical region.



This course, as well as all future e-Learning courses, is hosted on the IMO Learning Management System (LMS) platform that can be accessed through the IMO website or through the following URL: <https://lms.imo.org/moodle310/>

In addition, IMO in collaboration with the World Maritime University (WMU), is developing

e-Learning courses in Spanish: "Introductory course on OPRC " and "Introductory course on ISM code", both of which are in the final stages of finalization and are expected to be launched in Q2, 2023. The OPRC e-Learning course in French, is also expected to be made available in Q2, 2023.

ix. WIMAC Strategic Plan Workshop

The Governing Council of the Women in Maritime Association, Caribbean (WiMAC) met in Trinidad and Tobago from 6 to 10 February for a workshop to review the past Strategic Plan of the association and develop a new five-year plan to help guide its work.



x. Joint meeting of the 3rd Regional Conference of the Pacific Women in Maritime and the 9th Pacific Regional Workshop on Maritime Search and Rescue

A two-pronged event to address the unique maritime challenges facing the Pacific region has taken place in Cairns, Australia. A Pacific Search and Rescue (PacSAR) Workshop was held concurrently with the Pacific Women in Maritime (PacWIMA) Conference (27 February to 3 March).

For the first time since the COVID-19 pandemic, search and rescue (SAR) specialists, seafarers and senior women in the maritime sector gathered to discuss Pacific SAR priorities and the promotion of women's participation in the industry.

The dual event, involving 85 delegates from Australia and Pacific nations, was jointly hosted by the Australian Government in partnership with IMO and the Pacific Community (SPC), with additional support from SPC's Pacific Women Lead Program.

TC ACTIVITIES AND INITIATIVES CONTINUED

The theme of the Regional Search and Rescue Workshop was to “reconnect Search and Rescue in the Pacific region”. Three years on from the last such event in Hawaii, it provided an overdue opportunity for industry leaders and SAR practitioners from across the region to build relationships, strengthen networks, share experiences, and learn from one another to develop best practices in search and rescue matters.

The workshop focused on ensuring SAR capability continues to be developed using new technology to boost efficient SAR response, coordination, and prevention, as well as through practical exercises.

Pacific SAR authorities were invited to reaffirm their commitment to the Pacific SAR Technical Arrangement for Cooperation which provides a framework for consultation and cooperation on lifesaving in the Pacific Ocean. Countries were also encouraged to become signatories to the Arrangement.

At the Regional Conference for Pacific Women in Maritime, the IMO addressed a session on the Women in Maritime programme and how to raise public awareness of the role of communities in the context of SAR.

The conference acknowledged progress made in implementing the 2020–2024 Regional Strategy for Pacific Women in Maritime since its endorsement at the Second Regional Conference for Pacific Women in Maritime held in Papua New Guinea in 2018.

PacWIMA members at the Cairns conference agreed to seek the endorsement of the region’s Energy and Transport Ministers for the development of a new Strategy for 2025-2030. In addition, they agreed to promote the Adopt a Ship Programme which advocates for the maritime sector as a profession to primary and secondary school pupils. It also raises awareness of safety at sea and the protection of the marine environment.



OTHER LINKS

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

CAREERS AT IMO

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

NEWSLETTER ARCHIVE

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