

TC PARTNERSHIPS NEWSLETTER

INNOVATIVE PARTNERSHIPS FOR A SUSTAINABLE MARITIME FUTURE



CONTENTS

1 - New and strengthened partnerships

- EU boosts Maritime Technology Cooperation Centres Network project
- 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 - IMO's Integrated Technical Cooperation Programme (ITCP) activities and initiatives

- Implementing oil pollution, liability and compensation measures in West Africa
- Boosting oil spill preparedness skills in Barbados
- Towards a national oil spill contingency plan for Cambodia
- Supporting ballast water management in Bahamas
- Supporting regional mechanisms for dealing with oil spills in ASEAN Member States
- Transboundary oil spills - strengthening cooperation in Africa
- First workshop on Particularly Sensitive Sea Areas in areas beyond national jurisdiction
- Strengthening Mauritania's spill response planning
- National seminar in Pakistan on Hong Kong ship recycling Convention
- Training seafarers for a decarbonized future
- Updates on IMO's e-learning platform
- Women in Maritime
- Exploring technical cooperation opportunities in West and Central Africa

4 - Careers at IMO

5 - Links to other projects and initiatives

6 - Updates from IMO meetings

NEW AND STRENGTHENED PARTNERSHIPS

i. EU boosts Maritime Technology Cooperation Centres Network project



The International Maritime Organization (IMO) and the European Commission (EC) have announced a second phase of the Global Maritime Technology Cooperation Centres Network (GMN) project, to upscale the work of the five regional centres, with a particular emphasis on pilot demonstrations aimed at achieving quantifiable reductions in GHG emissions.

IMO Secretary-General Kitack Lim and representatives of the European Commission (EC) formalized the agreement at IMO Headquarters (29 November), during the IMO Assembly (A 33).

The GMN Phase II project follows the successful Phase I, which established the five Maritime Technology Cooperation Centres (MTCCs), in Africa, Asia, the Caribbean, Latin America and the Pacific. During Phase I, resources were focused on building the human and institutional capacities in maritime administrations and port authorities and delivering small-scale pilot demonstration projects.

The €10 million, four-year Phase II project will focus on facilitating the introduction of portside energy efficiency measures and technologies and the retrofitting of domestic vessels (under 5,000 GT). The phase II project will assign greater resources to promote public-private sector partnerships and the long-term sustainability of the MTCC's.

The GMN MTCC project supports developing countries, especially least developed countries (LDCs) and small-island developing states (SIDS), in meeting the IMO's energy-efficiency and greenhouse-gas reduction targets. Visit the website [here](#).

The GMN project supports the implementation of the 2023 IMO GHG Strategy. Read more on the IMO GHG Strategy [here](#).

The Phase II project will establish closer links with existing IMO initiatives and projects to help identify local decarbonization challenges and connect MTCCs to technology providers. These other IMO-implemented projects include the IMO Coordinated Actions to Reduce Emissions from Shipping (IMO CARES) project; GreenVoyage2050; the Sustainable Maritime Transport Training Programme (GHG SMART); FIN-SMART (Financing maritime decarbonization in developing countries, LDCs and SIDS).

ii. Republic of Korea boosts funding for development projects



During the 33rd Assembly, on 28 November, IMO Secretary-General Kitack Lim and the Minister of Oceans and Fisheries of the Republic of Korea, Mr. Seung-hwan Cho and the Director General of the Maritime Affairs and Safety Policy Bureau, Mr. Jonguk Hong, signed a suite of agreements to formally establish and boost the IMO–Republic of Korea Sustainable Maritime Transport Cooperation (SMART-C) Programme.

The goal of the Official Development Assistance supported KRW 25.5 billion (approx. US\$20 million) SMART-C Programme is to promote sustainable maritime transport systems and a sustainable marine environment, by long-term programming of several technical cooperation projects.

Projects launched under the SMART- C framework are:

SMART-C Leaders – Capacity-building on Implementation of IMO Conventions and Professional Training for International Maritime Leaders (2023–2027). The goal of the project is to improve the Pacific SIDS' capacity in ship inspection/Port State Control (PSC)/Flag State Inspection (FSI) and help the country's implementation of the corrective action plan (CAP) established after its audit under the IMO Member State Audit Scheme (IMSAS).

SMART-C GHG – Capacity building in two Asian pilot countries for developing National Action Plans and implementation of IMO GHG Strategy with the help of GHG Emission Data from Maritime Sector (2023–2027). This project aims at the implementation of the maritime GHG reduction regulations by building relevant capacity for baseline emission data collection, management, and analysis, in accordance with the 2023 IMO GHG Strategy.

SMART-C Women – Strengthening Women's Competencies in the Sustainable Maritime Transport Sector through upgrading skills related to Maritime Digitalization and Marine Environmental Protection (2023–2026). The goal of the project is to contribute to the achievement of gender equality through the increase of employment opportunities for women in the maritime sector in developing countries, in the Asia and Pacific regions, and the provision of training to help them advance their careers in related industries. Specifically, the project will provide female officials in beneficiary countries with online and in-person training that will strengthen their competencies in environmental and digital technologies to prepare them for the emerging opportunities within the maritime sector, while supporting them to acquire new educational qualifications through fellowships at the World Maritime University (WMU).

NEW AND STRENGTHENED PARTNERSHIPS CONTINUED

SMART-C Traffic – Development of a SMART-Maritime Traffic Management System and Improvement of Related Operational Capability in a Pilot Developing Country (the Philippines) (2023-2026). The goal of the project is to develop, operate and pilot trial a web-based e-Navigation service that can efficiently analyse and manage maritime safety information in an internet-based environment.

RegLitter – Regional Litter Project (2023-2027). The goal of the project is to prevent and reduce marine plastic litter from sea-based sources. It will build on the work implemented under the GloLitter Partnerships Project with further expansion of the activities in Asia and possibly other regions in future.

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.

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.

PORTFOLIO OF ONGOING EXTERNALLY FUNDED PROJECTS IMPLEMENTED BY IMO

GHG related projects



[i. GreenVoyage2050](#)



GREEN VOYAGE
2 0 5 0

Additional funds have been pledged to GreenVoyage2050, with Finland, France, Germany, and the Netherlands all providing further support for the activities of Phase 2 which will commence in 2024. Under the project's extension to 2030,

existing pilot projects in partnering countries will continue their work and additional pilots and partnering countries will be established. Focus will be placed on addressing specific barriers identified by the 2023 IMO GHG Strategy, including exploring piloting renewable fuel production opportunities for these to be made available to international shipping in developing countries.

The potential for shipping routes and maritime hubs actions to reduce shipping's greenhouse gas (GHG) emissions and support maritime decarbonization was examined during the [NextGEN-GreenVoyage2050 Workshop](#) held in Singapore (5-6 October). The workshop brought together some 40 participants representing ports and national administrations responsible for policy development from Brunei Darussalam, Cambodia, China, India, Malaysia, the Philippines, Thailand, Timor-Leste, and Vietnam with the aim was to raise awareness on actions to reduce GHG emissions from ships and foster cooperation along shipping routes with stakeholders across the whole value chain to aggregate demand and support energy transition.

The role of ports in supporting maritime decarbonization and the transition to greener energy was the focus of the GreenVoyage2050 ["Port Actions for Green Shipping" Workshop](#) held in Mumbai, India (10-12 October). More than 50 port stakeholders representing port/terminal executive management, harbour masters, national authority and coastguards from the GreenVoyage2050 partnering countries – Azerbaijan, India, Kenya, Malaysia, Solomon Islands and Sri Lanka – attended the three-day workshop. The aim of the workshop was to provide participants with specialized training on emission reduction opportunities in ports, and participants could choose to join one of two workstreams focusing on Onshore-Power Supply or Port perspective of alternative marine fuels.

The Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) has continued its work. Its latest product is a [new simplified glossary](#) that supports the industry to gain a better understanding of the terminologies and phraseologies used in life cycle assessments (LCA) and sustainability criteria relating to alternative marine fuels. The Low Carbon GIA hosted a roundtable on "Chain of Custody models and their application for sustainability and lifecycle emissions of marine fuel, and their role in accelerating shipping's decarbonization" to share information about what Chain of Custody models are, which models exist (segregated, mass balance, book and claim), their pros / cons, as well as foster a discussion on their potential applicability for the maritime sector.

[ii. GHG SMART Training 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

CURRENT PORTFOLIO OF PROJECTS CONTINUED

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 programme over one year. The online Core Training is 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. The Practical Training and Study Visit 2023 took place in Busan, Republic of Korea (18-22 September), and was attended by 20 participants from 20 IMO Member States from the African, Pacific and Caribbean regions.

GHG SMART has established two annual scholarships at the World Maritime University (WMU) for a Master of Studies assigned to one female and one male participant, in line with gender equality and support of SDG 5.

The programme runs until 2026 and the Circular Letter for Call for Applications for 2024 was circulated among IMO Member States in November 2023.

iii. IMO CARES Project



IMOCARES
COORDINATED ACTIONS FOR THE REDUCTION
OF EMISSIONS FROM SHIPS

IMO CARES (Coordinated Actions to Reduce Emissions from Shipping) is a project funded by the Kingdom of Saudi Arabia launched in April 2023 with the objective of reducing shipping emissions through coordinated actions worldwide.

It aims to achieve this by supporting the demonstration and uptake of energy efficient technologies in the domestic shipping sector of developing countries. The project is focused on facilitating partnerships between stakeholders in both the global north and south.

The showcase activity of the IMO CARES project is its Maritime Technology Global Challenge. The Challenge invites technology providers to submit proposals for the demonstration of their energy efficient technologies in ports and/or ships under 5,000 gross tonnage (GT) in Africa and the Caribbean.

The Global Challenge opened for submissions on 22 November

2023 and will close for submissions on 7 January 2024. The winning technology providers will receive funding ranging from USD 15,000 to USD 30,000 to develop comprehensive technical proposals. Additionally, funds of approximately USD 500,000 may be made available to implement the technical proposals for technology demonstrations in each participating country under the Global MTCC Network (GMN) Phase II Project, funded by the European Commission.

Further information about the IMO CARES Maritime Technology Global Challenge can be found on the [IMO CARES website](#).

Oceans-related projects

iv. GloFouling Partnerships

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 introduced via ships' biofouling. Following the recently developed training course package on Biofouling Management Plans (BFMPs) and Biofouling Record Books (BFRBs). Pilots were, delivered in July 2023 (Tonga, followed by Fiji), and the packages were rolled out in Brazil, Jordan, Mauritius, Mexico and Peru, throughout the remaining months of 2023. BFMPs and BFRBs are a key element of [IMO's Biofouling Guidelines](#) and essential for addressing proactively the issue of biofouling on ships' hull, both from the perspective of ship owners or operators and of biosecurity officers or inspectors.

The aim of this training course is to build capacity amongst 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 and to deliver it in each of the 12 GloFouling project's Lead Partnering Countries (LPCs). The remaining LPCs, namely Ecuador, Indonesia, Madagascar, the Philippines, and Sri Lanka will benefit from this training in the first quarter of 2024.



In addition to capacity building for the implementation of IMO Biofouling Guidelines at national level, the GloFouling Project collaborates with and supports regional coordinating organizations. Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) region held its third regional task force meeting on Biofouling Management, hosted by Indonesia in Surabaya (20- 22 September). During the meeting the Regional Biofouling Management Strategy was endorsed by PEMSEA's Member States with a short- and long-term plan. The

CURRENT PORTFOLIO OF PROJECTS CONTINUED

meeting was followed by a site visit (23 September) to one of the largest dry docks in Indonesia - **PT PAL Indonesia (Persero)** shipyard and the Technology Institute of Surabaya (**Institut Teknologi Sepuluh Nopember - ITS**), to see first-hand how management practices and biofouling research are developed. Read more [here](#).



v. TEST Biofouling

Through demonstration pilot projects, TEST Biofouling aims to showcase environmentally sound technologies related to management of ship's biofouling and innovative sustainable methods of reducing the spread of invasive aquatic species (IAS). Using these preventive measures could be effective in showing developing countries the advantages of incorporating new technologies as well as the benefits they could provide in the form of energy efficiency and environmental protection. The TEST Biofouling project aims at achieving this through 12 national and three regional demonstration pilot projects on the most cutting-edge technologies and on their use, with the support of knowledge partners. TEST Biofouling focuses 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 the project's implementing partners, the Maritime Technology Cooperation Centres (MTCCs) of Africa, Caribbean and Pacific, a series of training courses (introduction to Marine Biofouling: Impacts and Management of Risks, developed by GloFouling Partnerships project) were delivered to partnering countries (PCs) in the respective regions.



MTCC Africa, jointly with the Government of Nigeria in Lagos and the support of the Nigerian Maritime Administration and Safety Agency (NIMASA), hosted over 80 delegates including TEST Biofouling PCs, namely, the Republic of Comoros, the Federal Republic of Somalia and the host country Nigeria (30 October – 3 November). The workshop centered on the 2023 IMO Biofouling Guidelines and how developing regions can implement these guidelines through use of modern technology to protect our marine ecosystems while enhancing the energy efficiency of maritime shipping.



In addition, between 11 to 13 October 2023, MTCC Pacific and the Ministry of Transport – Department of Marine and Ports Services and Department of Environment of Tuvalu welcomed stakeholders from government agencies and private sector to capacitate and enhance knowledge on factors influencing biofouling, environmental co-benefits, biofouling preventative and reactive practices, the IMO Biofouling guidelines and national legislations and requirements.



A four-day training workshop was delivered virtually by MTCC Caribbean to Jamaica and 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).

As part of the Project's commitment to the Sustainable Development Goal 5, it continues to operationalize activities based on the Gender Action Plan (GAP) developed by the Project, which facilitates collaboration, knowledge exchange, and aims to address the unique challenges women face in the biofouling field. The project supported the participation of women representing project's lead partnering and partnering countries, namely Jordan and Nigeria at the Maritime SheEO event (21 November 2023) to emphasize the valuable contributions and the indispensable role they play in the

CURRENT PORTFOLIO OF PROJECTS CONTINUED

biofouling industry, advocating for broader recognition and encouragement of diversity. Their involvement sent a powerful message to stakeholders, urging them to champion equal opportunities and cultivate an environment that celebrates and harnesses the full spectrum of talent, ensuring a more robust and innovative future for the entire industry.



The Project has created a [social media campaign](#) to showcase 'He for She' and 'She Champions' in the biofouling industry. The campaign promotes achievements of individuals, and effective biofouling industry that benefits from the full range of values and perspectives that both men and women bring to the field. It further encourages stakeholders to actively embrace gender diversity in the relevant fields of the biofouling industry.

vi. SENSREC

In partnership with the Government of Norway and the Ministry of Industries of Bangladesh, IMO has been assisting Bangladesh to accede 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 SENSREC major project, financed by Norway. Bangladesh became a Party to the HKC convention in June 2023.

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention) provides a "cradle to grave" solution to regulate ship recycling throughout the whole life of the ship. The Convention will enter into force on 26 June 2025. A [video](#) emphasizes the need for universal ship recycling regulations and 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. Read more here: [Hong Kong Convention](#).

During the last quarter of 2023, the SENSREC project organised an Inception Workshop in Bangladesh (Dhaka, 8 November 2023) to present the workplan for Phase III of the project, which will focus on compliance to the Hong Kong Convention and will contribute to the setup of a treatment, storage and disposal facility (TSDF) in Chittagong.



To provide first-hand information on the level of preparation and the specific challenges faced by the industry to comply with the requirements of the Hong Kong Convention, the project organised a two-day visit to ship recycling facilities in Chittagong for a group of international stakeholders in the shipping industry. The visit featured training centres and an industry-sponsored hospital that provides medical care to ship recycling workers and their families.

In December, a delegation from the ministries of Industries and of Environment of Bangladesh joined a technical tour of downstream hazardous waste management facilities in Japan. Participants witnessed operations and latest technologies, plus had some insights into the experience accumulated by Japan in the management of this type of facilities. The TSDF to be built in Bangladesh will provide a sustainable solution to waste management from ship recycling.



CURRENT PORTFOLIO OF PROJECTS CONTINUED

Action against Sea-Based Marine Plastic Litter



vii. GloLitter Partnerships

The GloLitter Partnerships Project, jointly implemented by IMO and the Food and Agriculture Organization of the United Nations (FAO) 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 successfully delivered a regional African Task Force Meeting in Nairobi, Kenya (6-10 November), where fisheries and maritime authority delegates from 11 African GloLitter participating countries joined together to discuss regional opportunities resulting in twinning activities. This was the third workshop of its kind under the GloLitter project, following similar events in the Central America and Caribbean, and Asia and Pacific regions.

The event was organized in partnership with the IMO Technical Cooperation Division (TCD) and the Republic of Kenya. Alongside speakers from IMO and FAO, the agenda included presentations from the United Nations Environment Programme (UNEP) and the Sustainable Seas Trust (SST) 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 practice in how to manage port reception facilities was addressed, in addition to presentations from regional community-based initiatives dealing with SBMPL management the 11 participating countries presented.

On 12 and 13 December GloLitter delivered a Global Training and Workshop Webinar on the Development of a Port Waste Management Plan. The workshop was delivered by the IMO expert consultant in Ports in English, with interpretation in French and Spanish. The event was well-attended, with discussion focused on the importance of adequate Port Reception Facilities (PRFs), elaborating on international Legal and Policy Frameworks governing the port waste management and PRFs, and other related topics.

The 2nd global webinar dedicated to GloLitter national regulatory guidance and model legislation for inclusion of SBMPL into national waste management legislation, with specific references to shipping and fisheries, was delivered in English with the support of IMO expert legal consultants with French and Spanish interpretation on 18 December. With the goal of continuing to build the capacity of stakeholders to

implement this guidance and model legislation in their respective countries, the proceedings will be made available for those unable to attend.



viii. RegLitter Partnerships

Following the agreement between IMO and the Republic of Korea in July 2023, and the recent signature of the SMART-C Framework Agreement, the 4-year Regional Litter Project (RegLitter) has commenced with the formal invitation to participating countries from the Asia region have been sent. Initial preparations have been made for conducting an inception meeting to be held in-person in February 2024 in the Socialist Republic of Viet Nam, as one of the primary beneficiaries of the project.

RegLitter builds on the momentum of GloLitter and emphasises the development of the Country Assessment and National Action Plans to identify national level priorities including legal and policy work related to MARPOL Annex V and implementation of the IMO Action Plan on Marine Plastic Litter, development/upgrade of port reception facilities, and others.

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 FAO and builds upon the success of the GloLitter project by furthering activities in 4 countries.

A well-received inception meeting was held virtually on 19 October, presenting the project and an outline of the preparation process of the project. The meeting identified needs, roles and responsibilities over the coming months and presented a work plan for the development of the PRO-SEAS Project Document. All key stakeholders from the participating countries and relevant agencies and partners were invited and attendance demonstrated a high level of interest in the project.

EU-funded port and maritime security projects

x. Port Security Project

The Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean aims to assist nine

CURRENT PORTFOLIO OF PROJECTS CONTINUED

participating countries (Angola, Comoros, Kenya, Madagascar, Mauritius, Mozambique Namibia, Seychelles and Tanzania) to enhance maritime security and safety within the region in line with the 2050 Africa's Integrated Maritime Strategy. In this regard, IMO has been implementing relevant activities for the project which include:

Comoros



A training workshop aimed at strengthening port security was held from 18 to 22 September 2023 in Moroni, Comoros. This activity brought together 26 participants, including Port Facility Security Officers (PFSOs) from Moroni, Anjouan and Mohéli ports as well as representatives of the Port Authority (Société Comorienne des Ports (SCP), Customs, Gendarmerie Nationale and the Designated Authority (Agence National des Affaires Maritimes (ANAM)).

Kenya

IMO has been working with the State Department for Shipping and Maritime Affairs in the Ministry of Mining, Blue Economy and Maritime Affairs of Kenya, to strengthen the legal framework related to IMO instruments dealing with maritime security. Particular emphasis is on the legislative drafting process to support domestication of SOLAS Chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code, including control and compliance measures.

A workshop was held in Mombasa, Kenya from 31 October to 3 November 2023, which brought together 25 participants from key ministries, departments and agencies to assist national legislation and enable the provision of IMO treaty instruments to be implemented in each county. Topics discussed during the event include flag, port, and coastal State obligations relevant to the [ISPS Code](#), as well familiarity with the content of IMO circular [MSC.1/Circ.1525](#) on Guidance for the development of national maritime security legislation.

Participants consolidated their knowledge and skills in developing and implementing Port Facility Security Plans (PFSPs) in order to perform their duties in accordance with the relevant provisions of pertinent IMO regulations – [SOLAS Chapter XI-2](#) and the ISPS Code. The training provided participants with a solid foundation in oversight roles and responsibilities of Designated Authorities.

xi. Red Sea Project

The Red Sea Programme (Enhancing Port Security and Regional Dialogue in the Red Sea Region) 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 continues to assist participating countries (Djibouti, Ethiopia, Somalia, Sudan and Yemen) to enhance maritime security and safety in the Red Sea Area, in line with the [2050 Africa Integrated Maritime Strategy](#).

Yemen

To further continue supporting Yemen through tailored action in the area of maritime security, two IMO activities took place in Aden as part of the Regional Maritime Security in the Red Sea Area:

A national workshop on the International Ship and Port Facility Security (ISPS) code for Port Personal with Security Duties (4-7 September) based on the IMO Model Course 3.24, built on knowledge and skills amongst the 34 participants from Ministry of Transport, Maritime Affairs Authority, Yemeni Coast Guard, Yemen Gulf of Aden Sea Ports Corporation, Dhabba Oil Terminal, Yemen Red Sea Ports Corporation, and Yemen Arabian Sea Ports Corporation.

A Port Facility Security Assessment (PFSA) was made of facilities within the port of Aden (9-13 September) surveys conducted during the PFSA enabled port authorities to assess port facilities' compliance with ISPS Code requirements and to identify gaps in physical security, structural integrity, personnel protection systems, procedural policies, telecommunications systems, relevant infrastructure, utilities and other areas which might pose a risk to people property or operation within the port facility.

Somalia



Efforts to safeguard the Red Sea area from strategic threats remains a concern. Such threats could undermine the value of the maritime sector and the blue economy in the countries of the region.

A workshop was held in Mogadishu (10-12 September) for representatives of relevant ministries and agencies from the Federal Republic of Somalia. The event aided collaboration and provided a forum to discuss the importance of multi-agency collaboration, active participation and engagement of all stakeholders for effective application of maritime security measures.

Topics included: how to establish a National Maritime Security Committee structure in line with the requirements of the Jeddah Amendment to which Somalia is party; how to develop a National Maritime Security Risk Register (NMSRR) using the IMO Risk Assessment methodology; and an explanation of the process to develop the country's National Maritime Security Strategy (NMSS), with the support of IMO.

Ethiopia



IMO took part in a regional maritime law enforcement forum in Addis Abba (27- 28 November), organized by UNODC. The event was designed to enhance awareness of the regional maritime domain and to promote dialogue in the southern Red Sea and Gulf of Aden.

Digitalization

xii. 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 be integrated into the product delivery. The project aims to establish an efficient digitalized system for electronic exchange of information in ports for ship clearance in the port scaling up and being used as a template to benefit more developing countries in subsequent phases.

Following a request from Angolan Agência Marítima Nacional (National Maritime Agency - AMN), IMO conducted a fact-finding mission to Angola from 23 to 27 January. The objectives of the mission were to assess the project status, 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 completion of the pilot Single Window for Facilitation of Trade (SWiFT) project was marked with a ceremony to hand over a newly developed generic Maritime Single Window (MSW) platform to the Port of Lobito in Angola. The handover ceremony on 20 November 2023 followed a week-long user acceptance testing session (13-17 November) organized by the Maritime and Port Authority of Singapore (MPA) involving officials from the International Maritime Organization, MPA and Port of Lobito.

IMO'S INTEGRATED TECHNICAL COOPERATION PROGRAMME ACTIVITIES AND INITIATIVES

i. Implementing oil pollution, liability and compensation measures in West Africa



Those responsible for implementing IMO conventions on pollution preparedness and response, and for transposing them into domestic legislation attended a subregional workshop aimed at sharing best practices relating to the instruments' application in West Africa.

The event in Lomé, Togo (10-13 October) was targeted at policymakers and those who advise on and who draft national laws in Benin, Guinea, Mauritania and Togo. The objective was to raise awareness of how IMO develops international rules that, to be effectively implemented, must be reflected by Member States in their national legislation, and to support them in doing so. The workshop provided an opportunity for participants to, through presentations and lectures, share their experience relating to the legal and technical aspects of articles that make up IMO Conventions on oil pollution, liability and compensation, i.e., OPRC 1990, CLC and FUND 1992, as well as the Bunkers Convention.

The meeting was delivered via IMO's Integrated Technical Cooperation Programme (ITCP) under the framework of the Global Initiative for West, Central and Southern Africa (**GI WACAF**). It forms part of the Organization's commitment to supporting African Small Island Developing States (SIDS) and Least Developed Countries (LDCs). Similar workshops were held remotely in 2021 for the benefit of Gambia, Liberia, Namibia and Nigeria - and in 2022, under the **GI SEA** Project, for Brunei Darussalam, Cambodia, Indonesia, the Lao People's Democratic Republic, Malaysia, the Philippines, Singapore, Thailand and Viet Nam.

ii. Boosting oil spill preparedness skills in Barbados



ITCP ACTIVITIES AND INITIATIVES CONTINUED

A comprehensive, up to date and tested National Oil Spill Contingency Plan (NOSCP) is the foundation for an effective and sustainable oil spill preparedness and response framework. It ensures effective implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (**OPRC**) Convention.

Against this backdrop, an in-person national workshop has taken place in Bridgetown, Barbados (17-19 October). The workshop was aimed at 22 senior managers and administrators involved in responding to oil pollution incidents, to ensure they have the requisite knowledge to respond to oil spill incidents effectively and efficiently. Through lectures and case studies delivered by a team from the Regional Marine Pollution Emergency, Information and Training Centre – Caribe (**RAC/REMPEITC-Caribe**) and IMO consultants, participants are discussing the impacts of oil pollution and its effect on the marine environment, the need for rapid decision-making, and the interface between national groups/agencies with other countries and the international community. Topics covered include: an overview of response policies, management and structure, NOSCPs, roles and responsibilities, international co-operation, regulations and conventions, and liability and compensation. The workshop incorporates table-top and discussion-based exercises. These build capacity and test response systems so that necessary improvements to the Barbados NOSCP can be identified.

Key objectives of the training are that participants develop a clear understanding of the importance of an effective national plan to respond to oil spills, including communication procedures, and an awareness of the roles and responsibilities that should be addressed prior to, and during, an oil spill. Of particular importance is effective collaboration amongst numerous stakeholders, and the workshop provides an opportunity for participants to build their networks to enhance that collaboration and stimulate a cooperative approach to oil spill preparedness and response. The workshop, delivered through IMO's ITCP, utilized the **RETOS tool** for assessing levels of oil spill preparedness. Its use will assist Barbados identify any gaps in their levels of preparedness and response.

iii. Towards a national oil spill contingency plan for Cambodia



Work to further develop Cambodia's national oil spill contingency plan was underway at a workshop in Phnom Penh, Cambodia (24-26 October). Some 50 delegates from across key government entities, ports, and the oil and gas and shipping industry took part in the workshop, the latest in a series of IMO-assisted events on oil spill contingency planning in South-East Asia.

The workshop aimed to provide participants with an understanding on the international framework for oil spill preparedness and response, including IMO's Oil Pollution Preparedness, Response and Co-operation (**OPRC**) Convention. Under the convention, countries are required to establish measures for dealing with pollution incidents, either nationally or in cooperation with other countries.

The workshop supported participants to update the existing draft National Oil Spill Contingency Plan (NOSCP), to provide for effective response to oil spill incidents. An action was developed, towards finalization and implementation of the NOSCP.

The workshop was organized through IMO's ITCP, under the framework of the Global Initiative project for South East Asia (**GI SEA**), a joint project with the oil and gas industry (**IPIECA**), which supports implementation of the OPRC Convention.

iv. Supporting ballast water management in Bahamas



The importance of the effective implementation and enforcement of the **BWM Convention** was the focus of a national workshop in Nassau, the Bahamas (31 October-2 November).

Through presentations, group discussions and role-play exercises, 32 government officials were made aware of the actions the Bahamas should take at a national level to implement and enforce the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention).

Subjects covered include an introduction to ballast water management and the BWM Convention; understanding the obligations of Parties under the BWM Convention; compliance monitoring and enforcement for port State control; and risk mitigation. Key outcomes from the workshop were increased awareness and understanding of the effective implementation and enforcement measures under the BWM Convention.

ITCP ACTIVITIES AND INITIATIVES CONTINUED

The BWM Convention, which entered into force in 2017, aims to prevent the spread of harmful aquatic organisms in ships' ballast water from one region to another. It does so by requiring all ships in international traffic to manage their ballast water and sediments to a certain standard, according to a ship-specific management plan. All ships must carry a ballast water record book and an international ballast water management certificate.

The workshop was opened by The Honorable JoBeth Coleby-Davis, Minister of Energy and Transport, The Commonwealth of The Bahamas. Bahamas became a party to the BWM convention in 2017.

The workshop was delivered through IMO's ITCP, in collaboration with the Bahamas, through its Ministry of Energy and Transport, and through [RAC/REMPEITC-Caribe](#). Hosted by the Government of Curaçao, with activities largely funded by IMO, UNEP and the United Nations Development Program (UNDP), RAC/REMPEITC-Caribe assists countries to implement international conventions created to reduce pollution from ships.

[v. Supporting regional mechanisms for dealing with oil spills in ASEAN Member States](#)



IMO's commitment to supporting regional mechanisms to effectively deal with oil spills in ASEAN Member States was strengthened through delivery of an in-person regional workshop on operationalization of the ASEAN Regional Oil Spill Contingency Plan (ROSCP), held in Klang, Malaysia (30 October-3 November).

The ASEAN ROSCP was adopted in 2018, under the framework of the MoU on ASEAN Cooperation Mechanism on Joint Oil Spill Preparedness and Response. Since then, the [Global Initiative for Southeast Asia \(GISEA\) Project](#) has supported the ASEAN Maritime Transport Working Group, working in close collaboration with ASEAN Member States to coordinate efforts, share lessons learned and harmonize policies with a view to operationalizing the ROSCP.

Through presentations, group discussions and exercises, 30 participants from Brunei Darussalam, Cambodia, Indonesia, Lao People's Democratic Republic, Malaysia, Philippines, Singapore,

Thailand and Viet Nam had their knowledge enhanced on how to prepare for, and effectively respond to, oil spills in Southeast Asia.

The workshop was delivered under IMO's ITCP through GISEA, a project which is led jointly by IMO and IPIECA to advance the oil and gas industry's environmental and social performance and contribution to the energy transition.

[vi. Transboundary oil spills - strengthening cooperation in Africa](#)



Oil spills at sea do not respect boundaries. How to cooperate and tackle a potential spill with dispersants in a transboundary setting was the focus of an in-person subregional workshop held in Johannesburg, South Africa (31 October-2 November).

Officials from Angola, Namibia and South Africa were updated on how to develop and implement policies on the use of dispersants. The workshop brought government personnel involved in oil pollution response and industry representatives together to foster discussions, and, ultimately, cooperation, between Angola, Namibia and South Africa.

Participants shared lessons learned and challenges in assessing national needs and priorities on the use of dispersants. Discussions focused on strengthening regional cooperation between Angola, Namibia and South Africa to effectively respond to a pollution incident; how to support in-country efforts; and the development of regional strategies/policies on dispersant usage. The workshop was delivered under the framework of the [GI WACAF](#) Project, which supports countries in the region to develop oil spill response plans. The event was delivered through IMO's ITCP, in collaboration with South Africa, through its Department of Transport. Through GI WACAF, dispersant policies will be discussed as an important topic during the 10th Regional GI WACAF Conference, to be held in 2024.

[vii. First workshop on Particularly Sensitive Sea Areas in areas beyond national jurisdiction](#)

Two ocean regions located in areas that fall within and beyond National Jurisdiction have been examined at a recent workshop. The aim was to discuss how the Particularly Sensitive Sea Areas ([PSSAs](#)) concept could be applied in these areas - the so-called Thermal Dome in the eastern Pacific off the coast of Central America and the Sargasso Sea in the north Atlantic.

ITCP ACTIVITIES AND INITIATIVES CONTINUED



A PSSA is an area identified by IMO Member States as in need of special protection for ecological, socio-economic or scientific reasons and which may be vulnerable to damage by international maritime activities.

The aim of the workshop, held in San José, Costa Rica (13-15 November), was to provide participants with an in-depth understanding of the PSSA concept and how it can apply to areas beyond national jurisdiction (ABNJ) such as the Thermal Dome and Sargasso Sea. The event looked at IMO guidelines for the identification of a Particularly Sensitive Sea Area, along with the process for submitting a proposal to IMO's Marine Environment Protection Committee.

The MarViva Foundation is, through an initiative known as the SARGADOM project, looking at how governance that combines a global and regional approach might work. The aim of the project is to contribute to the protection of biodiversity and ecosystem services, and to facilitate the development of hybrid ocean governance approaches for the Thermal Dome and Sargasso Sea areas.

Against this backdrop, IMO's Office for the London Convention/Protocol and Ocean Affairs partnered with the World Maritime University (WMU) to deliver the subregional workshop on Marine Biodiversity of Areas beyond National Jurisdiction. Representatives from the Bahamas, Canada, Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua, Panama, United Kingdom and United States took part in the workshop. It was delivered by the World Maritime University in cooperation with MarViva and the Sargasso Sea Commission, with support from IMO's ITCP. A technical expert was provided by the Government of France, who presented experiences from the recent process of designating the North-western Mediterranean Sea as a PSSA, which was adopted by MEPC in July 2023.

The workshop forms part of IMO's ongoing efforts to support UN Sustainable Development Goal 14 (life below water), by rising awareness and dialogue around ocean governance issues.

viii. Strengthening Mauritania's spill response planning



Preparation for a possible marine oil spill incident is crucial. Mauritania is being supported to develop its National Oil Spill Contingency Plan (NOSCP) - the foundation of an effective and sustainable oil spill preparedness and response framework.

An in-person national workshop in Nouakchott, Mauritania (20-24 November), has been 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 was designed to support effective implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC).

During the event, 30 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 will facilitate ongoing development of an effective national oil spill preparedness and response framework. With technical assistance from GI WACAF, those present reviewed the country's strategic and operational plan, to strengthen Mauritania's dispersant usage policy.

The workshop was delivered through IMO's ITCP, and forms part of the Organization's commitment to support African Small Island Developing States (SIDS) and Least Developed Countries (LDCs) in the effective implementation of the OPRC Convention. Similar workshops have been delivered under the GI WACAF Project in Guinea-Bissau (February 2023) and the Gambia (September 2023). GI WACAF will provide ongoing support to Mauritania to further develop its preparedness capabilities.

ix. National seminar in Pakistan on Hong Kong ship recycling Convention



Pakistan has become a Party to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (Hong Kong Convention).

Vice Admiral (Retd.) Iftikhar Ahmad Rao, Maritime Minister and Special Assistant to the Prime Minister (SAPM) on Maritime Affairs, Pakistan, deposited the instrument of accession with IMO Secretary-General Kitack Lim at IMO Headquarters in London (30 November). The deposit follows an IMO-run national seminar in Karachi, Pakistan (13-15 November) to support the country's implementation of the Convention and related Guidelines.

TC ACTIVITIES AND INITIATIVES CONTINUED

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. The Hong Kong Convention was adopted at a diplomatic conference held in Hong Kong, China, in 2009. It is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risks to human health, safety and to the environment.

[x. Training seafarers for a decarbonized future](#)



A Maritime Just Transition Task Force collaborative project is setting the framework to equip seafarers with skills as shipping transitions to zero emissions. The project is set to develop a training framework to equip seafarers with skills as shipping transitions to zero greenhouse gas emissions. The Project will work to prepare seafarers for zero or near-zero emissions ships, helping the global shipping industry to decarbonize and ensuring a just transition for seafarers.

The aim is to equip seafarers with skills and provide guidance for trainers and the industry. The Project is co-funded by IMO through its ITCP, the IMO GHG-TC Trust Fund and by the Lloyd's Register Foundation. The project is a collaborative project with the Maritime Just Transition Task Force.

Seafarers are at the core of the shipping industry. This training is vital to ensure a successful transition to a new shipping landscape emanating from overall climate action and the implementation of the [2023 IMO Strategy on Reduction of GHG Emissions from Ships](#).

The project will be run by IMO and the Maritime Just Transition Task Force Secretariat. Lloyd's Register will develop the training framework for seafarers and officers, as well as an instructor handbook for maritime training institutions. The World Maritime University (WMU), an IMO global research, education and training institute based in Malmö, Sweden, will provide academic expertise. A large number of organisations are involved through a global industry peer learning group, which will provide important knowledge-sharing.



Once developed, the Baseline Training Framework for Seafarers in Decarbonization will be first tested out in Asia through a programme led by WMU, with support from the IMO-established Maritime Technology Cooperation Centre ([MTCC](#)) Asia and other partners. The aim is to then make the packages available globally to all the established MTCCs and other appropriate organizations. The packages will be available to IMO Member States, for potential use by maritime education and training (MET) institutes to develop their programmes, as appropriate. A 'train the trainer' programme will be developed to assist METs further. The timeline is to develop the training materials by mid-2025.

[xi. Updates on IMO's e-learning platform](#)

Status of environmental e-Learning courses – Since its launch in April 2022, 2,552 global participants have benefitted from the e-Learning course "An Introduction to Oil Pollution Preparedness, Response and Cooperation" in English and, more recently, 519 global participants have benefitted from the course in Spanish. The self-enrolled course aims to provide those individuals new to the oil spill response community with a comprehensive overview of the essential elements of oil spill preparedness and response, thus supplementing components of IMO's capacity-building programmes virtually, broadening access to a wider audience. It is expected that this course will be available in French in the first quarter of 2024.

Following its launch in October 2022, 1,000 global participants have benefitted from the e-Learning course entitled "Introduction to Marine Biofouling: Impacts and Management of Risks". Launched under the framework of the GEF-UNDP-IMO GloFouling Partnerships Project, 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 self-enrolled course is available in English and will be made available in Spanish during the first quarter of

TC ACTIVITIES AND INITIATIVES CONTINUED

2024. Both courses, as well as future remote courses are part of the IMO e-Learning portal, known as Learning Management System (LMS), created to increase the capacity of Member States to effectively implement IMO instruments. The courses can be accessed through the IMO website or the following link: <https://lms.imo.org/moodle310/>.



During the last quarter of 2023, IMO, together with the World Maritime University (WMU) made progress on the development of two e-Learning courses on Ballast Water Management (BWM) and the London Protocol (LP). In December 2023, IMO, in cooperation with the Maritime Just Transition Task Force (MJTTF), Secretariat embarked on a long-term project entitled "Baseline Training Framework for Seafarers in Decarbonization", aimed at developing training materials to help maritime education and training institutions prepare seafarers for zero or near-zero - emissions from ships in line with the IMO 2023 GHG Strategy. Thus, with a view to helping the global shipping industry decarbonize and ensure that training on decarbonization is available to seafarers who are on the frontline of the shipping industry. The project is funded by IMO's ITCP, with complementary funding from the IMO GHG-TC Trust Fund.

xii. Women in Maritime

Ms. Despina Panayiotou Theodosiou (Cyprus), former President

of the Women's International Shipping and Trading Association (WISTA International), was selected as the recipient of the first-ever IMO Gender Equality Award.

The IMO Council, at its 130th session (C 130, 21-24 November), endorsed the decision of the Assessment Panel, which decided to recommend Ms. Despina Panayiotou Theodosiou as the recipient of the first IMO Gender Equality Award, due to the pivotal and leading role she played in advancing gender equality and empowering women throughout her tenure as President of WISTA International. Ms. Panayiotou Theodosiou was nominated by Cyprus.

During the final quarter of the year, the Women in Maritime Programme organized two Women in Maritime Association (WIMA) regional conferences, which enhanced national and regional recognition of the role of women, particularly women's networks, as key resources for the transition to a sustainable shipping sector.

The Annual General Meeting and Conference the Women in Maritime Association, Caribbean (WIMAC) took place in Trelawny, Jamaica from 3-5 October 2023, under the theme "Navigating Horizons: mobilizing stronger networks for Caribbean women towards a sustainable maritime industry". This activity was partially funded by the Government of Germany.

The Annual General Meeting and Conference of the Network of Women of the Maritime Authorities of Latin America (MAMLa) took place in Guatemala City, Guatemala from 19 to 21 December 2023, "Consolidating sustainable leadership in the Latin American port and maritime industries". This activity was funded by the Government of Malaysia.

Attendees of both Conferences were familiarized with the newly adopted Global Strategy for the IMO WIMAs (TC 73/16, annex 1), to be implemented from 2024 onwards; and the 2023 IMO GHG Strategy, among other topics.

The Programme granted fellowships to three women from developing countries to complete the IALA World-Wide Academy aids to navigation training.



xiii. Exploring technical cooperation opportunities in West and Central Africa

The West and Central Africa (Anglophone) Knowledge Partnership workshop on maritime Technical Cooperation activities was held in Accra, Ghana from 13 to 17 November 2023. The workshop brought together officials from transport ministries responsible for maritime affairs, and finance ministries responsible for official development assistance to explore possible opportunities and mechanisms for partnership and development cooperation.

As part of its long-term strategy on mobilising resources for technical cooperation activities, IMO supports and enables innovative partnerships between Member States, the United Nations system and multilateral development banks, in alignment with the United Nations Sustainable Development Goals (SDGs).

The workshop afforded participants an opportunity to network and improve their understanding of each other's needs, priorities and best practices, along with mechanisms for accessing and delivering funding support. It follows the first virtual Knowledge Partnership workshop for West and Central Africa (Anglophone) held in April 2022.

The countries that took part in the workshop were: Cabo Verde, Equatorial Guinea, Gambia, Ghana, Guinea-Bissau, Liberia, Nigeria, Republic of Korea, São Tomé and Príncipe, and Sierra Leone. Also present were representatives from the Embassy of Denmark in Ghana.

The next Knowledge Partnership workshop is planned for the Eastern and Southern Africa sub-region. Knowledge Partnership workshops have previously taken place in Asia, the Caribbean, and the Pacific regions.



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

- 45th Consultative Meeting of Contracting Parties to the London Convention and the 18th Meeting of Contracting Parties to the London Protocol (LC 45/LP 18), 2 - 6 October 2023. Read more here: [LC 45/LP 18](#)
- Technical Cooperation Committee, 73rd session, 16 - 19 October 2023. Read more here: [TC 73rd session](#)
- Council, 130th session, 21 - 24 November 2023. Read more here: [Council 130th session](#)
- Assembly, 33rd session, 27 November - 6 December 2023. Read more here: [Assembly 33rd session](#)

NEWSLETTER ARCHIVE

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