

TC PARTNERSHIPS NEWSLETTER

INNOVATIVE PARTNERSHIPS FOR A SUSTAINABLE MARITIME FUTURE



CONTENTS

1 - New and strengthened partnerships

- IMO and the International Association of Ports and Harbors (IAPH) sign MoU
- Republic of Korea boosts funding for development projects

2 - Portfolio of ongoing externally funded projects implemented by IMO

- GHG-related projects
- Oceans-related projects
- Action against sea-based marine plastic litter (SBMPL)
- EU-funded port and maritime security projects
- Digitalisation

3 - TC activities and initiatives

- Blue economy decarbonization - Opportunities and challenges
- Supporting Viet Nam's accession to oil spill preparedness convention
- Unlocking opportunities for green shipping in Latin America
- New video highlights importance of global ship recycling convention
- Strengthening the Gambia's oil spill response planning
- Sharing expertise on oil spill response
- Supporting regional mechanisms for dealing with oil spills in Pacific Islands
- IMO submits 2023 IMO GHG Strategy to first Global Stocktake
- Courses delivered at IMSSEA
- Courses delivered at IPER
- Updates on IMO's e-Learning platform
- Gender-specific fellowships for women from developing countries established

4 - Careers at IMO

5 - Links to other projects and initiatives

6 - Updates from IMO meetings

NEW AND STRENGTHENED PARTNERSHIPS

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



The International Association of Ports and Harbors (IAPH) and IMO have signed a Memorandum of Understanding (MoU) for future cooperation in the areas of climate and energy, data collaboration and risk and resilience of ship-to-shore operations.

The MoU was signed (17 July) by Captain K. Subramaniam, President of IAPH, and Mr. Kitack Lim, Secretary-General, IMO. They were accompanied by Dr. Patrick Verhoeven, Managing Director of IAPH. The signing ceremony took place in the sidelines of the meeting of the IMO Council 129th session.

The objective of this strategic partnership between IMO and IAPH is to assist developing countries, as identified jointly by both parties, to strengthen their maritime and port sectors and facilitate the adoption of sustainable maritime transport systems and practices.

The MoU will utilize IMO's experience as the United Nations Specialized Agency responsible for setting global standards for the safety, security and facilitation of international shipping and the prevention of pollution by ships, in collaboration with IAPH's best practices and knowledge of the most advanced and sophisticated ports to achieve sustainable, inclusive and equitable development.

Improving the capacities and infrastructures in ports in developing countries, particularly in least developed countries (LDCs) and Small Island Developing States (SIDS), is seen as critical in achieving the updated goals set out in the **revised 2023 IMO GHG Strategy**, adopted on 7 July.

The MoU is in line with the IMO MEPC Resolution 366 (79) that invites IMO Member States to encourage voluntary cooperation between the port and shipping sectors to contribute to reducing GHG emissions from ships.

ii. Republic of Korea boosts funding for development projects

IMO and the Republic of Korea have signed agreements to



boost Official Development Assistance (ODA) funding for two new projects, to tackle marine litter in East Asia and to develop and to pilot test a tailor-made web-based e-navigation service in the Philippines. A third agreement was signed to support the port-related training needs of LDCs and SIDS to reduce emissions from the maritime sector.

The three agreements were signed (17 July) by IMO Secretary-General Kitack Lim and Mr. Jonguk Hong, Director General of Ministry of Oceans and Fisheries of Republic of Korea, during an event on the sidelines of the IMO Council 129th session.

The signings follow the signing of the IMO-Republic of Korea agreement for the **SMART-C Women Project** on 18 May, the international day for women in maritime, to boost training for women in the maritime sector.

The acronym SMART-C stands for Sustainable Maritime Transport Cooperation, and the acronym itself captures all what the projects aim for. The three signings relate to the RegLitter Project and the SMART-C Traffic Project under the US\$20 million SMART-C Partnership framework funded through Republic of Korea's ODA mechanism; and the GHG SMART Expansion Project.

Overall funding support for these three projects will be around US\$12.3 million dollars. The projects will run on average for four to five years.

IMO's Department for Partnerships and Projects will be coordinating the implementation of the projects, in close cooperation with IMO's Technical Cooperation Division and with technical backstopping from Marine Environment Division, Maritime Safety Division and Legal Division.

Two further SMART-C agreements are planned to be signed later this year which will bring the total value of the projects under this Republic of Korea ODA programme to approximately US\$20 million.

This represents the first time that IMO is able to access dedicated large ODA funding of any of the OECD countries and marks a milestone in IMO's efforts to mobilize ODA resources.

"We do hope that more ODA agencies will take note of this development and this innovative IMO-Republic of Korea partnership model and view maritime as an important sector where development assistance can make meaningful impacts for the people and the planet," said Jose Matheickal, Director of IMO's Department of Partnerships and Projects (DPP).

PORTFOLIO OF ONGOING EXTERNALLY FUNDED PROJECTS IMPLEMENTED BY IMO

GHG related projects



i. GreenVoyage2050



The Government of Norway has confirmed 210 million NOK (US\$19.4 million USD) of funds for Phase Two of the IMO GreenVoyage2050 project, in an agreement between Norway and IMO that was signed on 28 September, World Maritime Day, during the IMO-UNEP-Norway Innovation Forum.

This substantial funding facilitates the extension of the project beyond Phase One which concludes in December 2023. Under Phase Two, the project will continue to provide support to developing countries, to help them to meet their commitments to climate change and ship energy efficiency goals, in line with the levels of ambition set out in the IMO GHG Strategy. The 2023 Strategy on the Reduction of Greenhouse Gas Emissions from Shipping by IMO, adopted in July, sets an ambitious goal of achieving net-zero greenhouse gas emissions by or around, i.e. close to, 2050.

The IMO-Norway GreenVoyage2050 project has been supporting several partnering countries with the further development of pilot project proposals. A number of bilateral virtual meetings with China, Georgia, India, Malaysia and South Africa have been held, bringing in subject matter experts to help the pilot project owners in developing their pre-feasibility studies and providing expert advice in the process of developing the pilot projects.

Work has also continued in supporting other partnering countries in the development of National Action Plans to address emissions from ships (NAP) and developing national emission baselines.

The Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) has also been very busy, developing two new video series. The first released in May provides an introduction to IMO's Carbon Intensity Indicator (CII) requirements and how to navigate them which can be accessed [here](#). The second series on the Energy Efficiency Existing Ship Index (EEXI) was released in July. The Low Carbon GIA held its 18th Task Force

meeting in June, in Geneva, hosted by the outgoing chair of the task force, the Mediterranean Shipping Company (MSC). The Meeting appointed Det Norske Veritas (DNV) as the new chair of the 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.

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

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 (Coordinated Actions to Reduce Emissions from Shipping) is 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 by supporting the demonstration and uptake of energy efficient technologies in the domestic shipping sector of developing countries. The project is also focused on facilitating partnerships between stakeholders in 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.

CURRENT PORTFOLIO OF PROJECTS CONTINUED

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.

The Global Challenge was complemented by the 'CARES Connects' networking event on Wednesday 27th September 2023. The CARES Connects event helped to foster linkages between donors, recipient countries and technology providers as well as encouraging participants to collaboratively identify potential decarbonization projects. The event was attended by 34 participants, from technology providers, donors and potential recipient countries.

Oceans related projects



iv. 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 has developed a training course package on Biofouling Management Plans (BFMPs) and Biofouling Management Record Books (BFRBs). BFMPs and BFRBs are a key element of **IMO's Biofouling Guidelines** and essential for addressing proactively the issue of biofouling on ships hulls, both from the perspective of ship owners or operators and of biosecurity officers or inspectors. The training course takes into account the newly **revised Biofouling Guidelines**, which are available [here](#).

The aim of this training course is to capacitate stakeholders such as, government officials, ship operators and managers, ship officers, agents and others involved in the operation of ships, port state control officers, and biosecurity inspectors in each of the project's Lead Partnering Countries (LPCs). The training course was first delivered in Tonga (13-14 July 2023) in cooperation with the Ministry of Infrastructure of Tonga, and subsequently in Fiji (19-20 July 2023) in cooperation with the Maritime Safety Authority of Fiji. Learn more [here](#).

In addition, the project organized a regional task force meeting held in Fiji from 17 to 18 July 2023, where Member States of Secretariat of the Regional Environment Programme (SPREP) drafted a regional strategy on biofouling management. Learn more about it [here](#).

v. 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 collaboration with MTCC Africa, the Project organized a benchmarking meeting hosted by the Ministry of Blue Economy, Marine Resources, Fisheries and Shipping in the Republic of Mauritius from 4 to 5 July. The meeting was attended by the LPCs in the region, Mauritius, Madagascar and Sri Lanka. The delegates had the opportunity to visit the Mauritius Ports Authority and witness firsthand the advanced technologies employed in the management of biofouling as well as share knowledge, exchange best practices and refine approaches to combating ships' biofouling among the regions.

The mission also provided an opportunity to visit the Rajiv Gandhi Science Centre which aimed to further promote and educate stakeholders about the importance of addressing biofouling and its impact on marine ecosystems through relevant capacity-building materials developed by the project.



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.

CURRENT PORTFOLIO OF PROJECTS CONTINUED

A four-day training workshop on Marine Biofouling: Impacts and Management of Risks was delivered to Suriname, one of the project's partnering countries, with the assistance of project's implementing partner MTCC Caribbean. Participants actively engaged on the topics covered in the workshop. The efforts on capacitating and enhancing awareness of biofouling management will continue with a series of training courses being delivered to partnering countries of this region (Argentina, Chile, Jamaica and Panama).

The Project continues to actively contribute to the promotion of Gender Diversity in line with Sustainable Development Goal 5 by operationalizing activities under the developed project's Gender Action Plan (GAP) which serves as an instrument for fostering collaboration, facilitating knowledge exchange, and addressing the unique challenges faced by women in the specialized domain of biofouling. The project developed and distributed two questionnaires (1) targeting Women in Biofouling and (2) private sector and stakeholders in biofouling related industries. The findings of these questionnaires will provide an overview of efforts within the biofouling sector to address gender diversity and inclusivity as well as provide clear opportunities for further improvement in leadership representation, recruitment practices, and the effectiveness of gender diversity initiatives.

vi. 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. The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention) will enter into force on 26 June 2025. Read more about it [here](#).

Phase II (Bangladesh)

Phase II which is due to end on 31 October 2023 focused on support to Bangladesh on increasing gender equality, by facilitating women's participation in the ship breaking industry and rolling out additional and specific training associated with this activity.

A video that emphasizes the need for universal ship recycling regulations was created in collaboration with Marine Environment Division (MED). The video explains how Member States can improve the environmental and safety standards in their ship recycling industries in line with the requirements of the Hong Kong Convention.

Phase III (Bangladesh)

Preparations are underway to commission SENSREC Phase III. The Inception Workshop is set for 8 November in Bangladesh (Dhaka and Chittagong) which will present an opportunity for key stakeholders to deliberate the workplan for Phase III which will focus on compliance to the Hong Kong Convention. The Ministry of Industries has created a working group with participation of relevant ministries in Bangladesh, IMO and Japan with the purpose of coordinating the establishment of the Treatment, Storage and Disposal Facility (TSDF). The TSDF will provide a more sustainable solution to waste management from ship recycling.

Action against Sea-Based Marine Plastic Litter

vii. GloLitter Partnerships



The GloLitter Partnerships Project, jointly implemented by IMO and the Food and Agriculture Organization (FAO) of the United Nations is the first global project focused on marine plastic litter from sea-based sources. It is supporting 30 countries across Asia, Africa, the Caribbean, Central and Latin America and the Pacific.

GloLitter is now preparing for the regional African Task Force Meeting to be held in Nairobi, Kenya from 06 to 10 November 2023, where fisheries and maritime authority delegates from 11 African GloLitter participating countries are invited to discuss regional opportunities resulting in twinning activities.

The successful implementation of the GloLitter project has led to interest from other donors and the creation of two new projects: The Regional Litter Project (RegLitter) and a project called Plastic Reduction in the Oceans: Sustaining and Enhancing Actions on Sea-based Sources (PRO-SEAS). Both are building on the efforts of the GloLitter project in capacity building efforts to reduce and prevent marine plastic litter from sea-based sources.

Owing to the interest of donors in marine plastic litter and the

CURRENT PORTFOLIO OF PROJECTS CONTINUED

creation of new projects tackling this issue, the Department of Partnerships and Projects has created the Sea-Based Marine Plastic Litter Portfolio where the GloLitter Partnerships Project, the RegLitter Project and the PRO-SEAS Project will sit.

viii. RegLitter Partnerships

On 17 July 2023, IMO and the Republic of Korea signed an agreement for a new project called the Regional Litter Project (RegLitter). This project aims to tackle marine plastic litter from shipping and fisheries with a specific focus on the Asia region. It will build upon the success of the GloLitter Project and the countries under the GloLitter Project in the Asia region will transition to this project. The RegLitter project, subject to country needs and budget availability, will support the countries in their development of National Action Plans, capacity building, pilot projects to address sea-based sources of marine plastic litter as well as training.

This project has a duration of 4 years and preparations are underway to commence the project in November 2023.

ix. PRO-SEAS



The Plastic Reduction in the Oceans: Sustaining and Enhancing Actions on Sea-based Sources (PRO-SEAS) is funded by Global Environment Facility (GEF) through the Food and Agriculture Organization of the United Nations and builds upon the success of the GloLitter project by furthering activities in 4 countries.

The project is envisaged to run for 5 years but is currently in its preparatory phase where a Project Document is in creation. The project will address the following key aspects: to strengthen legal, policy and institutional frameworks; to improve systems, facilities, tools and information to effectively manage SBMPL; to develop incentives for environmentally sound disposal of SBMPL; and to increase the knowledge of solutions reducing sea-based sources of marine plastic litter.

EU-funded port and maritime security projects

x. Port Security Project

One of the key outcomes of the Port Security Project is

reduction of the volume of substandard vessels posing threats to seafarers and to the economies of coastal states. IMO's activities under this outcome include the training for Port State Control Officers and meetings with senior officials to advocate for continued and enhanced efforts in this area.

Complementary activities are further implemented by IMO's Implementing Partners UNODC and INTERPOL, including joint meetings to coordinate regional efforts in the prosecution of offenders and legal processes in accordance with national maritime legislation. In this connection, IMO joined its Implementing Partners (with attendance by the Indian Ocean Commission (IOC), in its oversight role), for the second annual joint training activity held in Zanzibar, Tanzania from 11 to 15 September 2023.



The event brought together representatives from all nine participating countries of the Port Security Project, to discuss topics of the training at a regional level and to conduct a table-top exercise to highlight the importance of the overall government multi agency approach and the importance of sharing information. IMO also delivered presentations, providing an overview on National Maritime Security Committees, National Maritime Security Strategies, formulation and use of Risk Registers and Maritime Domain Awareness, as well as drills and exercises as required by the International Ship and Port Facility (ISPS) Code.

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 to maritime security, which are only possible once an effective national maritime security decision making and governance process has been established.

CURRENT PORTFOLIO OF PROJECTS CONTINUED

To this effect, an introductory workshop to assist Yemen developing a whole of government approach to maritime security was held Aden, Yemen, from 30 July to 3 August, providing tailored support to develop a National Maritime Security Committee, Risk Register and Security Strategy.

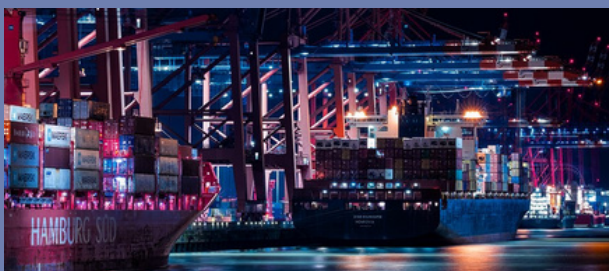
The workshop aimed to foster and maintain effective linkages amongst Government Departments and Agencies with an interest in maritime security, which can be achieved through the development of National Maritime Security Committees, stressing on the importance of multi-agency collaboration and active participation and engagement of all stakeholders. Participants were briefed on the importance of developing and updating a National Maritime Security Risk Register which list all maritime security risks based on threat, impact, mitigation and vulnerability criteria and which prioritizes the highest risks utilizing limited resources to maximum effect. The importance of developing a National Maritime Security Strategy, which explains how the Member State will address the risks identified in the Risk Register, and its long-term vision for the security of the maritime domain, with its development overseen by the Committee, was also introduced.

The Red Sea Project will continue supporting Yemen 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 Somalia.

The Red Sea Programme is jointly delivered by IMO, the United Nations Office on Drugs and Crime (UNODC), INTERPOL and the Intergovernmental Authority on Development (**IGAD**). Under this initiative, IMO aims to assist participating countries to enhance maritime security and safety in the Red Sea Area, in line with the **2050 Africa Integrated Maritime Strategy**.

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. 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.

IMO and the World Bank Group finalised 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 included the ICT institutional and procedural mapping, identification of an enabling environment for the implementation of a national MSW, and road map for implementation.

In August 2023, bilateral meetings were organized in Fiji with the MSW stakeholders, including authorities and other organizations. The bilateral meetings gave MSW stakeholders the possibility to express their buy-in for the concept of the MSW, discuss the MSW-related requirements of the FAL Convention and its deadline and to provide their views on measures needed to enhance the facilitation of maritime traffic as well as on the shortfalls and challenges identified in this area. The practical approach and showcasing of operational MSW systems facilitated a better understanding of the system's operation, its practical application and its potential benefits. The meetings also gave the participants the opportunity to give feedback on the DGA report and to ask questions and clarifications on the next steps of the project.

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 (23-27 January). The objectives of the mission were to assess the project status, identify and address the gaps to accelerate the project completion. The assessment considered the diplomatic, governance and technical perspectives of the challenges faced. A team of Angola and IMO have visited Singapore in the last week of June for a business process study visit. The project is expected to be completed by the last quarter of 2023 when a team of Singapore and IMO will visit Angola to conduct testing and training sessions to the agencies and private sector of the port of Lobito, and handover ceremony will be held at the end of the mission.

TC ACTIVITIES AND INITIATIVES

[i. Blue economy decarbonization - Opportunities and challenges](#)



Climate change impacts all sectors, including ocean-based sectors or the "blue economy". Decarbonization is crucial for the ocean economy's sustainability - offering both challenges and opportunities.

This was the focus for the United Nations Conference on Trade and Development (UNCTAD)'s High-level segment of the Trade and Development Board, [seventieth session](#) on "Decarbonization opportunities and challenges in the Blue Economy" (19 June).

Harry Conway, Chair, Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO), Representative of Liberia to the IMO, provided input on the opportunities and challenges for maritime transport, and an update on IMO's work on decarbonization, as the IMO Member States geared up to adopt a revised GHG strategy at the MEPC 80th session.

IMO works closely with UNCTAD on decarbonization matters, with UNCTAD providing relevant data and analysis on maritime trade and on port activity. In particular, UNCTAD supports the work on the [assessment](#) of possible impacts on States of proposed [IMO greenhouse gas reduction measures](#), with [detailed reports](#).

UNCTAD provides detailed statistics on maritime transport, including the annual [Review of Maritime Transport](#). In 2022, IMO co-organized with UNCTAD a [side-event](#) during COP 27 in Sharm-el-Sheikh (Egypt) on [Opportunities for renewable marine fuels in developing countries](#). A similar event is expected to be held at COP 28, which is being held in Dubai, United Arab Emirates, from 30th November 2023 to 12th December 2023.

[ii. Supporting Viet Nam's accession to oil spill preparedness convention](#)

The development of a roadmap for Viet Nam's accession to the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) was the aim of a National workshop in Hanoi (22-25 August). Viet Nam's accession to the Convention would mark a significant development in enhancing

oil spill preparedness and response in the ASEAN region.

Key stakeholders came together to enhance understanding of the international framework for oil spill preparedness and response by raising awareness of the treaty's key elements. The event also provided a platform for the fostering of regional cooperation to ensure the OPRC's effective implementation. It was attended by 40 delegates from government bodies, the oil and gas industry and the shipping sector.

The OPRC provides a framework for international co-operation and mutual assistance in preparing for and responding to major oil pollution incidents. The workshop was delivered through the [Global Initiative for Southeast Asia \(GI SEA\) Project](#), which is led jointly by IMO and IPIECA, which works to advance the oil and gas industry's environmental and social performance and contribution to the energy transition.



[iii. Unlocking opportunities for green shipping in Latin America](#)



The high renewable energy potential of Latin American countries, the importance of bringing the maritime and energy sector together, and the investment opportunities on the production, upscaling and eventual bunkering of green shipping fuels and port infrastructure were at the core of the debates during the IMO Green shipping conference in Latin America (28-29 August).

Speaking at the opening of the Conference held at the headquarters of Economic Commission for Latin America and the Caribbean (ECLAC) in Santiago, Chile and co-organized by the Government of Chile, Mr. Arsenio Dominguez, Director, Marine Environment Division, IMO, highlighted the significant contribution of Latin American countries during the negotiations on the adoption of the revised [IMO Strategy on Reduction of GHG Emissions from Ships](#), in July 2023.

TC ACTIVITIES AND INITIATIVES CONTINUED

Mr. Dominguez said, "within the Strategy, which demonstrates the need for decarbonization and transition, with a special emphasis on exploring opportunities, the Latin American region plays a crucial role, as shown during the two weeks of Strategy deliberations. There was significant cooperation and acknowledgment of the need for action."

The IMO Green Shipping Conference in Latin America focused on "Implementing the 2023 IMO GHG Strategy by unlocking opportunities and investments". It included panel sessions on the following subjects:

- IMO's efforts to reduce GHG emissions from shipping and climate action in Latin America;
- Shipping as enabler of climate action and energy transition;
- Enabling shipping decarbonization across the maritime value chain;
- National perspectives on the opportunities offered by the decarbonization of shipping;
- Financing the decarbonization of the shipping sector and the up-scaling of renewable fuels production in Latin America; and
- Capacity-building and partnerships for a decarbonized maritime sector.

Common themes throughout the panel sessions were the opportunities for Latin America, as a continent, in terms of producing and trading zero and near carbon bunker fuels; the national challenges; and the technology solutions to achieve an equal and inclusive decarbonization.

The conference was attended by country representatives from 18 countries (Argentina, Bolivia, Brazil, Chile, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Uruguay and Venezuela), and the following international organizations: the Economic Commission for Latin America and the Caribbean (ECLAC), the Inter-American Development Bank (IBD), the Latin American Energy Organization (OLADE), The Central American Integration System (SICA); non-profit institutions: CECACIER, the Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping, Rocky Mountain Institute (RMI); and the industry: Maersk.

Participant countries outlined their ongoing national work to reduce GHG emissions.

During the closing remarks, Mr. Dominguez outlined that, "Decarbonization will require mid- and long-term measures, both technical and economic, to achieve the objectives we adopted in the 2023 Strategy. This is not an easy task, but I am sure that together we will be able to achieve it in an equitable way."

The conference was organized by IMO, through IMO's ITCP, in collaboration with the Government of Chile.

iv. New video highlights importance of global ship recycling Convention

The treaty regulating ship recycling will enter into force in June 2025. The Hong Kong International Convention for the

Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention) will introduce global regulations to ensure ships at the end of their operational lives are recycled safely and without posing unnecessary risks to human health and the environment.

The date of the Convention's entry into force was triggered when Bangladesh and Liberia became Contracting States to it, marking the moment that all necessary criteria were met.



IMO has produced a video which outlines the need for universal ship recycling regulations. The video also explains how IMO is helping Member States improve the environmental and safety standards in their ship recycling industries in line with the requirements of the Hong Kong Convention. Almost all ship recycling worldwide is carried out in five countries: Bangladesh, China, India, Pakistan and Türkiye, three of which, Bangladesh, India and Türkiye - are Parties to the Hong Kong Convention.

Bangladesh is one of the world's largest ship recycling countries by capacity. To help it to reach the point where it was ready to accede to the Hong Kong Convention IMO provided the country's government with support through the Norwegian-funded project on Safe and Environmentally Sound Ship Recycling in Bangladesh (SENSREC).

The SENSREC project provides legal policy support and on-the-ground assistance in recycling yards which has helped Bangladesh improve its ship recycling standards and ensure the safety of its workforce in one of the country's most important industries.

v. Strengthening the Gambia's oil spill response planning



Preparation for a marine oil spill incident is crucial. The Gambia is being supported to develop its National Oil Spill Contingency Plan (NOSCP), which is the foundation for an effective and sustainable oil spill preparedness and response

TC ACTIVITIES AND INITIATIVES CONTINUED

framework. An in-person national workshop in Banjul, the Gambia (11-15 September), was delivered under the framework of the **GI WACAF** Project, which works to enhance the capacity of partner countries to prepare for and respond to marine oil spills.

The workshop supports effective implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (**OPRC**) Convention. During the event, 40 national stakeholders and government personnel involved in oil pollution response were familiarized with the roles and responsibilities that need to be addressed prior to, and during an oil spill. In particular, the importance of effective collaboration amongst numerous different stakeholders. An action plan was produced to facilitate ongoing development of an effective national oil spill preparedness and response framework.

The workshop was delivered through IMO's ICTP and forms part of the Organization's commitment to supporting African Small Island Developing States (SIDs) and Least Developed Countries (LDCs) in the effective implementation of OPRC Convention.

vi. Sharing expertise on oil spill response



IMO played a key role in spreading expertise on preparedness and response to marine pollution incidents in the Asia-Pacific region at **SPILLCON 2023**, held in Brisbane, Australia (11-15 September).

Hundreds of professionals from the international spill response community, private sector, government, and non-governmental organizations came together to discuss challenges, innovation and share spill preparedness and response expertise from around the world. Topics covered included alternate fuels as a pathway to decarbonization of the maritime transport sector, discussions on maintaining preparedness in a continuously evolving pollution risk landscape, innovation in surveillance, monitoring and visualization, and oiled wildlife. The IMO representative delivered a session highlighting the importance of regional and international cooperation in emergency response and preparedness and a case study on the floating storage and offloading unit (FSO) SAFER located off the coast of Yemen. IMO's Integrated Technical Cooperation Programme

(ITCP) funded the participation of 17 delegates from Cambodia, Cook Islands, Federal States of Micronesia, Fiji, Kiribati, Marshall Islands, Nauru, Niue, Palau, Papua New Guinea, Philippines, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu and Viet Nam.

IMO is a regular contributor and sponsor of the triennial oil pollution prevention, preparedness and response Conference Series, composed of the three international conferences for the Americas (**IOSC**), Europe (**INTERSPILL**) and Asia (**SPILLCON**), respectively. The baton was passed to IOSC, the next in the **triennial conference series**, to be held in New Orleans in 2024 (which IMO co-sponsors through the ITCP).

vii. Supporting regional mechanisms for dealing with oil spills in Pacific Islands



IMO's commitment to supporting regional mechanisms dealing with oil spills in the Pacific Islands was strengthened through delivery of a regional workshop which included the introduction of the **RETOS tool** for assessing levels of oil spill preparedness in Brisbane, Australia (15-17 September).

The RETOS tool to Evaluate Oil Spill Management Capabilities is used to assess and analysis the level of oil spill response and planning preparedness.

IMO, together with **SPREP**, the South Pacific regional environment programme, delivered the in-person workshop back-to-back with **SPILLCON 2023**. The workshop introduced countries under the PACPLAN Resilience Project (2022-2025) to fundamental aspects of the OPRC convention and oil spill preparedness as well as use of RETOS. Twelve participants from the Cook Islands, Fiji, Kiribati, Marshall Islands, Nauru, Niue, Palau, Papua New Guinea, Solomon Islands, Samoa, Tuvalu and Vanuatu attended the workshop. Other stakeholders from the region participated from the Great Barrier Reef Marine Park Authority, the Australian Marine Oil Spill Centre (AMOSC), Maritime New Zealand, Transport Canada, the United States Coast Guard, the United States Aid Department, Oil Spill Response Limited ITOPI and the Major Projects Foundation (concerned with historic wrecks containing oil), and further enhanced the workshop by providing insights into oil spill response as well as to align efforts to support the region.

The workshop was delivered through IMO's ITCP with financial support provided by Australia through the **Australian Maritime Safety Authority** (AMSA).

TC ACTIVITIES AND INITIATIVES CONTINUED

viii. IMO submits 2023 IMO GHG Strategy to first Global Stocktake



IMO regularly updates appropriate UNFCCC bodies and meetings on its action to address GHG emissions from international shipping. Following a request from the MEPC, IMO has submitted the 2023 IMO Strategy on reduction of GHG emissions from ships to the First Global Stocktake (GST).

The Global Stocktake was established under the Paris Agreement to enable countries and other stakeholders to review progress made towards meeting the goals of the Paris Agreement. IMO's submission to the first Global Stocktake can be found on the UNFCCC platform.

IMO will participate in the 2023 UN Climate Change Conference COP 28 in Dubai, United Arab Emirates in November/December 2023.

ix. Courses delivered at IMSSEA

The International Maritime Safety Security and Environment Academy (IMSSEA) in Genoa, Italy, delivered two short courses, for which 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, namely a course on Flag State Implementation (11-21 April 2023) and on Port State Control (9-19 May 2023).

x. Courses delivered at IPER

Since 1987, the Institut Portuaire d'Enseignement et de Recherche (IPER), in cooperation with IMO, has delivered a five-week advanced course on port operations and management in Le Havre, France, for twenty selected officials and decision-makers of maritime and/or port authorities and/or administrations from developing countries. The 37th edition of the course, sponsored by, among others, IMO and HAROPA PORT took place recently in Le Havre, France, from 11 September to 13 October 2023. The course which was conducted in both English and French, aimed to assist developing countries to improve the management and operational efficiency of their ports.

xi. Updates on IMO's e-learning platform

OPRC e-Learning courses – To date, 2,341 participants have signed up for the OPRC e-Learning course in English and 423 participants have signed up for the OPRC e-Learning course in Spanish. 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 [here](#).

IMO, in collaboration with the World Maritime University (WMU) 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, and the London Protocol and its implementation.

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 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 and it will be made available in other official languages in the future, contributing to the Organization's efforts to support multilingualism.

The ISM Code is a key mandatory code that establishes an international standard for the safe management and operation of ships, and for the implementation of a safety management system (SMS). It is intended to improve the safety of international shipping and to 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 development of a safety culture in shipping.

IMO developed the course in collaboration with the World Maritime University (WMU) and the Prefectura Naval Argentina (PNA). The course is co-funded by the Government of Malaysia. 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 that can be accessed through the IMO website [here](#).

New e-learning course on maritime single window implementation – A new free-to-access self-paced "Introductory e-learning course on implementation of the maritime single window" has been launched on IMO's e-learning platform [here](#). From 1 January 2024, it will be mandatory under the FAL Convention for ports around the world to enable the provision of all the information required on ships' arrival at a port, their stay and their departure to a "single window". The idea of a single-entry point is to avoid duplication in the submission of data, and to maximize the efficiency of maritime and port administrative procedures.

TC ACTIVITIES AND INITIATIVES CONTINUED

The e-learning course on implementation of the maritime single window” is based on the IMO Guidelines for setting up a maritime single window and developed in collaboration with the World Maritime University (WMU) under IMO's ITCP. The course elaborates on key aspects of the planning, implementation and operation of an MSW and provides an overview of available resources as well as case studies. In addition, the course aims to provide a good understanding of the importance of facilitation in maritime trade and covers the concepts of electronic data exchange and the MSW in the context of ship reporting related to ships' arrival at, their stay in and their departure from port.

New e-learning course for auditors under the IMO Member State Audit Scheme (IMSAS) - A new free-to-access self-paced e-learning course entitled "Training course for auditors under the IMO Member State Audit Scheme (IMSAS)" was launched on the [IMO's e-Learning platform](#) on 15 September 2023.

Developed in collaboration with the World Maritime University, the course is designed to develop Member States' audit capacity in the context of IMSAS, with a view to enhancing the global and uniform implementation of the applicable IMO instruments. The objective of the course is to adequately train personnel undertaking IMO Member State audits based on the documentation developed by the Organization and to provide them with updated information to underpin their knowledge of the principles of auditing a maritime administration in order to establish the level of compliance with the requirements of the IMO instruments. The course will address the needs of internal and external auditors having the responsibility for assessing the effectiveness of the implementation of IMO instruments.

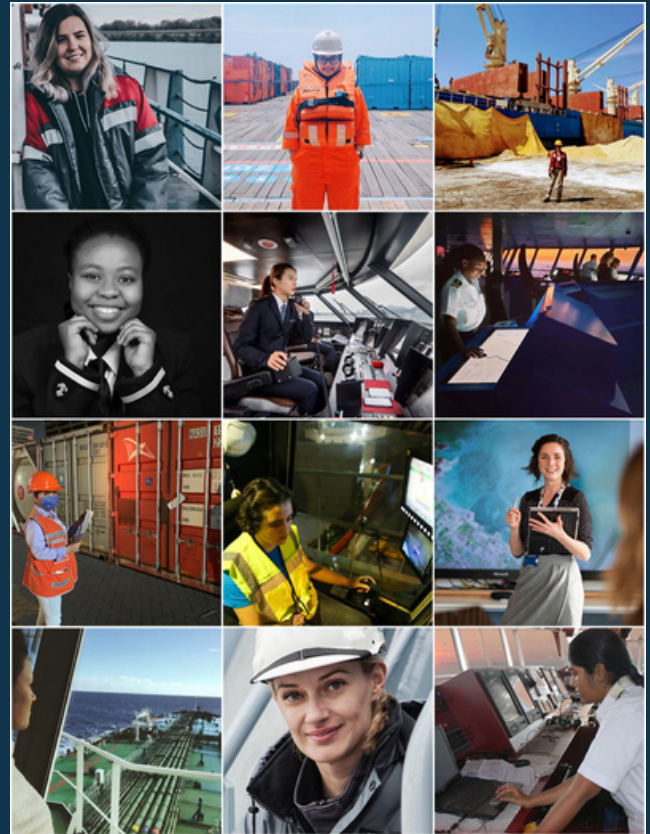
The course will provide participants with auditing knowledge and skills through modules that include case studies, animations, interactive sessions and e-quizzes to underpin participants' learning experiences, as well as help participants on their journey to enrolment into the IMSAS auditor's roster, allowing them to take part in audits of other Member States. Since this is a self-paced online course, it can be paused, saved, restarted and replayed at any time.

More information on the course is available in the IMO Circular Letter No.4737.

[xii. Gender-specific fellowships for women from developing countries established](#)

The ITCP Women in Maritime (WIM) programme has continued its ongoing work in promoting the participation and role of women in the maritime sector through access to maritime trainings and fellowships.

The Council, at its 128th session, approved a proposal to establish the IMO Gender Equality Award, to accord an international recognition to those individuals, irrespective of their gender, who, either in their personal capacity or as representatives of their respective institutions, have made



significant contributions to advancing gender equality and the empowerment of women in the maritime sector. The staff of the WIM programme coordinated the meeting of the Assessment Panel, in September 2023, to decide on the recipient of the Award. The Panel's recommendation has been submitted to the 130th session of the Council for endorsement.

The WIM programme is currently preparing for the conferences of two regional Women in Maritime Associations (WIMA) to be held in the last quarter of 2023.

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

- Marine Environment Protection Committee, 80th session, 3-7 July 2023. Read more here: [MEPC 80](#)
- Council, 129th session, 17-21 July 2023. Read more here: [Council 129](#)
- Sub-Committee on Implementation of IMO Instruments, 9th session, 31 July - 4 August 2023. Read more here: [III 9](#)
- World Maritime Day 2023, 28 September. The theme for the year is "MARPOL at 50 - Our commitment goes on". Read more [here](#) and download a set of graphics detailing the six Annexes contained in MARPOL and how they protect the marine environment.
- IMO-UNEP-Norway Innovation Forum, 28 September. The Forum, held at IMO Headquarters and online, promoted innovation to accelerate the transition of the marine sector towards a zero- and low-emission future. Topics addressed through high-level panel discussions included: environmental performance; reducing plastic litter from ships; supporting innovation in marine fuel production; decarbonizing the maritime sector; unlocking green finance; and partnerships and collaboration. Watch the recording [here](#).

NEWSLETTER ARCHIVE

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