

TC PARTNERSHIPS NEWSLETTER

INNOVATIVE PARTNERSHIPS FOR A SUSTAINABLE MARITIME FUTURE



17 PARTNERSHIPS
FOR THE GOALS



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MEPC 79



The Marine Environment Protection Committee (MEPC 79) of the International Maritime organization (IMO) has made progress towards revising the Initial IMO GHG Strategy, working towards adopting a strengthened revised Strategy in mid-2023 at MEPC 80.

"I note and welcome the progress made on these matters. It cannot be stressed enough how crucial it is that we keep the momentum and deliver an ambitious and fair, revised IMO GHG Strategy at MEPC 80 next year," said IMO Secretary-General Kitack Lim, at the close of the MEPC 79 session, which met 12-16 December at IMO Headquarters in London.

"We cannot take our foot off the accelerator, at this moment in time, the cooperation and dialogue that is the trademark of IMO, and not least this Committee, will be more important than ever in delivering on what is expected of us to address climate change, but also biodiversity loss and marine pollution," said Mr. Lim.

The work on revising the IMO GHG Strategy took place in an intersessional group, (ISWG-GHG 13), which met 5-9 December 2022, and in the Working Group on Reduction of GHG Emissions from Ships, which met during the MEPC 79 session.

The Committee reaffirmed its commitment to: adopt a revised IMO GHG Strategy, in all its elements including with a strengthened level of ambition by MEPC 80; continue its work on identifying the candidate GHG reduction measures to be developed in priority as part of a basket of measures consisting of both technical and economic elements by MEPC 80 in accordance with the Work plan; and undertake a comprehensive impact assessment of the basket of candidate measures ahead of their adoption in accordance with the Work plan and the revised Procedure for assessing impacts on States.

The MEPC also adopted amendments on/approved:

- Revised resolutions on voluntary cooperation with ports and on national action plans
- Mediterranean Sea Emission Control Area for Sulphur Oxides and particular matter
- Mandatory garbage record books for smaller ships
- Protecting seas in the Arctic - regional arrangements for port reception facilities
- EEXI, CII and rating values
- Fuel flashpoint in bunker delivery note
- Particularly Sensitive Sea Area (PSSA) in the North-West Mediterranean Sea
- Ballast Water Management (BWM) Convention

[Press release](#)

[Full summary of MEPC 79](#)

PORTFOLIO OF ONGOING EXTERNALLY FUNDED PROJECTS IMPLEMENTED BY IMO

GHG related

[i. GreenVoyage2050](#)



**GREENVOYAGE
2050**

The GreenVoyage2050 Project has been accelerating its work on several exciting pilot project proposals in India. The Project Coordination Unit travelled to meet with key stakeholders and undertake field visits across India. These included visits to the Brahmaputra River in Assam, the Kochi Water Metro Project in Kerala, as well as meetings with several ministries and attending India's Green Shipping Conclave, the Maritime SheEO Conference and [INMARCO 2022](#). The project has also been accelerating pilot projects in [Malaysia](#) and [South Africa](#), hosting a series of National Stakeholder Roundtables to bring together those national stakeholders with aspirations to implement low- and zero-carbon demonstration projects. The project will support turning selected ideas into concrete projects, by supporting project partners in undertaking feasibility studies, developing bankable project proposals, and connecting partners with financial institutions. Further roundtables and discussions with other partnering countries are planned for the coming months ahead.

The Project has continued its support to countries in the development of National Action Plans (NAPs) and the drafting of legislation to incorporate MARPOL Annex VI into national law. The project has released a translation into French of the "[Guide for the Development of a national ship emissions reduction strategy' \(SET Guide No. 3\)](#)", which can be freely accessed on the [GreenVoyage2050 website](#) and provides a structured framework and decision support tool for evaluating emissions reduction opportunities in maritime transport.

The Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) has recently released several new online resources to support the industry in addressing emissions from ships.

The new publication "A Practical Guide to the Selection of Energy Efficiency Technologies for Ships" and its accompanying "High Level Assessment Tool" aims to support shipowners looking into retrofits, with helpful guidance on considerations and operational practices that should be taken into account when selecting relevant technologies. This free resource is primarily aimed at shipowner and ship operators. Equipment suppliers and technology providers may also find the methodology and high-level assessment tool useful in order to increase confidence in their performance claims. These resources are [freely available on the GreenVoyage2050 website](#). The Low Carbon GIA is hoping to encourage their uptake across the industry and support relevant stakeholders in developing countries to utilize this resource.

The Low Carbon GIA has released an online version of the [Ship-Port Interface Guide](#) which provides eight practical measures which can support GHG emission reduction at the ship-port interface. Originally published earlier in 2022, the online portal provides further testimonials from several ports which have implemented, or are in the process of implementing, measures outlined in the publication. Ports which are currently implementing the above-mentioned measures, and wish to be included in the Portal, are encouraged to share their experience by contacting the Low Carbon GIA Secretariat at greenvoyage2050@imo.org.

[ii. GHG SMART Programme](#)

The Sustainable Maritime Transport Training Programme (GHG SMART) aims to support the implementation of the IMO GHG Strategy by initiating capacity building activities for small island developing states (SIDS) and the least developed countries (LDCs) through a series of training courses. SIDS and LDCs are significantly impacted by climate change and are economically reliant on their maritime transport.

Funded by the Republic of Korea (RoK) and implemented by IMO, GHG SMART's main objective is to support SIDS and LDCs with the implementation of the IMO GHG Strategy via building sufficient human capacity in these countries. This includes development of a comprehensive training programme and post-training monitoring, evaluation, and refinement.

The **2022 GHG SMART Practical Training and Study Visit** was held from 19 to 23 September 2022 in Busan, Republic of Korea, following the Core Training conducted online in January of the same year. The joint programme between IMO and the Ministry of Oceans and Fisheries (MOF) of Korean government provided a series of training courses and field visits to the trainees throughout the schedule.

The programme was attended by trainees from 14 different countries who are engaging in maritime environment policy relevant field in their home country.

The trainees visited several sites that are closely interrelated to sustainable and greener maritime industry, for example, Hyundai Heavy Industry (HHI), where they were introduced to the progress of green-ship construction in HHI such as LNG-fueled vessel, and the Research Institute of Medium and Small Shipbuilding (RIMS), and the small-size ship made with High Density Polyethylene (HDPE).

The total of 19 trainees successfully completed the course and were awarded a certificate by Mr. Arsenio Dominguez and Mr. Xiaojie Zhang, the Directors of IMO's Maritime Environment Division (MED) and Technical Cooperation Division (TCD), respectively.

Preparations for the next round of the GHG SMART Training Programme have begun and IMO has issued a Circular Letter calling on Member States to submit nominations for the 2023 Programme.

[iii. IMO CARES Foundation Project](#)

IMO Coordinated Actions to Reduce Emissions from Shipping (IMO CARES) will support coordination to accelerate demonstration of green technologies and their deployment globally in a manner that facilitates blue economic growth in developing regions.

The Kingdom of Saudi Arabia-funded foundation phase of the IMO CARES project, to bring stakeholders together from the global north and global south to tackle maritime emissions, is moving towards its final stages, following a series of technical workshops across the Caribbean, Africa and the Pacific. Gathering feedback from stakeholders in the relevant regions was a major step towards the establishment of a multi-stakeholder coalition with a view to the launch of the full IMO CARES Programme in 2023. An additional technical workshop in collaboration with MTCC Latin America is planned for February 2023.



CURRENT PORTFOLIO OF PROJECTS CONTINUED

The Project, in collaboration with the Maritime Technology Cooperation Centre for Africa (MTCC Africa) and the Africa Development Bank, organized a COP 27 side event titled “Mobilizing global support for green maritime transition in Africa”. All speakers agreed on the need for collaboration and cooperation in the decarbonization journey and in promoting a just and equitable transition to zero-carbon shipping, leaving no one behind.

Further meetings are being held with R&D Centres, International financial institutions, UN agencies and others to identify their needs and how stakeholders might collaborate under an IMO CARES framework. This will lead to a Stakeholders workshop in March 2023.



Ocean related

iv. GloFouling Partnerships



About the project

The GEF-UNDP-IMO GloFouling Partnerships Project is a global initiative bringing together key partners to respond to a global environmental problem, namely Invasive Aquatic Species (IAS) introduced via biofouling. The Project fosters an intervention at multiple levels: driving legal, policy and institutional reforms in countries to implement the IMO Biofouling Guidelines; developing capacity to enact a national policy; and bringing in active private sector participation to identify effective solutions and technologies to deal with biofouling.

Recent events



The project held its second R&D Forum and Exhibition on Biofouling Prevention and Management for Maritime Industries (11-14 October) at the International Maritime Organization (IMO) Headquarters, bringing together government delegates, researchers, leading scientific experts, technology developers, and global representatives from maritime industries such as shipping, ports and harbours, aquaculture

& fishing, offshore oil & gas, deep sea mining and ocean renewables. The proceedings of the forum are in development and will be published on the project's website. For more information about the forum and the discussions read the [News item](#).

GloFouling Partnerships held one of its Regional Coordinating Organization – PEMSEA 2nd Regional Task Force meeting to advance towards the establishment of a regional strategy to manage biofouling in the East Asian Seas, to minimize the introduction of IAS. A visit to port facilities was organized to enrich the knowledge of participants. The participants had the opportunity to witness ship's hull cleaning firsthand together with a more detailed presentation of the work at the facilities. For more information read the [News item](#).



Publications

Lastly, as part of its busy Q4 of 2022, the project published seven publications on various aspects of biofouling management. This included a pack of three guides aimed at assisting governments and interested stakeholders to minimize the risk of IAS transferred through biofouling, by: conducting national status assessments to identify pathways, gaps and needs ([Guide 1](#)); assessing the economic costs and benefits of biofouling management to minimize the introduction of IAS ([Guide 2](#)); developing and adopting national biofouling strategies and action plans to minimize the introduction of IAS via biofouling ([Guide 3](#)).

The project's Global Industry Alliance for Marine Biosafety commissioned two studies with findings published in report format. The first was the [impact of ships' biofouling on Greenhouse Gas Emissions](#), which found that keeping ships' hulls free from just a thin layer of slime could reduce a ship's GHG emissions by 25 per cent. The second analyses [the current and emerging regulatory environment](#) for biofouling management.

Ship's hulls are only one out of seven potential pathways for introduction of IAS via biofouling. The project published two reports analyzing the best biofouling management practices in [Aquaculture Industry](#) and [Recreational Boating](#). The first was prepared through a collaboration between the Intergovernmental Oceanographic Commission of the United Nations Educational, Scientific and Cultural Organization (IOC-UNESCO) and the World Ocean Council, and the second through collaboration with the International Council of Marine Industry Associations (ICOMIA), the International Union for Conservation of Nature (IUCN) and World Sailing.

GloFouling Partnerships is planning the development of a report on the remaining four pathways of IAS introduction, namely: deep sea mining; offshore renewable energy structures; oil and gas structures (the report is in its final stages) and measuring instruments (such as those used for seabed and oceans research).

All project publications and supporting documents, including the database of case studies for National Rapid Economic Assessment, and standalone posters from the Recreational Boating Report, are available at the [GloFouling publications webpage](#).

CURRENT PORTFOLIO OF PROJECTS CONTINUED

v. GloLitter Partnerships



GloLitter has been working with the Lead Partnering Countries (LPCs) on finalizing National Action Plans (NAPs) to ensure that the implementation of priorities identified in NAPs start in early 2023. Finalization of 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.

GloLitter organized the Central America and Caribbean Regional Task Force Meeting, hosted by Costa Rica, as the LPC, in December 2022. This meeting in San Jose was a chance for Latin American and Caribbean participants to explore twinning opportunities to address marine plastic litter originating from shipping and fisheries in their region. The host, Costa Rica, the LPC was joined at the meeting by Jamaica, also a GloLitter LPC, along with Nicaragua and Panama, the project's Partner Countries (PCs). The event was organized in partnership with IMO's Technical Cooperation Division (TCD) through the Central American Commission on Maritime Transport (COCATRAM). Co-sponsors of the event were the Government of Norway (NORAD), Kingdom of Saudi Arabia, and IMO TCD.

Other countries were invited to take part, including Dominican Republic, El Salvador, Guatemala and Honduras. This allowed countries in the region which are not directly involved in the GloLitter project to learn from it and understand the approaches being taken at national level to address the problem of marine plastic litter, and to discuss possible future collaboration to tackle it.

Alongside speakers from IMO, the agenda included presentations from international experts from the Food and Agriculture Organization of the United Nations (FAO), the Central America organization for Fishing and Aquaculture (OSPESCA) and the United States National Oceanic and Atmospheric Administration (NOAA), on topics such as MARPOL Annex V, the London Protocol, Voluntary Guidelines on the Marking of Fishing Gear (VGMFG), and the recycling of fishing gear. Best practices in how to manage port reception facilities were addressed.

Under the auspices of the UN Global Compact's (UNGC) Ocean Stewardship Coalition, a GloLitter Global Industry Alliance working group has convened key stakeholders to discuss options to tackle sea-based marine plastic litter in the shipping and fishing industries. The GloLitter platform, hosted by IMO, FAO, and UNGC, started the work by addressing the use and discard of ropes. The "Circular Ropes Project" that the GIA is planning will address the legal and practical issues facing companies striving to recirculate ropes. The UNGC developed two targeted "sprints" (a series of virtual working sessions) to address the following: exploring the legal aspects of handling and exporting ropes for recycling, and connecting the plastic recycling industry with marine litter collecting facilities.

vi. MEPSEAS Project - Phase II



The IMO-Norad Marine Environment Protection of the South-East Asian Seas (MEPSEAS) project is in the final month of implementation and has had a successful year completing its final activities.

The Third High Level Regional meeting took place in Ha Long City, Viet Nam in October. This high level meeting saw the participation of the MEPSEAS countries come together to discuss their highlights of the project over the past three years and any challenges faced. At the end of three day meeting, all participant countries adopted the Ha Long Statement which commits them to continue to work in the spirit of MEPSEAS to ratify and implement more international Conventions related to the protection of the marine environment. Find out more information here

The MEPSEAS Regional Technology Conference took place in November, co-hosted by Singapore MPA. The conference provided a platform to present, share and discuss the latest available technologies and solutions for ballast water treatment, antifouling systems and ship-waste management including the best practice in research and development related to environmental aspects. The event included a site visit and presentations from classification societies, participating countries and ballast water management systems manufacturers.



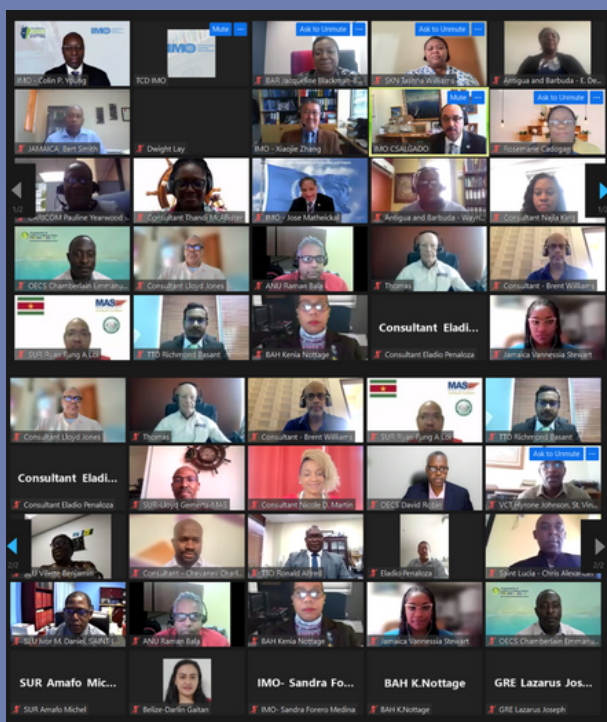
CURRENT PORTFOLIO OF PROJECTS CONTINUED

Ocean related

vii. Carib-SMART

All 13 needs and gap assessment reports have been received from the National and Sub-regional Consultants, comprising a number of International Maritime Law Institute (IMLI) and World Maritime University (WMU) graduates, ably supported by national liaisons in five of the project countries.

The reports are currently being validated through discussions with the participating States, with a view to finalizing the Regional Needs and Gap Assessment Report.



viii. SENSREC

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 2 and to further outline implementation plans for Phase 3. 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.

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 2 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)

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

EU-funded port and maritime security projects

ix. 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).

Following completion of legal gap analyses for all project countries, support is now being provided on the domestication of international instruments related to maritime security and Port State control into national legislation. Ongoing work includes: the review of participating countries' fulfilment of commitments to regional Memoranda of Understanding (MoU) on port State control (PSC), including regional workshops to support the exchange of best practice; 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 in Madagascar and Namibia were hired during 2022, to provide in-region presence to support the project.

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).

The project is composed of four major areas: support to the domestication of international maritime legislation; implementation of maritime security measures; development of a port security management system; and PSC compliance. During 2022, IMO has undertaken gap analyses of current regulatory frameworks and reviews of countries' current commitment to the relevant MoU on PSC. Workshops on strengthening the legal frameworks took place in several project countries, with others to follow in 2023. Delivery of training in Vessel Traffic services (VTS) is now underway, and legal drafting advice in relation to Chapter XI-2 of SOLAS and the ISPS Code and Regulations on PSC is being provided to project countries.



CURRENT PORTFOLIO OF PROJECTS continued

Digitalization

[IMO-WB Project on MSWIMO, IAPH, BIMCO Webinar “2024 – Window of opportunities for shipping”](#)



From 1 January 2024, amendments to the Convention on Facilitation of International Maritime Traffic (FAL Convention) will require Contracting Governments to implement the maritime single window (MSW) concept for electronic ship clearance processes in ports.

IMO, the International Association of Ports and Harbors (IAPH) and BIMCO joined forces to organize the webinar “2024 – Window of opportunities for shipping” held on 24 October 2022, which raised awareness about the benefits of the MSW concept and provided input and support to governments, port authorities, port operators and shipping companies.

The IMO, IAPH, BIMCO with support of the International Port Community Systems Association (IPCSA) will further this awareness campaign, with to a two-day symposium to be held at the IMO headquarters in London in hybrid format on 18-19 January 2023, one year ahead of the deadline. Details about the seminar can be found in Circular Letter No.4648.

[x. IMO-WB Project on MSW](#)

The IMO and World Bank Group joined forces to assist interested developing countries in the Pacific region to design a set of pilot projects to encourage the adoption of MSW in SIDS. In November 2021, 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. The project is now conducting a diagnostic study to consider electronic data, legal and regulatory framework; current institutional framework and governance models, public sector enterprise architecture; and standards for data interoperability between government agencies with regards to Port Community Systems and National Single Windows. A virtual validation workshop was held on 18-19 October 2022 with public and private stakeholders to support the team's finalization of the vessel clearance maps. In the coming weeks, the team will finalize their assessment report and conduct physical mission to Fiji in early 2023 to discuss the recommended solutions and the next steps.

[Modelling Team meeting on the IMO Compendium](#)

As an IMO cornerstone project to support digitalization, the IMO Compendium on Facilitation and Electronic Business (IMO Compendium) is the first maritime data reference model. It can be used to translate between the different standards used in maritime but also as a tool to ensure the same vocabulary is used when describing flows of information.



Supporting the work of Expert Group on Data Harmonization (EGDH) in the IMO Compendium, the modelling team of experts gathered in Stockholm, Sweden, on 13-14 September, and in Antwerp, Belgium, on 22-23 November 2022 to model new data sets on waste delivery receipt, verified gross mass and Advanced Passenger Information which will be submitted to the 47th session of the FAL Committee in March 2023, for inclusion in the IMO Compendium. In addition, the modelling team discussed the sub-model approach to ease the maintenance of the IMO Compendium and how to include the Just-In-Time arrival sub-model in the main structure.

[xi. SWiFT Project](#)

IMO and Singapore selected the Port of Lobito (Angola) for a pilot project to establish an efficient digitalized system for electronic exchange of information in ports for ship clearance. The project kicked off in February 2022 and is currently at its process mapping phase. As part of IMO's technical assistance, IMO plans to conduct a physical mission to Angola in end January 2023 to raise awareness, commitment and buy-in at ministerial level and other high-level representatives of Angolan ministries.

Safety of domestic passenger ships

[xii. 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 report with recommendations covering operational, regulatory, policy and modification solutions is expected to be released by the end of January 2023, marking the end of the project.

The World Bank Group (WBG), the International Finance Corporation (IFC) and IMO funded the year-long project. It used IMO's Formal Safety Assessment guidelines to assess domestic passenger ship safety and energy efficiency in the Philippines.

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 objective of the second field trip (14-18 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 including the Maritime Industry Authority (MARINA), the Philippine Ports Authority (PPA), and the Philippine Coast Guard (PCG), plus various stakeholders from the private sector. The week's activities culminated in 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.

CURRENT PORTFOLIO OF PROJECTS CONTINUED

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

i. Update on IMO's e-learning platform

OPRC e-Learning course update

To date, 1,344 participants have signed up for the course.

This course, as well as all future e-Learning courses, will be 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/>

General Training Course on Biofouling Management accessible to all public from January 2023

Biofouling management is crucial to minimize introductions of Invasive Aquatic Species via ships' hulls. To support awareness and boost capacity worldwide, a new e-Learning course on ships' biofouling management has been launched in October 2022. Until 31 December 2022, the course is available only for participants in the 12 GloFouling Partnerships beneficiary countries. However, from January 2023, everyone interested will be able to self-enroll and take the course via [IMO e-Learning portal](#) also known as Learning Management System (LMS), created to increase the capacity of Member States to effectively implement IMO instruments.

The course 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 course includes materials, videos, animations, quizzes, a roleplay exercise, and a test. A digital certificate is awarded on successful completion.

The course has been developed under the framework of GEF-UNDP-IMO GloFouling Partnerships project, which assist developing countries in the implementation of the [IMO Biofouling Guidelines](#) to minimize introductions of invasive aquatic species via ships' hulls.

The e-Learning course on ships' biofouling management is one of three World Maritime University (WMU)-IMO e-Learning courses developed with the support of the IMO's Integrated Technical Cooperation Programme (ITCP).

For more information, watch the promotional [video](#).



ii. Strengthening Albania's capacity to implement and enforce Anti-fouling Systems Convention

A national in-person workshop to assist Albania with implementing the IMO Anti-fouling Systems (AFS) Convention was held in Durres, Albania (28–29 September 2022).

The AFS Convention sets controls on certain harmful substances in anti-fouling systems, including organotin compounds (TBTs) and, from 2023, cybutryne.

Some 20 government officials were sensitized in the actions Albania should take at a national level to fully implement and enforce the AFS Convention. The workshop covered technical and regulatory aspects of anti-fouling systems and assessed whether Albania has an adequate national legal framework in place allowing for transposition of the AFS Convention.

The workshop was requested by the Administration of Albania as the country is in the process of acceding to the AFS Convention.

Since the adoption of the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention) in 2001, IMO has run a series of national and regional workshops to encourage and assist countries in the ratification of the convention and in its effective implementation and enforcement. The number of States signing up to the convention continues to rise and now stands at 94 countries, which represent 96.12% of world merchant shipping tonnage.



iii. Supporting Francophone west and central Africa on emissions and ballast water rules

The capacity of 35 maritime officials from Francophone countries in west and central Africa to implement two key IMO environment treaties was strengthened through workshops held in Abidjan, Côte d'Ivoire (3-7 October). The training focused on MARPOL Annex VI on the prevention of air pollution from ships and on energy efficiency; and the Ballast Water Management (BWM) Convention.

The first workshop focused on the process of ratification, implementation and enforcement of MARPOL Annex VI. Participants were familiarized with the IMO regulations to fight against air pollutants from shipping and the principles and objectives of the Initial IMO Strategy on reduction of GHG from ships. The training covered a wide range of issues, including sulphur oxide regulations; data collection system for fuel oil consumption of ships; and the energy efficiency and carbon intensity of international shipping - including the latest amendments to MARPOL Annex VI.

The second workshop enhanced awareness, knowledge and skills of participants on all aspects of the BWM Convention, which is aimed at preventing the spread of potentially invasive species in ships' ballast water.

This will support increased ratification, effective implementation and enforcement of the BWM Convention in the region, including implementation of related Guidelines. The goal is enhanced capacity amongst the region's administrations in ballast water management and control.

TC ACTIVITIES AND INITIATIVES CONTINUED

iv. Supporting Algeria, Morocco and Tunisia to respond to marine pollution incidents

Building capacity in preparedness for and response to marine pollution incidents was the focus of an in-person subregional workshop on compensation for oil pollution damage held in Tunis, Tunisia (18-19 October).

The subregional workshop aimed at training personnel from Algeria, Morocco and Tunisia on liability and compensation for oil pollution damage. This is in the context of preparing their respective national systems to respond to marine pollution incidents involving oil and/or hazardous and noxious substances.



v. Strengthening National Oil Spill Contingency Plans in Central and Eastern Mediterranean countries

A series of workshops aimed at supporting personnel involved in responding to oil pollution incidents in Central and Eastern Mediterranean countries were held in Bar, Montenegro (13-14 October), Durres, Albania (18-20 October) Tekirdag, Türkiye (24-26 October) and Cairo, Egypt (22-23 November).

The in-person workshops supported each State's National Oil Spill Contingency Plan (NOSCP) which forms the foundation for an effective and sustainable oil spill preparedness and response framework. The workshops also facilitated effective implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC).

Similar workshops took place to support Caribbean SIDS in Dominica and the Dominican Republic in August.



vi. Exploring opportunities for Indonesia in decarbonizing shipping

Indonesia, the world's largest archipelago with a major shipping fleet and a geographic location close to multiple strategic waterways, is a key player in the decarbonization of the maritime sector.

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Against this backdrop, IMO, in collaboration with the Governments of Indonesia and Denmark, co-organized and co-sponsored a conference in Bali, Indonesia

(27-28 October). It focused on the necessity of the decarbonization of the shipping sector and explored opportunities for Indonesia and members of the G20 to take leadership in advancing this important agenda.

Through a programme of high-level in-person panels, exhibitions and a guided workshop, key decision-makers and senior advisers from Indonesia and other countries, leading business representatives from the maritime value-chain, from ship-owners and operators to cargo owners, ports, energy producers and financial institutions, academia and civil society, were apprised of the need to decarbonize shipping. They were also informed of the opportunities it creates, including an understanding of the decarbonization pathways and the fuels and technologies that can be deployed.

The conference built upon some of the opportunities in ensuring a "just and equitable" transition of international shipping as presented during IMO's 2nd Alternative Fuel Symposium which took place on 21 October.



vii. Supporting maritime decarbonization – IMO at COP 27

IMO participated in COP 27, the United Nations climate conference in Sharm El Sheikh, Egypt, from 6-18 November 2022. IMO highlighted that international shipping is indispensable to the world and is a vital industry to support the UN Sustainable Development Goals and the global energy transition.

Following the 2nd IMO Symposium on alternative low- and zero-carbon fuels for shipping in October 2022, focusing on "Ensuring a just and inclusive transition to low-carbon shipping", IMO, together with UNCTAD, the International Renewable Energy Agency (IRENA) and World Bank co-hosted a side event on Producing future marine fuels: opportunities for renewable energy production in developing countries (10 November).



TC ACTIVITIES AND INITIATIVES

viii. Strengthening capacity of African countries to deal with oil spills

The capacity of 22 African countries to deal with oil spills was strengthened during the 9th Regional Conference of the Global Initiative for West, Central and Southern Africa (GI WACAF) in Accra, Ghana (7-10 November). The conference was designed to address the challenges of oil spill preparedness and response in the region, to review the progress achieved since the last regional conference, and to foster discussions to set the strategic priorities for the next biennium (2023-2024). Organized at the end of each biennium, this regional conference is a regular key event in the GI WACAF Project.

Launched in 2006, GI WACAF is a successful cooperation project between IMO and IPIECA, the global oil and gas industry association for advancing environmental and social performance. It was created with a shared desire to improve the level of preparedness and response to oil spills in the west, central and southern Africa region.

The success of the GI WACAF Project relies heavily on the involvement of its partner countries. To meet this objective, participants were invited to share their experiences and good practices, to identify priorities to strengthen spill response preparedness and potential need for support from the GI WACAF for the next biennium.

As part of IMO's ongoing efforts to support Member States and industry with the 2030 Agenda and the related SDGs, in particular, SDG 5, to advance gender equality, a dedicated session on mainstreaming gender in the maritime sector of west, central and southern Africa was organized by the IMO-established Women in Maritime of West and Central Africa (WIMOWCA).



ix. Supporting oil spill preparedness and response in Southeast Asia

Enhancing the capacity of countries in Southeast Asia to prepare for, and effectively respond to oil spills, was the focus of an in-person regional workshop on oil spill incident response and cost recovery in Singapore, (9-11 November).

Delivered through the Global Initiative for Southeast Asia (GISEA) Project, the workshop brought together national focal points from the target countries to address challenges in the operationalisation of the Regional Oil Spill Contingency Plan (ROSCP). Through discussion-led sessions and a table-top exercise designed around the scenario of a hypothetical oil spill incident, participants gained enhanced understanding of the ROSCP, with a particular focus on the mobilisation and repatriation of people, equipment and material resources in the mutual offer and acceptance of assistance. Key outcomes include enhanced knowledge of participants on liability and compensation regimes, with a focus on what needs to be considered when preparing a claim following an incident, to maximise the chance of cost recovery.

x. Supporting Madagascar to prevent garbage pollution from ships

Preventing pollution by garbage from ships requires effective implementation and enforcement of MARPOL Annex V regulations and the provision of port reception facilities. A workshop in Toamasina, Madagascar (14-16 November) aimed to support government officials and relevant stakeholders to increase national capacity to implement MARPOL obligations and address marine litter. The workshop, for some 40 participants, included presentations by experts from the World Maritime University (WMU) and Mauritius, covering, inter alia, marine litter, MARPOL, Port State Control and waste management.

The workshop had a group discussion on the implementation and enforcement of MARPOL Annex V and port reception facilities in Madagascar and relevant recommendations. A site visit to a port reception facility in Toamasina was organized to help the participants gain first-hand experience and knowledge.



2023 WORLD MARITIME THEME

MARPOL AT 50 – OUR COMMITMENT GOES ON



"MARPOL at 50 – Our commitment goes on" has been chosen as the IMO World Maritime Theme for 2023.

The theme reflects the Organization's long history of protecting the environment from the impact of shipping via a robust regulatory framework and emphasizes its ongoing commitment to this important work.

The theme spotlights the International Convention for the Prevention of Pollution from Ships (MARPOL), which covers prevention of pollution of the marine environment by ships from operational or accidental causes.

OTHER LINKS

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

CAREERS AT IMO

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

A number of job opportunities are available now within the Technical Cooperation Division (TCD) and the Department for Partnerships and Projects (DPP) as a Junior Professional Officer (JPO) [here](#); and Externship [here](#).

NEWSLETTER ARCHIVE

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