

# DPP NEWS

## INNOVATIVE PARTNERSHIPS FOR A SUSTAINABLE MARITIME FUTURE



## INTRODUCTION

IMO's Department of Partnerships and Projects (DPP) coordinates the development of strategic and innovative external partnerships and projects implementation in line with his vision towards a "Voyage Together". Created in March 2020 by IMO Secretary-General Kitack Lim, DPP positions IMO to support its long-term capacity building strategy through resource mobilisation and partnerships and facilitates the achievement of the UN Sustainable Development Goals (SDGs) for all Member States, with a special focus on least developed countries (LDCs) and small island developing States (SIDS). DPP has a strong focus on championing innovation in the maritime sector, including through global fora, such as the Maritime Zero- and Low-Emission Innovation Forum and through pioneering initiatives such as the Next Green and Efficient Navigation (NextGEN) Network, Financing Sustainable Maritime Transport Roundtable (FINSMART) and IMO Coordinated Actions to Reduce Emissions from Shipping (IMO CARES).

DPP is uniquely positioned to expand its portfolio of long-term global, regional and national projects that are results oriented and externally funded. These new initiatives will further support developing countries to address some of the world's most pressing challenges related to sustainable maritime transport and to support them to benefit from the new opportunities emerging, including in areas such as decarbonisation, tackling marine plastic litter and preserving biodiversity. The Department will be working with other divisions of IMO to identify and mobilise resources for projects on maritime digitalization and maritime safety.



*"For the benefits of sustainable development to be evenly spread, all countries must be able to play a full and active part in maritime activities. Building partnerships is key to this. This new department will help that to happen. It's very much in line with my vision of a 'Voyage Together' where no one is left behind when it comes to the effective implementation of IMO's global standards."*

- IMO Secretary-General Kitack Lim

# NEW AND STRENGTHENED PARTNERSHIPS

## **i. IMO-UNEP Agreement on Maritime Innovation Forum (200,000 USD)**

IMO and the United Nations Environment Programme (UNEP) have jointly organized, with financial support from the Government of Norway, a Maritime Zero- and Low-Emission Innovation Forum in September 2021. The Forum brought together more than 1000 interested stakeholders across the maritime value chain, climate and environment policy-makers, financial institutions, with great participation from developing countries, to discuss best practices, potential models on how to support innovation and innovation deployment towards maritime decarbonization globally, with a specific focus on developing countries, LDCs and SIDS.

## **ii. IMO-Norway Agreement on SENSREC Phase 3 (1.5 million USD)**

The agreement between IMO and the Government of Norway to support Phase III of the project on Safe and Environmentally Sound Ship Recycling in Bangladesh (SENSREC) was signed on 24 July 2020. This will pave the way for Bangladesh to move forward on its path towards becoming a party to the IMO Hong Kong Convention, the treaty that will set global standards for safe and environmentally-sound ship recycling.

The Agreement follows the successful implementation of Phases I (2015-17) and II (2018 - 2020) of the SENSREC Project, both mainly funded by Norway. With the additional funding, Phase III of the project will be implemented over 18 months, starting from late-2021.

## **iii. IMO-EBRD-RoK Exim Bank Cooperation (0.3 million USD)**

A joint team comprised of representatives from the Export-Import Bank of Korea, the Georgian Ministry of Economy and Sustainable Development, the Georgian Maritime Transport Agency, the European Bank for Reconstruction and Development (EBRD), and IMO launched the consultation project on "Establishing Strategies Towards Green Port Development" in Georgia. The consultation will contribute to improving sustainable maritime sector development in Georgia through providing customized policy recommendations and strategies as well as enhancing capacities of maritime sector-related stakeholders.

## **iv. Co-financing for Strategic Projects and IMO CARES (0.51 million USD)**

IMO has signed three partnership agreements with the Kingdom of Saudi Arabia including one to support the preparation of a new global project that targets ship-based emissions. Further funding goes to existing projects focused on biofouling and marine plastic litter. The agreements, signed by IMO Secretary General Kitack Lim and His Excellency Mr. Saleh bin Nasser al-Jasser, Minister of Transport and Logistic Services, Kingdom of Saudi Arabia (28 September), will see 509,000 USD going to the three environmental initiatives.

Under the first agreement, around 400,000 USD will be used to fund a 12-month preparatory phase of a new long-term IMO CARES (Coordinated Actions to Reduce Emissions from Shipping) initiative. The project aims to accelerate demonstration of green technologies and their deployment globally in a manner that facilitates blue economic growth in developing regions. The preparatory project will lead to the design of IMO CARES Programme and will be executed by IMO's Department of Partnerships and Projects (DPP).

The preparatory phase of IMO CARES is designed to identify various key stakeholders who might become part of the long-term IMO CARES programme. Potential stakeholders include donors, regional maritime technology cooperation centres, various decarbonization R&D centres, Global Industry Alliances, financial institutions, and more.

## **v. IMO Global Industry Alliance for Marine Biosafety - Taking stock of its first year**

The Global Industry Alliance (GIA) for Marine Biosafety is an alliance of private sector companies bringing together committed leaders from maritime, shipping, renewable ocean energy, aquaculture and other ocean-based industries, to support two key environmental objectives that can be addressed via improved biofouling management: protect marine biodiversity and decarbonize shipping.

Launched in 2020, the ambition of the GIA is two-fold: reduce the transfer of invasive aquatic species via biofouling and contribute to global efforts to minimize GHG emissions from shipping. Within its first year of existence, the GIA for Marine Biosafety has gathered significant interest and recently witnessed the addition of several new members and observers, with more expected to follow.

Noteworthy among the work commissioned by the GIA during its first year is a study to quantify fuel consumption savings resulting from biofouling prevention and management measures that are readily available. The goal of this study is to highlight the potential of biofouling management tools and technologies in the overall reduction of GHG emissions in the short term for the shipping sector. The preliminary results of this report will be announced during a side event at the COP 26, the UN climate change conference.

## **vi. IMO Global Industry Alliance to Support Low Carbon Shipping - Agreements renewed under the GreenVoyage2050 Project**

A key IMO initiative supporting ship decarbonization – the Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) has intensified its work through the establishment of three dedicated workstreams covering Energy efficient technologies and operational best practices, Alternative low- and zero-carbon fuels, and Addressing emissions in the ship-port interface.

Each workstream, led by a Low Carbon GIA member, and attended by subject matter experts from across the GIA membership, have developed their initial work plans and have begun working on activities to support shipping's transition towards a low carbon future. These activities range from the development of tools to promote and increase the uptake of Energy Efficiency Technologies (EETs), to undertaking a study into sustainability criteria and LCA for alternative marine fuels, to exploring the emission reduction potential of implementing Just-in-Time arrivals.

The Low Carbon GIA is a public-private partnership, originally established in 2017 under the GEF-UNDP-IMO Global Maritime Energy Efficiency Partnerships (GloMEEP) Project. Following the completion of the GloMEEP Project in December 2019, the Low Carbon GIA was re-established and continues to operate under the framework of the IMO-Norway GreenVoyage2050 Project.



## NEW PARTNERSHIPS AND RESOURCE MOBILIZATION PROGRESSED

DPP has been progressing on a number of new partnerships and these include:

1. IMO-UNESCAP MoU - in progress
2. IMO-World Bank MoU - in progress
3. Resource mobilisation for IMO-GEF-UNDP GloNoise Project (\$2 M)- in progress
4. Resource mobilisation for IMO-Germany Blue Solutions Project ( EUR 15 M)- Preparatory phase approved, implementation of preparatory stage underway
5. Resource mobilisation for GMN Phase 2 - in progress
6. Developed project document to mobilise resources for a TCD-led project (CaribSMART)
7. Consultations with IMO Member States to include maritime greening projects in the next cycle of funding of Global Environment Facility - GEF
8. Submitted proposal to IKI, Germany on a large-scale project on maritime GHG emissions in Africa as response to call for proposals
9. IMO CARES preparatory project agreed, with the aim to develop an international framework with further interested donors to link R&D of North-South in relation to maritime decarbonization



## NATIONAL KNOWLEDGE PARTNERSHIP OFFICERS (NKPOS)

To support better coordination and liaison, IMO has invited Member States to designate an IMO National Knowledge Partnership Office (NKPO). The role of the NKPOs is to act as the national focal points with regard to the development of knowledge partnerships, international development cooperation and resource mobilization efforts by acting as a bridge - facilitating interactions between IMO and the Government of their respective countries.

Following a number of introductory online briefing sessions, a private online Yammer group has been created for IMO and the NKPOs to chat and share relevant documents, links, information and resources. Currently, 33 NKPOs have been designated by Member States.

More information, including the NKPO designation form can be found in **Circular Letter No.4004**.

## PORTFOLIO OF ONGOING EXTERNALLY FUNDED PROJECTS IMPLEMENTED BY IMO

### 1. GHG SMART - 2.5 million USD (Global, focus: LDCs and SIDS)

To support specific needs of Least Developed Countries (LDCs) and Small Island Developing States (SIDS), IMO together (and with the financial support) of the Republic of Korea started in 2020 a Sustainable Maritime Transport Training Programme to Support the Implementation of the GHG Strategy (GHG SMART Programme). The Programme, which will hold its first capacity building training at the end of 2021, is a long-term training Programme to support the implementation of the Initial IMO GHG Strategy by building sufficient capacity, especially among the LDCs and SIDS, to prepare for implementation of the Strategy.



**GMN | The Global MTCC Network**  
A global network for energy-efficient shipping

### 2. GMN/MTCC - 11 million USD (Global)

Funded by the European Union (EU) and implemented by IMO, the Global MTCC Network (GMN) - formally titled "Capacity Building for Climate Mitigation in the Maritime Shipping Industry" - initiative unites technology centres - Maritime Technologies Cooperation Centres (MTCCs) - in targeted regions into a global network. Together, they are promoting technologies and operations to improve energy efficiency in the maritime sector and help navigate shipping into a low-carbon future.

The Network has completed a range of pilot projects including technology demonstration projects. Tangible results have already been observed, for example in port energy audits, establishing technology baselines, developing models for trim optimization and retrofitting of domestic ships for better energy efficiency. The MTCCs engaged with over 100 participating countries in five developing regions, resulting in more than 3,000 participants across 70 maritime energy efficiency workshops to date. Furthermore, the MTCCs worked with over 2,000 participating ships to deliver sets of fuel oil consumption data which can help inform and support energy efficiency improvement. Building such regional capacity within respective MTCCs have now resulted in a number of donors and partners interested in utilizing this global institutional framework and network to deliver technical assistance programmes and technology demonstration projects in maritime field.



**GREENVOYAGE**  
**2050**

### 3. GreenVoyage2050 - 7.5 million USD (Global)

The IMO-Norway GreenVoyage2050 project is building upon the experience of the earlier GEF-UNDP-IMO Global Maritime Energy Efficiency Partnerships (GloMEEP) project's most successful activities and supporting countries to undertake assessments of maritime emissions in the national context, develop policy frameworks and National Action Plans (NAPs) to address GHG emissions from ships, and draft legislation to implement MARPOL Annex VI into national law. The project is initiating and promoting global efforts to demonstrate and test technical solutions for reducing GHG emissions, as well as enhancing knowledge and information sharing to support the implementation of IMO Initial GHG Strategy.

# CURRENT PORTFOLIO OF PROJECTS continued

Several developing countries, including LDCs and SIDS, across the globe are participating in the project, including strategic partners from the private sector, who contribute expertise and experience through the project's Global Industry Alliance to Support Low Carbon Shipping.

## 4. Blue Solutions preparatory project – 385,000 EUR (Regional)

IMO has partnered with the Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) to undertake the preparatory project and to develop a full project proposal to reduce maritime transport emissions in East and Southeast Asian countries with the funding support of the International Climate Initiative (IKI) of Germany. This partnership is the first step towards an ambitious Asia Maritime Transport Emissions project (known as the Blue Solutions Project), which will aim to support East and Southeast Asian countries in identifying opportunities to prevent and reduce transport emissions. The full-size project, once approved, will target reduction of GHG and other pollutant emissions from ships, ports, and from hinterland transport through energy efficiency improvements, optimized processes and innovative technologies (blue solutions), with the aimed start of the project by middle 2022.



## 5. GloLitter Partnerships – 4.5 million USD (Global)

The GloLitter Partnerships is a project between the Government of Norway, IMO and FAO aiming to reduce marine plastic litter from sea-based sources. The global project will support developing countries, including Small Islands Developing States (SIDS) and Least Developed Countries (LDCs), in identifying opportunities for the prevention and reduction of marine litter.

The GloLitter Partnerships project has been assisting developing countries to prevent and reduce marine litter, especially plastic marine litter, within the maritime transport and fisheries sectors and identify opportunities for the reduction of plastic uses in both industries. Within the existing policy and regulatory frameworks and with help of new tools developed and lessons learned from interventions in other sectors and strategically linking with FAO and other ongoing global and regional initiatives related to marine plastic litter (MPL), GloLitter will expand government and port management capacities, instigate legal, policy and institutional reforms at the country level. The project will develop mechanisms for sustainability and enhance regional cooperation to support transition of maritime transport and fisheries sectors towards a lowplastics future. GloLitter will achieve its objectives by focusing on a number of areas identified in the recently adopted IMO Action Plan to Address Marine Plastic Litter from Ships, and in complementary actions as identified by FAO, including supporting the provisions of the recently endorsed FAO Voluntary Guidelines for the Marking of Fishing Gear.



## 6. GloFouling Partnerships – 6.9 million USD (Global)

GloFouling Partnerships is part of the wider efforts by IMO, in collaboration with the United Nations Development Programme (UNDP) and the Global Environment Facility (GEF), to protect marine ecosystems from the negative effects of invasive aquatic species.

The overall objective of the GloFouling Partnership Project is to build capacity in developing countries for implementing the IMO Biofouling and other relevant guidelines for biofouling management and to catalyse overall reductions in the transboundary introduction of biofouling-mediated IAS with additional benefits in the reduction of GHG emissions from global shipping.

The work of GloFouling Partnerships has also showcased close interlinkages between maritime GHG reduction potential and protection of marine biodiversity through implementation of the IMO Biofouling Guidelines as state-of-the-art management of biofouling will result in significant fuel efficiency gains, in addition to minimizing the transfer of invasive aquatic species to local marine environments.

Considering that biofouling affects all maritime industries, GloFouling is also active promoting best practices in other sectors. Most recently, and prior to the launch of a report on recommendations specifically for the recreational boating sector, a series of workshops to promote biofouling solutions are being held this autumn within the international boat shows at Southampton, Genoa, Barcelona and Amsterdam.



## 7. MEPSEAS II – 1.85 million USD (Regional)

MEPSEAS-II is phase II of the IMO-Norad collaboration aiming to protect the marine environment from the negative effects of ships and shipping by working in conjunction with 7 developing countries in South-East Asia. By focusing on the implementation of selected key IMO environmental conventions, MEPSEAS envisages the countries to have implemented their priority convention by the Project's end in 2022 and to have put long-term plans in place that will ensure the protection of the SouthEast Asian Seas for years to come.

This project implements four of IMO's key international environmental conventions: The Convention on the Control of Harmful Anti-Fouling Systems in Ships (AFS), the Ballast Water Management Convention (BWM), the London Protocol (LP) and the International Convention for the Prevention of Pollution from ships (MARPOL) (particularly Annex V).

## 8. SENSREC

### Phase II (Bangladesh) – 1.5 million USD (National)

IMO, acting as the executing agency, and the Ministry of Industries of the Government of the People's Republic of Bangladesh as the national executing partner have been jointly implementing a Norwegian funded project "Safe and Environmentally Sound Ship Recycling in Bangladesh – Phase II (Capacity Building)" (SENSREC-Phase-II). The SENSREC-Phase-II project builds on the first phase of the project (SENSREC-Phase-I), which was successfully implemented from January 2015 to March 2017.

The key goal of the SENSREC-Phase-II is to enhance national capacities for safe and environmentally sound recycling of ships in Bangladesh and to guide Bangladesh towards accession to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (the Hong Kong Convention).



# CURRENT PORTFOLIO OF PROJECTS continued

## Phase III (Bangladesh) - 1.3 million USD (National)

IMO commissioned the Norway-funded SENSREC Phase III which will focus on providing technical assistance for the implementation of the Government of Bangladesh led infrastructure project on building a Treatment, Storage and Disposal Facility (TSDF) for hazardous waste resulting from ship recycling operations, and will build associated capacity and continue to deliver ship recycling yard worker training.

## 9. EU-funded Port and Maritime Security Projects

### Port Security Project (Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean) – 8 million EUR

Funded by the EU, and jointly implemented by IMO, INTERPOL and UNODC, this project aims to assist beneficiary countries to enhance maritime security and safety in the Eastern and Southern Africa and Indian Ocean (EA-SA-IO) region in line with the 2050 Africa's Integrated Maritime Strategy. The beneficiary countries are Angola, Comoros, Kenya, Madagascar, Mauritius, Mozambique, Namibia, Seychelles and the United Republic of Tanzania.

This project will involve direct targeted assistance at both the National Administration and port facility levels, to ensure that capacities of safety of navigation authorities are strengthened in the EA-SA-IO Region, and reinforcement of the capacities of Maritime Affairs Authorities and governmental agencies. This project is led by MSD.

### Red Sea Project (Enhancing Port Security and Regional Dialogue in the Red Sea Region) – 5.25 million EUR

Another initiative, that forms part of the EU Regional Programme for Maritime Security in the Red Sea, which is also funded by the EU and implemented jointly by IMO, INTERPOL and UNODC, focuses on enhancing maritime law enforcement, port security and safety of navigation and regional maritime domain awareness and dialogue in the Red Sea region.

The Red Sea and the Gulf of Aden constitute one of the world's major shipping routes. As well as enabling global trade, these waters also present immense opportunities for development and prosperity in the bordering countries.

INTERPOL, IMO and UNODC are working together to help beneficiary countries develop their capacity and to promote adequate security and safety standards for maritime, port and land-based law enforcement authorities in the six beneficiary countries: Djibouti, Eritrea, Ethiopia, Somalia, Sudan and Yemen. This project is led by MSD.

## 10. SWiFT Project

The "Single Window for Facilitation of Trade (SWiFT) Project" will develop a system in a pilot port to allow electronic submission, through one single portal, of all information required by various Government agencies when a ship calls at a port. This concept is known as the Maritime Single Window (MSW) system. The SWiFT project will be implemented by IMO in partnership with Singapore.

Regulations in IMO's Facilitation Convention require electronic exchange of data, to ensure the efficient clearance of ships. The single window concept is recommended, in order to avoid duplication of effort. Individual data elements should only be submitted once, electronically through a single point of entry, to the relevant regulatory agencies and other parties.

Under the pilot project, the selected country will be advised on the necessary legal, policy and institutional requirements for the MSW system. The port will then be provided with functional MSW software, hardware and/or IT services, configured to the country's needs. Training will also be provided.

## 11. IMO-WB Project on MSW

Considering the increasing interest from Member States on setting up Maritime Single Windows (MSW) and building related capacity, the Secretariat secured funding support for the IMO-World Bank MSW Initiative for the Pacific Region. This project will be led by MSD.

## 12. CARIB-SMART Preparatory project

The IMO Secretariat has developed a project proposal to source development funding for a long-term Sustainable Maritime Transport (SMART) Programme for the SIDS. Dubbed Carib-SMART Programme, its long-term objective is to develop and implement a SMART system that will enable SIDS of the Caribbean to recover from the impacts of the COVID-19 pandemic on the maritime sector.

A series of national and regional consultations will identify the needs and gaps for SIDS in the region. This would be followed by the design of a long-term technical assistance programme to develop and implement a regional-level sustainable maritime transport system. The first component of the programme will be a detailed design of a regional project aimed at legal, policy and institutional reform (LPIR) to address the significant and common challenges in the implementation of IMO instruments. The Carib-SMART project will be led by TCD.

# OTHER INITIATIVES AND EVENTS

## • FINSMART Roundtable

The IMO-EBRD-World Bank co-lead Financing Sustainable Maritime Transport (FIN-SMART) Roundtable is a platform for regular dialogue among key maritime stakeholders, especially the financial institutions, on addressing the financial challenges related to the transition of shipping to a more sustainable and resilient future, with a focus on maritime decarbonization financing.

The Roundtable and its various workstreams, launched in 2020, have been providing a platform between Member State representatives, International Financial Institutions (IFIs), representatives of private banks, other key maritime stakeholders to identify maritime decarbonization investment risks, opportunities and potential financial solutions, with a special emphasis on financing needs and options in developing countries, particularly LDCs and SIDS.

## • NEXTGEN

IMO and the Maritime and Port Authority of Singapore have launched the Green and Efficient Navigation (NextGEN), initiative, which aims to facilitate information sharing and collaboration on decarbonization initiatives and projects in the field of maritime, presenting an opportunity to provide an online platform of collaboration across the maritime value chain.

The online Portal aims to facilitate information sharing among stakeholders, identify opportunities for and gaps in maritime decarbonisation, and build networks and platforms for collaboration.

# FORTHCOMING PROJECTS

- GloNoise
- IMO CARES full programme
- Blue Solutions Full-size Project

# LINKS

- Global Maritime Technology Cooperation Centre Network (<https://gmn.imo.org/>)
- GreenVoyage2050 Project (<https://greenvoyage2050.imo.org/>)
- Marine Environmental Protection for the Southeast Asia Sea (MEPSEAS) Project (<https://mepseas.imo.org/>)
- GloLitter Partnerships Project (<https://www.imo.org/en/OurWork/PartnershipsProjects/Pages/GloLitter-Partnerships-Project-.aspx>)
- GloFouling Partnerships Project (<https://www.glofouling.imo.org/>)
- Safe and Environmentally Sound Ship Recycling in Bangladesh Project (SENSREC) (<https://www.imo.org/en/OurWork/PartnershipsProjects/Pages/SENSREC-Phase-2.aspx>)
- GHG SMART (<https://www.imo.org/en/MediaCentre/PressBriefings/pages/39-GHG-SMART-.aspx>)
- FIN-SMART Roundtable (<https://www.imo.org/en/MediaCentre/PressBriefings/pages/38-FINSMART-roundtable.aspx>)
- NextGEN (<https://nextgen.imo.org/>)
- Innovation Forum (<https://www.imo.org/en/OurWork/PartnershipsProjects/Pages/Maritime-Innovation-Forum.aspx?refresh=1>)
- SWiFT (<https://www.imo.org/en/MediaCentre/PressBriefings/pages/SWiFT.aspx>)
- Security projects - <https://www.imo.org/en/OurWork/Security/Pages/Port-Security-Project.aspx>.
- Global Industry Alliances
  - Global Industry Alliance (GIA) for Marine Biosafety (<https://www.glofouling.imo.org/gia>)
  - Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA) (<https://greenvoyage2050.imo.org/about-the-gia/>)
  - Global Industry Alliance on marine plastic litter - forthcoming



"Despite the challenges of the global pandemic, in 2020, we mobilised approximately additional US\$13 million, bringing the total external funding for ongoing long-term projects to around US\$45 million. A number of new partnerships were also developed while making significant progress in delivering results from current projects. In 2021, we aim to go further and significantly expand this portfolio by working on the pipeline funding portfolio of approximately 25 million USD. To achieve that, we will build on our past successes in delivering impactful results and use innovative public and private sector partnership models to expand the projects in maritime digitalization and decarbonization. We want to develop a new portfolio of projects to support sustainable maritime transport – a 'SMART' portfolio, as we call it. We look forward to working with existing and new donors, our NKPOs and other strategic partners and stakeholders to achieve these goals and to ensure no one is left behind in this SMART voyage."

- Jose Matheickal, Chief, DPP, IMO