



Annual Report 2017

# IMO Technical Cooperation



INTERNATIONAL  
MARITIME  
ORGANIZATION



“The responsibility to implement IMO regulations lies with governments, but IMO, as an organization, has a firm commitment to supporting those which need assistance to do so. IMO’s technical cooperation efforts are at the heart of this commitment. With a focus on capacity-building and training, they assist governments which lack the technical knowledge, expertise and resources that are needed to safely, sustainably and efficiently participate in the shipping industry. By carefully matching the needs of recipient countries with the resources available from donors, IMO’s technical cooperation programme makes a strong and continuing contribution to sustainable development.”

Kitack Lim, IMO Secretary-General

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A Look to the Future

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Maritime transport is essential to the world's economy – the most cost-effective, reliable way to move goods and raw materials around the world. With over 80% of the world's trade by volume carried by sea, maritime transport drives commerce and helps create prosperity among nations and peoples.

The International Maritime Organization (IMO) is the United Nations' regulatory agency for the safety, security and environmental performance of international shipping. Our main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented.

#### Embedding standards in developing countries

In developing countries, implementing parts of this framework is a significant challenge. IMO needs to provide technical assistance to these countries, helping them build their human and institutional capacities for compliance. We were the first United Nations agency to institutionalize our Technical Cooperation Committee (TCC), a body that continues to oversee our capacity-building programme and projects – where IMO acts as an executing or cooperating agency.

The shape and scope of IMO's technical assistance has evolved through the years in line with our global mandate to 'promote safe, secure, environmentally-sound, efficient and sustainable shipping through cooperation.' The Integrated Technical Cooperation Programme (ITCP), a framework of regional and global programmes, helps developing countries<sup>1</sup> implement international maritime rules and standards. We also support developing countries with long-term projects on topics like marine environment protection and maritime security.

The Organization's Strategic Plan 2018-2023 reaffirms our intention to improve standards' adoption through capacity-building and technical cooperation.

#### Strategic implementation and delivery

The biennial ITCP is based on the programme-building directives of TCC, the thematic priorities of other IMO Committees, and the Organization's key principles. ITCP responds to requests for assistance from IMO Member States, follows up on previous activity, and raises awareness on developments within its remit.

At every stage, decisions are informed by our wider strategy, the Secretary-General's vision and policy direction and, in this instance, the 2016-2017 biennium action plan (resolution A.1098(29)). We place particular emphasis on strengthening institutional capacities and human resource development.

We also address these pre-identified areas of technical assistance with tailor-made long-term projects funded by various donors.

Technical assistance has traditionally been funded or part-funded through extra-regular budgetary sources and external resources.

These include:

- The IMO's Technical Cooperation Fund
- Multi-donor Trust Funds (MDTFs)
- Bilateral agreements with governments, international organizations and regional institutions
- One-off cash donations

#### Creating a network of expertise

We develop and deliver technical cooperation activities through partnerships between recipient countries, resource providers and the Organization. Developing countries take full ownership of the assistance process, while resource providers are able to support sustainable maritime development and promote implementation of IMO's rules and standards.

Once approved for execution, activities are mostly delivered through experts in the field or institutions and networks in the developing world. In partnership with IMO, these institutions coordinate and



# Building Capacity through Technical Assistance

manage regional programmes. Meanwhile, our Regional Presence Offices in Africa, Asia and the Caribbean provide in-the-field advice and expertise.

#### Activity aligned with Sustainable Development Goals

In 2015, the UN Sustainable Development Summit adopted the UN Sustainable Development Goals (SDGs) as part of the 2030 Agenda for Sustainable Development. The summit agreed 17 SDGs and 169 targets. Since international shipping is interwoven with economic growth and sustainable development, it plays a role in all of the SDGs.

In July 2017, the Technical Cooperation Committee considered and approved links between our technical assistance work and the 2030 Agenda for Sustainable Development. The committee identified eight SDGs as particularly relevant.

As much as possible, we link our technical cooperation activities to relevant SDGs with a view to facilitating implementation at country level.

#### Technical assistance activities in 2017

In 2017, IMO's technical assistance covered subjects including maritime safety, security, facilitation, legislation, marine environment protection, Member State audits and maritime education and training.

In total, we delivered 215 activities including nine advisory and needs assessment missions, as well as 119 training courses, seminars and workshops held at national, regional and global levels.

Covering an extensive range of topics, these events resulted in the training of approximately 3,522 people worldwide. In addition, 64 people completed fellowships in the maritime field, including 26 fellows at the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI). A total of 551 officials attended events aimed at developing and harmonizing regional strategies on maritime technical matters.

The activities implemented in 2017 reflected an expenditure of \$13.8 million – a financial delivery rate of 85% of programmed resources. Funding came from 22 sources, with the Technical Cooperation Fund being the most significant (\$6 million, 44% of the total funds expended).



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# \$13.8m

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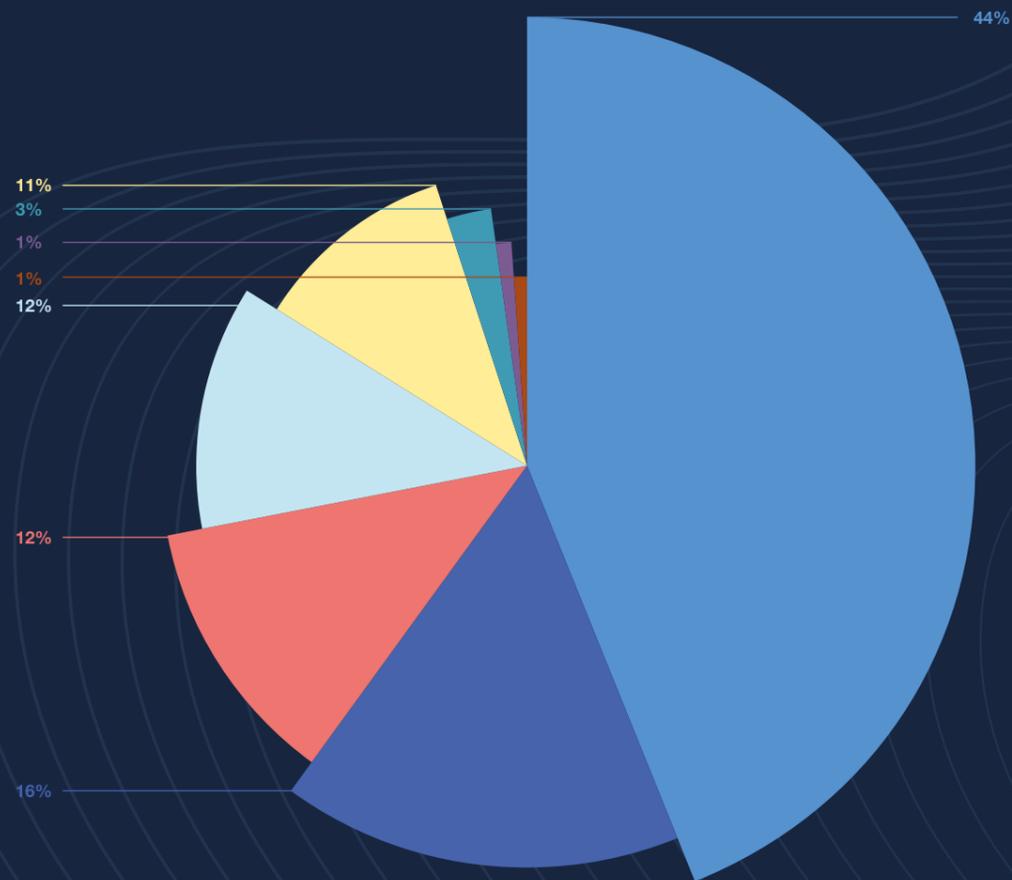
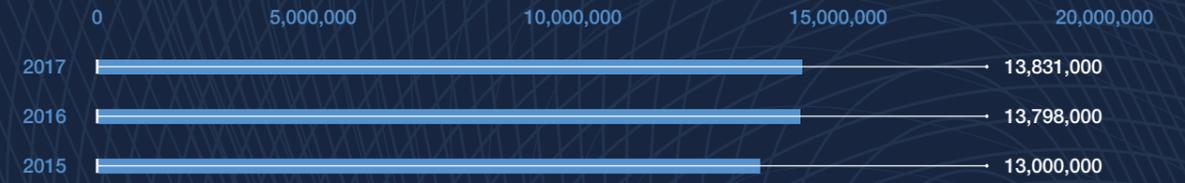


<sup>1</sup> The designations "developing countries" and "developing regions" are intended for statistical convenience and do not express a judgement about the stage reached by a particular country or area in the development process.

### Total IMO technical cooperation expenditure for the last 3 years

During 2017, some \$13.8 million was spent on IMO technical cooperation activities. Compared to the figures of 2015 and 2016, this shows a small, continuous and steady increase over this period.

Expenditure US \$

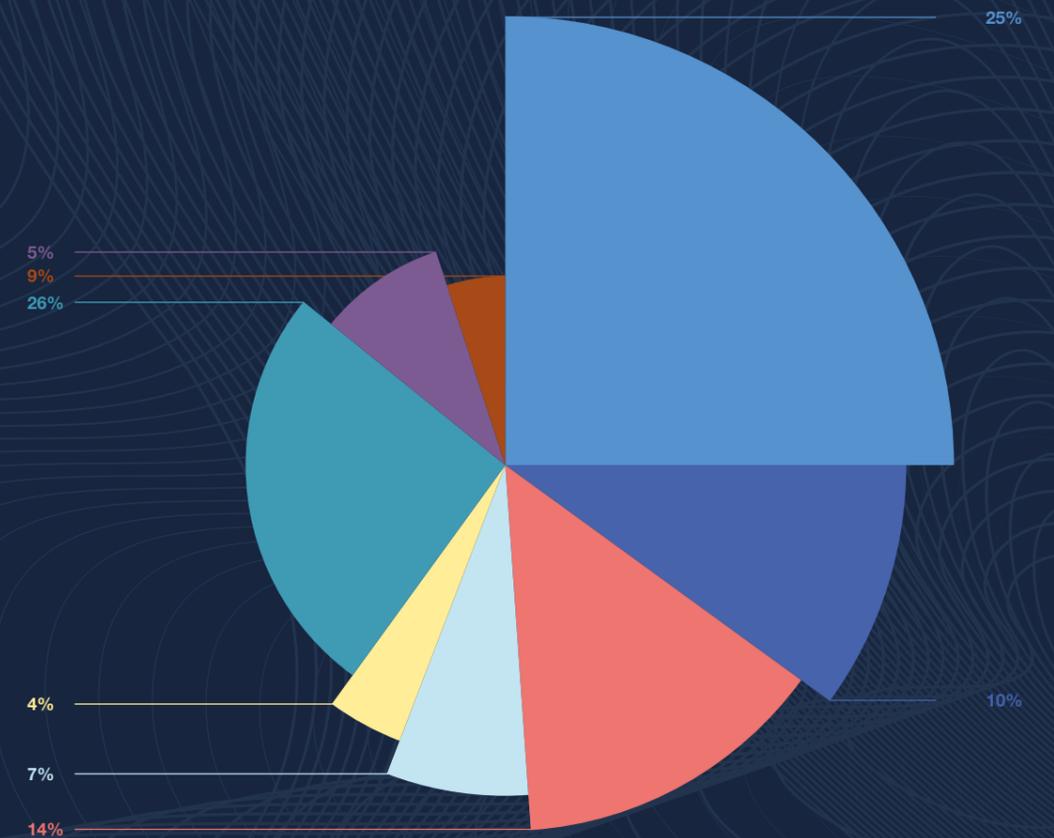


2017 expenditure by discipline

The above chart represents the distribution of technical cooperation expenditure by maritime discipline for 2017.

Note: General maritime sector includes activities related to maritime transport policy, integration of women in the maritime sector, implementation of IMO instruments and meetings of heads of maritime administrations. Maritime training relates to the provision of fellowships and activities associated with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, and maritime English. The significant expenditure relating to marine environment protection is due to several large, externally funded, multi-year projects which either began or expanded in 2017.

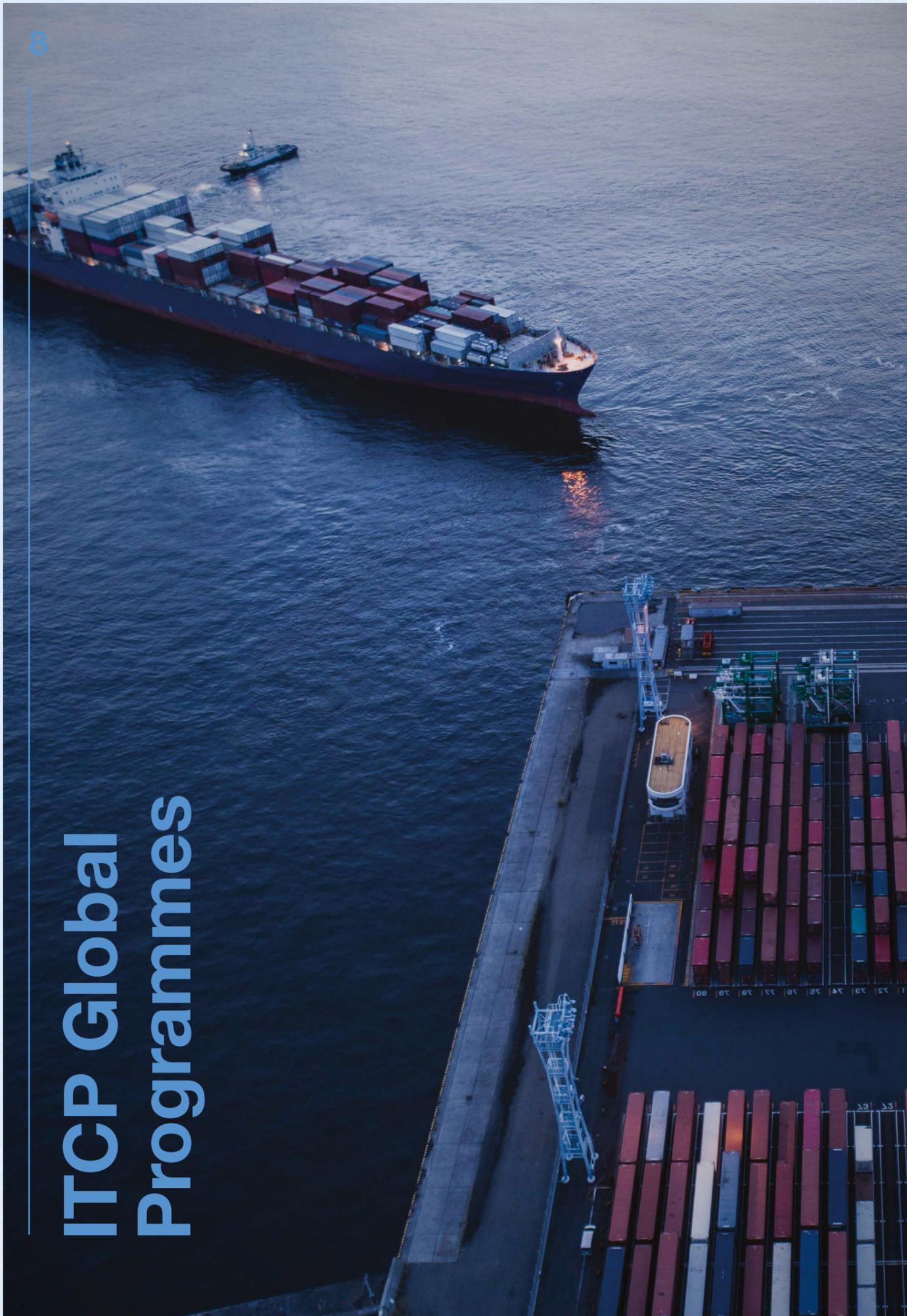
- Marine environment protection
- Maritime security
- Maritime training
- General maritime sector
- Maritime safety
- Maritime legislation
- Facilitation of international maritime traffic
- Member State audit



2017 activities by region

The above chart illustrates the delivery of technical cooperation activities by geographical region in 2017.

- Africa
- ArabMed
- Asia
- Caribbean
- Commonwealth of Independent States (CIS)/Eastern Europe
- Global
- Latin America
- Pacific



To supplement our regional programmes, the ITCP global programmes focus on specific technical and emerging issues. The flexible structure of ITCP allows funds to be targeted across a range of different subject matters.

Developing countries gain from the symbiosis of our regional and global programmes. We are able to deliver activities to the countries that need them most, while creating a positive, sustainable impact on the maritime community as a whole.

## 2017 Global Programmes

### Technical advisory services

Our technical advisory services are underpinned by a flexible funding mechanism for immediate response to emergency requests (such as pollution or safety incidents) and requests from Member States (from establishing and upgrading maritime legislation to implementing global standards).

In 2017, the programme covered:

- Participation in the Third Pacific Regional Energy and Transport Ministers' meeting
- An advisory mission on implementing the STCW Convention
- A national course on compliance, monitoring and inspection of the 2004 Ballast Water Management (BWM) Convention, with a special emphasis on water sampling

### Supporting Small Island Developing States (SIDS) and Least Developed Countries (LDCs)

Maritime transport and seaborne trade are essential to sustainable development. We address the special shipping needs of SIDS and LDCs, helping to implement the SAMOA pathway as the blueprint of the 2030 Agenda for Sustainable Development.

In 2017, IMO continued to provide support to these unique and particularly vulnerable Member States through this programme, driving sustainability and improving accessibility. Specifically, our assistance was focused on the benefits and requirements of the London Protocol and the Cape Town Agreement.

### SDG 5: Strengthening the maritime sector

In support of SDG 5, this programme articulates the United Nations commitment to gender equality and gender mainstreaming. Our work to achieve gender equality and empower all women and girls sits under the slogan Training-Visibility-Recognition.

Through IMO's network of regional associations for women and national chapters, we enhance gender mainstreaming. Specifically, the associations offer a springboard for regional training and access to specialized training. They also play a key role in promoting economic self-reliance and increasing port and maritime employment opportunities for women at decision-making levels.

In 2017, the programme supported:

- The development of a strategy for the Pacific Women in Maritime Association (PacWIMA)
- The eighth regional conference of the Association of Women Managers in the Maritime Sector in Eastern and Southern Africa (WOMESA)
- A regional conference for the Women in Maritime Association, Asia (WIMA Asia)

### Capacity-building and training

This programme is designed to reinforce national and regional maritime capacities through human resource development. This includes the provision of fellowships to IMO's global maritime training institutions and other institutions, as well as response to specific requests for technical assistance to develop National Maritime Transport Policies (NMTPs).

In 2017, the programme focused on human resource development through the provision of fellowships for postgraduate maritime education courses at the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI), and for short and medium-term courses at the International Maritime Safety, Security and Environment Academy (IMSSEA) and the Institut Portuaire d'Enseignement et de Recherche (IPER).

In addition, the programme supported the finalization of the IMO publication "Ballast water management – how to do it" and its translation into French, Spanish, Arabic and Chinese.

The programme also included the delivery of activities to raise awareness of the needs and benefits of NMTPs. This helped to engage countries in the development of NMTPs as good governance practice for sustainable maritime development and the effective implementation of flag, port and coastal State obligations and responsibilities. To support future delivery, training material was translated into French and Spanish.

Finally, the programme funded an IMO workshop on the general principles of drafting national legislation to implement IMO conventions, as well as the development of a maritime single window for Antigua and Barbuda.

### Partnerships and emerging issues

The aim of this programme is to develop technical cooperation partnerships and ensure the global harmonization and coordination of port State control activities.

Achievements in 2017 included strengthening existing partnerships and continuing to develop new regional agreements for:

- The decentralized implementation of ITCP
- The development of policy and operational recommendations for improved global harmonization and coordination of port State control activities
- The participation of developing countries in the 2017 International Oil Spill Conference and the future-ready shipping conference and workshop

The programme also included a social media campaign to promote the Day of the Seafarer under the theme “Seafarers Matter”. This aimed to engage ports and seafarer centres to showcase best practices in seafarer support and welfare. Finally, in collaboration with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), the programme supported the participation of some developing countries in two level 1 regional training courses on aids to navigation.



The enhancement of maritime security programme exists to

# support the efforts of governments and industry in enhancing security

in the maritime transport sector

### Enhancement of maritime security

This programme is aiming at supporting the efforts of governments and industry in enhancing security in the maritime transport sector.

In 2017, the programme continued to focus on targeted assistance in response to requests from SOLAS Contracting Governments. These requests were related to the implementation of requirements from the Safety of Life at Sea (SOLAS) chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code. The programme also supported other IMO maritime security measures including the implementation of the Long-range identification and tracking (LRIT) system, the implementation of the Suppression of Unlawful Acts (SUA) treaties and security aspects of the Facilitation (FAL) Convention.

Other achievements for 2017 included a series of national meetings for the designated authority, port and ship security officials, managers and other related personnel. These meetings were designed to review and enhance the implementation of effective maritime security measures, including training on ISPS Code requirements, national maritime security legislation, self-assessment and drills and exercises. Table-top exercises were also organized in an effort to enhance inter-agency collaboration, particularly incident planning and response, ultimately promoting a whole-of-Government approach to maritime security.

In West and Central Africa, workshops to promote cooperation between ports and designated authorities in support of the World Maritime Day theme for 2017: “Connecting ships, ports and people”, were held in Côte d’Ivoire, Ghana, Senegal and Sierra Leone.

The programme also promoted regional and subregional cooperation and coordination to strengthen maritime security. We continued to work with other United Nations agencies and regional organizations, building partnerships and arrangements to combat terrorism and various forms of maritime crime.

### IMO Member State Audit Scheme

Our Member State Audit Scheme provides technical assistance as they prepare and participate in audits. We deliver regional training courses for auditors based on revised course material, and regional and national workshops. We also support the participation of observer auditors in audits, providing pre- and post-audit assistance to Member States.

In 2017, we organized national workshops, supported the participation of observers during audits of other Member States, and funded the delivery of a training course for lead auditors.



### Effective implementation and enforcement of energy efficiency measures for ships

Technical assistance provided under this programme helps Member States comply with new international regulations and standards to address greenhouse gas emissions from international shipping and improve energy efficiency of ships.

In 2017, we held one national and two regional workshops on port State control and the enforcement of the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI. In these, we trained port State control officers (PSCOs) in the effective enforcement of IMO energy efficiency regulations. We also held a national workshop on implementing IMO model course 4.05 on Energy Efficient Operations of Ships. The programme also funded the content of a Ship Emissions Toolkit – a series of guides to support countries in the legal, policy and institutional reforms required for the effective implementation of MARPOL Annex VI.

### IMO model courses

This programme provides a framework tool for managing the production, translation, editing and printing of model courses. In 2017, nine model courses (four new and five revised) were finalized and published:

1. New model course 7.11 on Basic Training for Ships Operating in Polar Waters;
2. New model course 7.09 on Ratings Forming Part of a Watch in a Manned Engine Room or Designated to Perform Duties in a Periodically Unmanned Engine Room;
3. Revised model course 3.12 on Assessment, Examination and Certification of Seafarers;
4. Revised model course 6.09 on Training Course for Instructors;
5. Revised model course 1.30 on Onboard Assessment;
6. Revised model course 2.07 on Engine-room Simulation;
7. New model course 7.10 on Ratings as Able Seafarer Deck;
8. New model course 7.12 on Advanced Training for Ships Operating in Polar Waters; and
9. Revised model course 1.07 on Radar Navigation at Operational Level – Radar Navigation, Radar Plotting and Use of ARPA.



Our aim is to

# facilitate the implementation of the SDGs

at national level



## Promotion of the London Protocol

We provide technical assistance to developing countries related to the London Protocol and prospective London Protocol parties. Our activities promote accession to the London Protocol and marine pollution management, while identifying and removing barriers to compliance with ocean disposal agreements.

In 2017, we held two national and two subregional workshops. Funding was also provided for a consultant to assist a Member State in developing a national assessment for accession to the London Protocol.

We also finalized two publications that are intended to support London Protocol implementation:

- Step-by-step guidance on simple approaches to creating and using action lists and action levels for dredged material
- Revised guidance for national implementation of the London Protocol

These publications complement a series of guidance documents developed for countries that wish to apply a low-cost, low-technology approach to implementation.

## Support to IMO's Global Maritime Training Institutions

This programme provides support to the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI) by funding the expenses related to lecturing by IMO staff members and the institutions' governance.

In 2017, we covered the travel costs of 14 staff members who lectured at WMU and IMLI and the procurement of consultancy services to IMLI for the review of its banking and investment policies and practices.

## Support for the 2030 Agenda for Sustainable Development

This programme aligns IMO's technical assistance with the SDGs and provides assistance to Member States to reflect and embed the SDGs in their maritime activities. Our aim is to facilitate the implementation of the SDGs at national level.

In 2017, we supported IMO's participation in the United Nations Ocean Conference in New York and the Our Ocean Conference hosted by the European Union in Malta. We also provided funds for the production of promotional and awareness materials related to IMO's involvement with the SDGs.



# ITCP Regional Programmes

## A crucial element of ITCP, our regional programmes cover and target specific regions

### Africa

The emphasis of our regional programmes covering various geographical regions is on strengthening institutional capacities and human resource development. As a result, the programmes support national and regional maritime development policies, particularly through national and regional technical assistance. These include needs assessment missions, exercises and training events.

During 2017, this kind of support was a predominant feature of our regional programmes.

IMO's regional technical assistance activities are mostly delivered through experts engaged by the IMO Secretariat, sometimes assisted by IMO staff members. However, the execution of these activities is supplemented by regional outreach mechanisms. The coordination and management of technical coordination programmes comes from our regional presence offices in Africa, Asia, the Caribbean and the effort of regional institutions and networks.

In 2017, IMO was actively engaged in Africa with the wider United Nations system for capacity-building in the region.

We participated in the 18th session of the Regional Coordination Mechanism for Africa (RCM-Africa) and the first joint meeting with the United Nations Development Group (UNDG). The meeting provided a platform for sharing ideas and aligning programmes and activities across United Nations agencies and towards Africa's development. We are also aligned to the recent UN General Assembly resolution on the new partnership between the United Nations and the African Union on Africa's Integration and Development Agenda (PAIDA). This is anchored on, and aligned to, the African Union's Agenda 2063, integrating the objectives of other major continental socio-economic development frameworks such as the New Partnership for Africa's Development (NEPAD).

Our capacity-building activities focused on maritime governance, the repression of piracy and armed robbery against ships and marine environmental sustainability. In collaboration with the International

Maritime Rescue Federation (IMRF), we also provided technical assistance related to search and rescue operations.

IMO sponsored and facilitated the participation of Member States in the third Conference of the Association of African Maritime Administrations (AAMA), a forum devoted to maritime administrations in Africa. This facilitated the exchange of ideas and self-help in maritime affairs and development.

### Enhancing capabilities in Somalia

Following more than two decades of civil strife in Somalia, the country's maritime institutions are in poor health. One of our key technical assistance activities in 2017 was to assist the Federal Government of Somalia and its Federal Member States to develop their human and institutional capacities to discharge its responsibility as a flag, port and coastal State.

We developed and implemented programmes to support maritime governance for Somalia. In August 2017, a sensitization workshop for Somali parliamentarians and senior Government officials took place in Djibouti to apprise key government functionaries and the legislature of a revised Maritime Code for which we had provided both funding and expertise to draft. This draft Maritime Code gave Somalia a framework to underpin meaningful maritime development, particularly the urgent need to establish a Department of Maritime Administration to give effect to IMO instruments.

### Arab States and Mediterranean

In collaboration with regional partners, we also continued to deliver much-needed technical assistance in the Arab States and Mediterranean region. This assistance was focused on enhancing the operational efficiency of maritime administrations through human and institutional capacity-building.

Our activities included training personnel in the maritime sector on the implementation of IMO liability conventions; ballast water management; Code for Recognized Organizations (RO Code); standards of training, certification and watchkeeping for seafarers (STCW); preparedness for and response to marine pollution in the south-west Mediterranean; and MARPOL Annex VI.

In addition, a number of needs assessment missions were undertaken for the review of national maritime legislation.

### Regional workshop on ROs, United Arab Emirates

In November 2017, a regional workshop on assessing, authorizing and monitoring recognized organizations (ROs) held in Abu Dhabi, United Arab Emirates, enabled 33 participants to gain knowledge on this topic and familiarize themselves with the IMO Code for recognized organizations (RO Code).



### Commonwealth of Independent States (CIS) and Eastern Europe

Our 2017 technical assistance in CIS and Eastern Europe was tailored to the specific requirements of Member States and centred around the outcome of the IMSAS audits. Priority was given to training ship surveyors and implementing IMO conventions on marine environment protection, including the London Protocol and the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC Convention).

### National training course, Kazakhstan

In April 2017, a national training course on the survey, certification, control and inspection of ships took place in Aktau, Kazakhstan. During the course, 16 participants were trained in the responsibilities of a flag State to exercise control over their ships and the role of a port State in supplementing this control.

Participants also learned to identify and use the applicable legal instruments for port State control, to identify and report deficiencies to the flag State, and to maximize regional cooperation.



# 3,283 trainees

participated in ITCP regional activities in 2017



## Asia and Pacific

In Asia, the Facilitation Convention was a focus area for regional activity given the importance of the region in international maritime trade and commerce.

The importance of marine biodiversity and the region's reliance on sustainable fisheries and aquatic resources also demanded special focus on marine environment protection conventions.

Our national activities were focused on the special interests of the requesting States, ranging from maritime security and facilitation of maritime traffic to addressing the risk of cargo liquefaction, the effective implementation of IMO instruments and protecting the marine environment.

### Maritime traffic seminar, Thailand

In May 2017, a regional seminar on the facilitation of maritime traffic took place in Bangkok, Thailand, with participants from 11 countries in the Asia region. A total of 56 participants received training in the FAL Convention and the 2018 amendments, promoting its timely ratification.

We also delivered activities to support the region's Pacific Ocean Pollution Prevention Programme strategy for 2015-2020. This reflected the special interests of Pacific Island Countries in protecting the marine environment.

Concerns regarding the safety and efficiency of domestic ferries, as well as the need to drive sustainability by bringing down maritime transport costs to far-flung islands were among our key priorities. This included a regional search and rescue workshop and a regional train-the-trainer course for simulator trainers and Electronic Chart Display Systems (ECDIS) instructors, building technical capacity in the long term.

To address individual country challenges and the concerns of Pacific Island Countries, we worked with regional partners on a case-by-case basis. This included work with the Pacific Community (SPC) and the Secretariat of the Pacific Regional Environment Programme (SPREP).

### Civil liability conventions workshop, Fiji

In September 2017, a regional workshop on civil liability conventions was held in Suva, Fiji. During the workshop, participants from 11 countries in the Pacific Islands region discussed accession to and implementation of the IMO civil liability and compensation conventions.

## Latin America and Caribbean

In the Latin American and Caribbean region, 2017 technical cooperation activities focused on marine environmental areas such as the Protocol on Preparedness, Response and Cooperation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC-HNS Protocol), and others. This was in response to direct technical assistance requests received from Member States at both the national and regional levels. With this in mind, OPRC-HNS related activities were implemented in the Dominican Republic, El Salvador, Guatemala, Panama, Colombia and the Bahamas. Similarly, technical cooperation activities were developed in Chile on contingency planning, and in Panama on ballast water management.

We also delivered activities related to the implementation of IMO instruments into national legislation as well as activities on flag, port and coastal States responsibilities.

### Implementing IMO instruments, Dominican Republic

In October 2017, a regional workshop on the implementation of IMO instruments into national legislation was held in Santo Domingo, Dominican Republic. The 23 participants were updated on procedures from adoption to ratification of international agreements, and provided with examples of the real experience of El Salvador and Panama.



## IMO's regional presence

Regional presence in selected developing regions supports our input into national and regional development policies as well as the development, delivery and coordination of technical cooperation activities.

Our regional presence includes:

- Regional Coordinator in Côte d'Ivoire for West and Central Africa (Francophone)
- Regional Coordinator in Ghana for West and Central Africa (Anglophone)
- Regional Coordinator in Kenya for Eastern and Southern Africa
- Regional Coordinator in the Philippines for East Asia
- Regional Maritime Adviser in Trinidad and Tobago for the Caribbean
- IMO Technical Cooperation Officer, supported by IMO, based in the Pacific Community (SPC) Secretariat in Fiji, for the Pacific Islands\*

\* As from 2018



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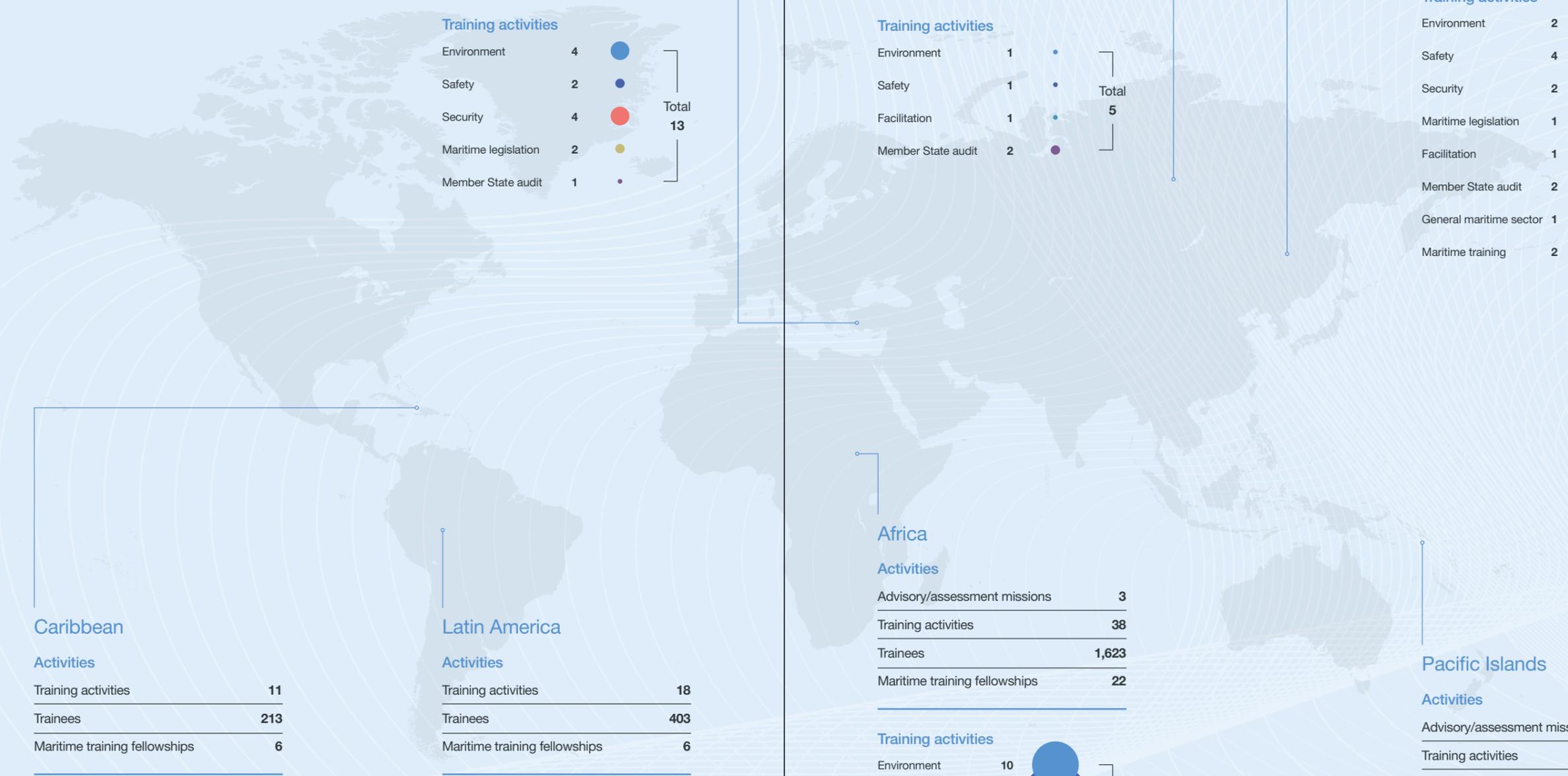
## regional training activities

took place in 2017 under ITCP

IMO's Integrated Technical Cooperation Programme (ITCP) categorizes its activities and spending under seven geographical regions. The comparative distribution is presented here.

# ITCP by Region

ITCP Global Programmes



## Caribbean

### Activities

Training activities	11
Trainees	213
Maritime training fellowships	6

### Training activities

Environment	4	●	Total 11
Safety	1	●	
Security	3	●	
Member State audit	1	●	
General maritime sector	2	●	

## Arab States / Mediterranean

### Activities

Advisory/assessment missions	2
Training activities	13
Trainees	252
Maritime training fellowships	8

### Training activities

Environment	4	●	Total 13
Safety	2	●	
Security	4	●	
Maritime legislation	2	●	
Member State audit	1	●	
General maritime sector	0	●	

## Latin America

### Activities

Training activities	18
Trainees	403
Maritime training fellowships	6

### Training activities

Environment	8	●	Total 18
Safety	1	●	
Security	7	●	
Maritime legislation	1	●	
Member State audit	1	●	
General maritime sector	1	●	

## Commonwealth of Independent States (CIS)

### Activities

Training activities	5
Trainees	155
Maritime training fellowships	5

### Training activities

Environment	1	●	Total 5
Safety	1	●	
Facilitation	1	●	
Member State audit	2	●	
General maritime sector	0	●	
Maritime training	0	●	

## Africa

### Activities

Advisory/assessment missions	3
Training activities	38
Trainees	1,623
Maritime training fellowships	22

### Training activities

Environment	10	●	Total 38
Safety	14	●	
Security	10	●	
Maritime legislation	1	●	
Facilitation	1	●	
Member State audit	1	●	
General maritime sector	1	●	
Maritime training	0	●	

## Asia

### Activities

Training activities	15
Trainees	468
Maritime training fellowships	15

### Training activities

Environment	2	●	Total 15
Safety	4	●	
Security	2	●	
Maritime legislation	1	●	
Facilitation	1	●	
Member State audit	2	●	
General maritime sector	1	●	
Maritime training	2	●	
Advisory/assessment missions	0	●	
Training activities	0	●	

## Pacific Islands

### Activities

Advisory/assessment missions	4
Training activities	7
Trainees	169
Maritime training fellowships	2

### Training activities

Environment	2	●	Total 7
Safety	4	●	
Maritime legislation	1	●	
General maritime sector	0	●	



IMO executes donor-funded long-term projects related to the protection of the marine environment and supporting regional counter-piracy and maritime security agreements. These activities augment the regular ITCP by addressing the high-priority needs of Member States through thematic and programmatic interventions, typically over a period of three to five years.

The main donors for marine environment protection projects include:

- The Global Environment Facility (GEF)
- The European Union (EU)
- The Norwegian Agency for Development Cooperation (Norad)

We implement GEF-funded projects in partnership with the United Nations Development Programme (UNDP).

#### Creating lasting impact

Our long-term projects focus on legal, policy and institutional reforms and capacity-building activities in beneficiary countries. Our aim is to enable these countries to implement targeted IMO conventions and guidelines.

Under a project logical framework, a clear set of end goals and activities guide our projects. These are monitored through a set of predefined project success indicators. Projects are then delivered with the support of global, regional and national stakeholders and strategic partners. These include governments, industry, NGOs and other civil society organizations – all vital partners in a successful, impactful implementation.

#### An innovative public-private partnership model

Solving global environmental problems depends on the private sector contributing its vast technical, managerial and financial resources, as well as its expertise.

We recognize the private sector as an important stakeholder in marine environment protection projects, playing a critical role through public-private partnerships (PPPs) through the Global Industry Alliance (GIA) and the Global Initiative (GI).

Our innovative public-private partnerships continue to serve as a model in the maritime sector. The model aims to help create ways to address marine environment issues, including new technologies, training and capacity-building activities.

To date, private sector alliances and their outcomes have sent an optimistic message to the global community – environmental challenges are significant, but not insurmountable. With the intelligent use of resources and our integrated, collaborative approach, we will continue to find answers to these challenges so industry can continue to work in harmony with the environment.



Our innovative

## public-private partnerships

continue to serve as a

## model

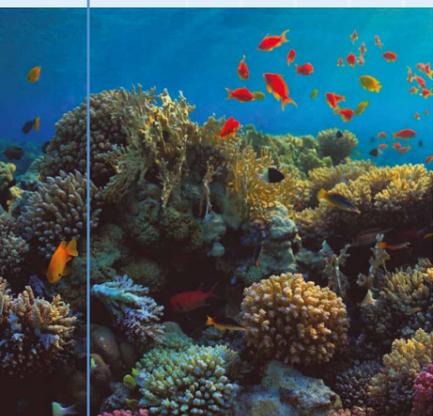
in the maritime sector

## 2017 achievements

**GloBallast**  
<http://globallast.imo.org>

The **GEF-UNDP-IMO GloBallast Project** is an outstanding example of direct, large-scale action to address the transfer of invasive marine species. IMO and other international entities collaborated to improve the socio-economic sustainability of shipping and reduce its negative impact on ecosystems, mitigating this global threat to ocean health.

The GloBallast Project ended in 2017 after almost 20 years of success. This success was reflected in the programme's final publication, 'The GloBallast Story: Reflections from a Global Family', launched during the June 2017 Ocean Conference at the UN headquarters in New York. GloBallast received several awards and a 'highly satisfactory' rating by the GEF independent evaluation – the highest rating given to GEF projects.


**GloMeep**  
<https://glomeep.imo.org>

The **GEF-UNDP-IMO Global Maritime Energy Efficiency Partnerships (GloMEEP)** Project is part of the family of IMO projects that follow the 'Glo-X' implementation model. The GloMEEP Project aims to contribute to a significant reduction of greenhouse gas emissions from international shipping by supporting the effective implementation of IMO energy efficiency requirements. This involves helping pilot countries take a fast-track approach to pursuing the legal, policy and institutional reforms, driving national government action and industry innovation.

During 2017, GloMEEP developed several important documents on the development of national shipping emissions reduction strategies, as well as supporting countries incorporating MARPOL Annex VI into domestic legislation. One ground breaking aspect has been the inclusion of ports in the project's portfolio - we developed a new workshop package and guides to support developing countries in assessing air emission in their ports and developing strategies for reduction.

The GloMEEP project is also a success story in the creation of public-private partnerships. In June 2017, we launched the Global Industry Alliance to Support Low Carbon Shipping (GIA), a partnership with 16 key private sector entities. These include shipowners and operators, classification societies, engine and technology builders and suppliers, big data providers, oil companies and ports.

To support a low-carbon maritime transport system, members of GIA collaborate to identify and develop innovative solutions to address common barriers to energy-efficient technology and best practice. During its first six months of operation, GIA initiated development of:

- A protocol for the validation of performance of energy efficiency technologies for ships
- An e-learning course for seafarers and shore-based personnel on the energy-efficient operation of ships
- A study on the just-in-time arrival of ships in ports

**GMN-MTCC**  
<https://gm.imo.org>

The IMO-European Union Project on capacity-building for climate mitigation in the maritime shipping industry (or **GMN - Global Maritime Technology Cooperation Centre Network**) is executed by IMO with funding support from the European Union. Its aim is to help beneficiary countries limit and reduce GHG emissions from their shipping sectors through technical assistance and capacity-building. The project mainly seeks to encourage the wider uptake of energy-efficient technologies through technical information and know-how.

The heart of the project is the establishment of Maritime Technology Cooperation Centres (MTCCs) in five target regions - Africa, Asia, the Caribbean, Latin America and the Pacific - with seed-funding support from the project. These will have a strong regional dimension, becoming centres of excellence for promoting the uptake of low-carbon technologies and operations in maritime transport.

Following the successful establishment of two MTCCs in Africa and Asia in 2016, we launched the remaining three MTCCs in the wider Caribbean, Latin America and the Pacific Region in 2017. This led to the formal establishment of the GMN through a cooperation agreement signed by the MTCCs in December 2017. This was followed by a week-long technical training project and a discussion of plans designed by the centres.

The MTCCs have also extended their network to Cambodia, where MTCC-Asia established a branch office to bring greater support to South East Asia.



In June 2017, we launched the

# Global Industry Alliance to Support Low Carbon Shipping (GIA)

a partnership with 16 key private sector entities

**Norad projects**

During 2017, we concluded several major projects funded by the Norwegian Agency for Development Cooperation (Norad).

- **Assistance to East Asian countries on ratifying and implementing IMO instruments for the protection of the marine environment.** In Cambodia, Indonesia, Malaysia, the Philippines, Thailand and Viet Nam, we supported the accession to high-priority IMO conventions. With most of the countries acceding to the conventions and others making substantial progress, the project concluded in June 2017.
- **Marine Environment Protection for Southeast Asia Seas (MEPSEAS Project).** Launched in late 2017, this project builds on the above project's achievements, supporting the implementation of conventions to reduce the risks and impacts of environmental issues related to maritime transport. The project covers the South East Asia region and supports Sustainable Development Goals in Cambodia, Indonesia, Malaysia, Myanmar, the Philippines, Thailand and Viet Nam.
- **Prevention of pollution from ships through the adoption of Particularly Sensitive Sea Areas (PSSAs) within the East Asian Sea region.** With activity in Indonesia, Malaysia, the Philippines and Viet Nam, the project's first proposal to designate the Tubbataha Reefs Natural Park as a PSSA in the Sulu Sea, the Philippines, was approved. We also developed further protective measure proposals in Viet Nam and Indonesia and concluded the project in 2017.
- **Enhancing regional cooperation mechanisms on marine pollution preparedness and response in the South Asia region.** Concluded in October 2017, this project resulted in a regional oil and chemical pollution contingency plan for South Asia (Bangladesh, India, Maldives, Pakistan and Sri Lanka).
- **Safe and environmentally sound ship recycling in Bangladesh (SENSREC-Phase 1).** Through another project that ended in 2017, we delivered economic and environmental studies on ship recycling in Bangladesh, developed training materials and capacity-building plans, and delivered a series of train-the-trainer workshops. We also helped create preliminary designs for treatment, storage and disposal facilities (TSDF) for hazardous wastes generated from recycling operations. In November 2017, we secured funding for the second phase of the project from the Norwegian Ministry of Foreign Affairs. This reflects continued support for Bangladesh to meet international requirements and guide the country towards accession to the Hong Kong Ship Recycling Convention.

### The Global Initiative (GI)

In 1996, IMO and IPIECA, the global oil and gas industry association for environmental and social issues, established the Global Initiative (GI) which is a joint programme aimed at enhancing the capacity of countries to prepare for and respond to marine oil spills. The GI is implemented through different projects around the world, all with a specific region as the focus area. The different GI projects organize and deliver workshops, seminars and exercises that aim to communicate good practice in all aspects of oil spill preparedness and response, drawing in expertise and experience from within governments, industry and other organizations working in this specialized area.

### GI WACAF [www.giwacaf.net](http://www.giwacaf.net)

The IMO-IPIECA GI for West, Central and Southern Africa Project (GI WACAF) was launched in 2006 with the aim of enhancing capacity in 22 West, Central and Southern African countries. In 2017, we implemented six capacity-building activities including a subregional workshop in Senegal. During this workshop, participants from 12 countries focused on the use of dispersants in spill response and the concept of Net Environmental Benefit Analysis (NEBA). In November 2017, the seventh GI WACAF regional conference in Abidjan, Côte d'Ivoire, brought together 20 of the 22 member countries involved in the project to review progress since the last regional conference.

### GI SEA [www.gisea.org](http://www.gisea.org)

In March 2013, the GI for Southeast Asia (GI SEA) project was launched and provides long-term support to eight beneficiary countries in Southeast Asia aimed at improving regional, subregional and national capacities through industry and government cooperation. In 2017, we supported the region's efforts in testing the draft regional ASEAN oil spill cooperation plan.

### GI CHINA

The GI CHINA Project follows from the signing of a Statement of Intent between China Maritime Safety Administration (MSA), IMO and IPIECA in 2007, and aims at enhancing the capacity of China to prepare for, and respond to, oil spills. In 2017, IMO supported GI China's second informal oil spill preparedness and response technical consultative meeting and the organization of an international oil spill response technical seminar in China.

### Djibouti Code of Conduct

The project to implement the **Djibouti Code of Conduct** continued to deliver technical assistance activities and capacity-building to counter piracy and armed robbery against ships in the Western Indian Ocean and Gulf of Aden. In 2017, activities included the implementation of equipment projects in several countries to enhance maritime domain awareness. We also supported the Djibouti Regional Training Centre (DRTTC) and launched training programmes in cooperation with other agencies to enhance States' coast guard and maritime law enforcement.

In January 2017, the Djibouti Code of Conduct was amended and broadened in scope to help regional governments develop ways to prevent a resurgence of piracy, address other strategic threats to maritime safety and security, and support the implementation of Sustainable Development Goals (SDGs).

### West and Central Africa Maritime Security

The **West and Central Africa Maritime Security Project** delivered capacity-building activities focusing on direct assistance for Member States in the region to develop national maritime strategies and national maritime security strategies. This involved creating national maritime security committees and adopting national maritime security implementation plans and procedures.

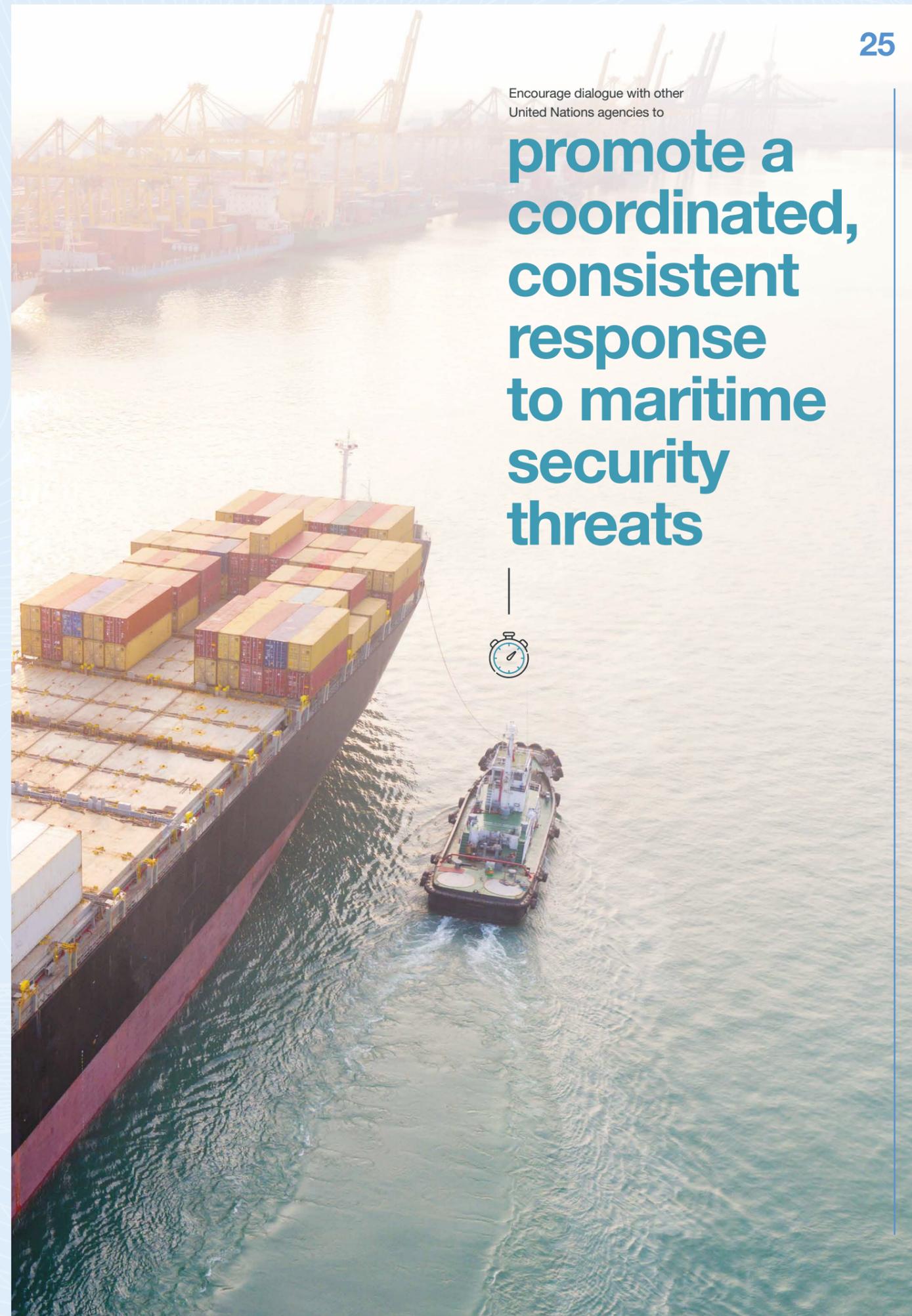
The project supports the United Nations Security Council, the African Union and regional initiatives aimed at creating stability and enabling SDG implementation. The project also complemented the global Enhancement of Maritime Security Programme, facilitating needs assessment missions and the implementation of IMO maritime security measures.

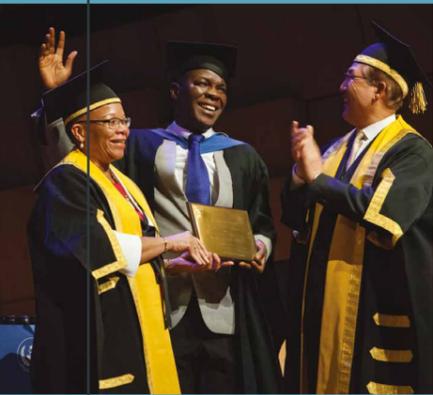
Finally, the project continued to encourage dialogue with other United Nations agencies and relevant stakeholders to promote a coordinated, consistent response to maritime security threats.



Encourage dialogue with other United Nations agencies to

# promote a coordinated, consistent response to maritime security threats





To address sustainable human resource development in the maritime sector – particularly in developing countries - IMO has established two global maritime training institutions: the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI).

Both provide high-level specialized maritime education and training for students from around the world.

The institutions welcome financial contributions from Member States and the shipping industry in the form of student fellowships, as well as equipment and facilities donations for their academic premises.

### World Maritime University

The World Maritime University (WMU) is a postgraduate maritime university founded in 1983 by IMO. The University focuses on postgraduate maritime and oceans-related education, enhancing the objectives and goals of IMO, its Member States and the global maritime industry.

Through education, research, and capacity-building on maritime and related ocean affairs, WMU promotes safe, secure, and efficient shipping on clean oceans and promote a sustainable maritime industry.

### WMU 2017 highlights

#### Students

296 students graduated from WMU in 2017, bringing the overall total to 4,652 graduates from 167 States and territories.

#### Academic developments and partnerships

WMU and IMLI welcomed the first student enrolled in the joint Master of Philosophy programme in International Maritime Law & Ocean Policy, established in 2016.

WMU and the DNV GL Maritime Academy launched a new Postgraduate Diploma in Maritime Safety and Security (MSS) to help people involved in shipping and the associated regulatory framework to understand all aspects of safety and security required in today's complex shipping industry.

Further to ongoing support both financially and in the form of fellowships, the Nippon Foundation and WMU announced the opening of the WMU-Sasakawa Global Ocean Institute. The institute will act as an independent focal point for ocean-related dialogue and capacity-building.

#### Donors

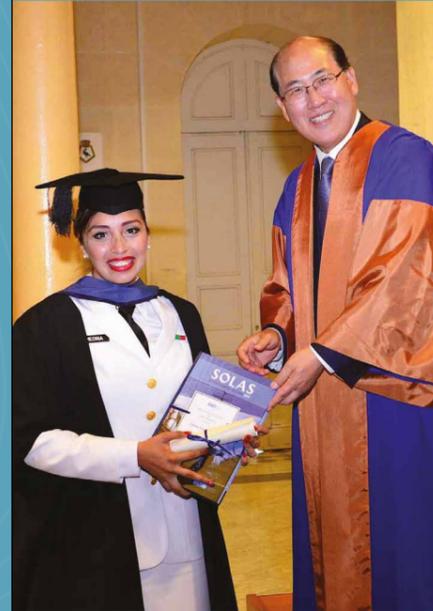
Fellowships and financial contributions from donors play a vital role in the successful operation of the University. In 2017, further to the continuous support of the Government of Sweden and the city of Malmö, WMU received donations from a number of governments, the maritime industry and non-governmental organizations.

#### Contribution to the UN 2030 Agenda for Sustainable Development

The University has placed a strong emphasis on contributing to the implementation of the United Nations Sustainable Development Goals (SDGs).

At the United Nations Ocean Conference, in June 2017, WMU registered its commitment to the implementation of Goal 14 by training a new generation of maritime leaders through the delivery of specialist, postgraduate educational programmes in Ocean Sustainability, Governance and Management, as well as in Maritime Energy Management and others.

**WMU's annual report can be found on its website: [www.wmu.se](http://www.wmu.se)**



### United Nations recognition

On 5 December 2017, the United Nations General Assembly recognized the work of WMU and IMLI by adopting resolution A/Res/72/73 on Oceans and the Law of the Sea. The resolution acknowledges the importance of WMU and IMLI as centres of excellence for maritime education and training of senior government officials and legal advisers.

### IMO International Maritime Law Institute

The IMO International Maritime Law Institute (IMLI) is a postgraduate maritime educational institution founded in 1988. It specializes in international maritime law with a focus on the transposition, implementation and enforcement of international maritime treaties, particularly IMO's vast body of rules and regulations.

### IMLI 2017 highlights

#### Students

38 students graduated from IMLI in 2017, bringing the total to 746 graduates from 135 States and territories.

#### Academic developments and partnerships

IMLI established a cooperative two-year Master's degree programme with Queen Mary University of London on International Maritime Law. The programme covers the importance of international rules and regulations regarding immigration by sea and their effective implementation into domestic legislation.

IMLI also created a cooperation agreement with the International Ocean Institute (IOI) for delivering lectures on Regional Ocean Governance.

#### Donors

Fellowships and financial contributions from donors play a vital role in the success of the institution. Further to the continuous support of the host Government of Malta, 2017 saw donations from a number of governments, the maritime industry and non-governmental organizations.

#### Conferences and events

In December 2017, the Ministry for Foreign Affairs and Trade Promotion of Malta, in conjunction with IMLI, held an international symposium entitled 'Perspectives on Global Ocean Governance: Where do we stand and where do we go from here?'

#### Contribution to the UN 2030 Sustainable Development Agenda

IMLI is committed to supporting the realization of SDGs through an intensive education, training and research agenda. Given the complex requirements of developing and least developed countries, IMLI:

- mandates its admissions process so that 50% of places in the institute's Master's programmes are reserved for suitably qualified female candidates
- encourage students to conduct research with the aim of effectively implementing international rules into domestic legislation in the future

### WMU conferences and events

<b>January</b>	International Conference on Maritime Energy Management (MARENER 2017)
<b>May</b>	Global Ocean Conference on Building Transformative Partnerships for Ocean Sustainability
<b>June</b>	Stakeholder Engagement for Maritime and Ocean Governance Symposium
<b>August</b>	Oceans+Climate Change Governance Conference– Integrating Regulatory Initiatives & Addressing Governance Gaps, in partnership with Berkeley Law, University of California, Law of the Sea Institute, and the Korea Institute of Ocean Science & Technology
<b>September</b>	WMU hosted Sweden's World Maritime Day event in cooperation with the Swedish Maritime Forum, on the 2017 IMO theme, 'Connecting ships, ports and people'
<b>October</b>	<ul style="list-style-type: none"> <li>• Life Below Water 2017 Conference, WMU in collaboration with the City of Malmö and Kommunenes Internasjonale Miljøorganisasjon (KIMO)</li> <li>• WMU Regional Conference for the Americas</li> </ul>

Established in 1974, UN Environment's Regional Seas Programme is designed to coordinate activities around the protection of the marine environment of individual sea basins through a regional approach.

Today there are 18 Regional Seas Programmes in place, seven of which are hosted by UN Environment (<https://www.unenvironment.org/explore-topics/oceans-seas/what-we-do/working-regional-seas>). Each of these has an accompanying action plan promoting the sustainable management and use of the marine environment in that region. These action plans are generally underpinned by a legal framework in the form of a regional convention and associated protocols. While the regional conventions and action plans reflect a similar approach, they are tailored to suit their particular environmental challenges of each region.

The day-to-day management of the action plans is largely undertaken by Regional Coordinating Units (RCUs) and Regional

Activity Centres (RACs) set up under each Regional Seas Programme. The RACs play a key role in the implementation of various (thematic) components and activities of the action plans at regional, subregional, national and local level.

Through close involvement with certain RACs, particularly in capacity-building and technical assistance, IMO has developed a lasting relationship with UN Environment and the Regional Seas Programmes. This relationship crosses three key areas:

#### 1. REMPEC

In 1976, IMO and UN Environment jointly established the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), in order to provide combined efforts to protect the Mediterranean Sea.

REMPEC is a RAC operating within the framework of the Mediterranean Action Plan and the Convention for the Protection of the Marine Environment and the Coastal Region of Mediterranean (Barcelona Convention), administered by IMO.

#### 2. RAC/REMPEITC-Caribe

The Regional Marine Pollution Emergency, Information and Training Centre for the Wider Caribbean Region (RAC/REMPEITC-Caribe) was established in Curaçao, in June 1995, under the management of IMO and UN Environment. RAC/REMPEITC-Caribe provides technical assistance to the Contracting Parties of the Convention for the Protection and Development of the Marine Environment in the Wider Caribbean Region (Cartagena Convention).

#### 3. Other activities

IMO actively supports the activities of the Marine Environmental Emergency Preparedness and Response RAC



(MERRAC) established under the Northwest Pacific Action Plan (NOWPAP), as well as relevant activities of RACs established under other Regional Seas Programmes worldwide.

These include the Framework Convention for the Protection of the Marine Environment of the Caspian Sea (Tehran Convention) and those not directly administered by UN Environment (for example, with the Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA)).

#### A framework for regional cooperation

The International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC 90) and its Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol) specifically promote regional cooperation as a means of compliance. The Convention and Protocol promote cooperation amongst States and the Regional Seas Programmes provide

a framework for this cooperation across regional preparedness for and response to incidents involving oil spills or HNS.

For many years, IMO has delegated the implementation of activities related to implementing OPRC 90 and the OPRC-HNS Protocol to RACs like REMPEC and RAC/REMPEITC-Caribe. This has resulted in the development of national marine oil spill contingency plans for Contracting Parties to the Regional Seas Conventions, as well as subregional and regional plans.

While IMO's cooperation with the RACs is still primarily focused on oil and HNS spill preparedness and response, these relationships continue to grow. Joint activities now include work related to the ratification, transposition, implementation and enforcement of other marine environmental conventions, including those related to reducing unwanted species in ship's ballast water, illegal discharges of ship generated waste and the harmful effects of atmospheric emissions from ships.

In 2017, RACs and other bodies established under the Regional Seas Programme implemented a number of technical cooperation activities on behalf of IMO. Meanwhile, IMO participated in a number of regional events organized by these entities, including:

#### REMPEC

- A national training course on the response to HNS spills in Egypt
- Assessment of the Mediterranean Strategy on Ships' Ballast Water Management implementation

#### RAC/REMPEITC-Caribe

- A feasibility study on the development of a regional port reception facilities plan for small island developing States (SIDS) in the Wider Caribbean Region, enhancing

the management of waste including plastic litter from ships

#### NOWPAP-MERRAC

- The International Maritime Disaster Response conference, co-organized by NOWPAP-MERRAC to commemorate the 10th anniversary of the Hebei Spirit oil spill incident

#### PERSGA

- A subregional workshop on the ratification and implementation of the Ballast Water Management Convention with special emphasis on control, monitoring and enforcement, as well as on port biological baseline surveys and risk assessment
- A subregional workshop on the implementation and enforcement of MARPOL Annex VI

#### Tehran Convention

- A regional meeting on the implementation of the Tehran Convention's Protocol on regional preparedness, response and co-operation in combating oil pollution incidents (Aktau Protocol)

#### Delivering as one

The effective integration of the respective policies and priorities of IMO and UN Environment in a regional seas context through the RACs is a good example of the UN system 'Delivering as one' approach.

IMO's involvement in the work of the RACs also reinforces its contribution to the achievement of the UN Sustainable Development Goal (SDG) 14 on the conservation and sustainable use of the oceans, seas and marine resources for sustainable development.





IMO has a strong commitment to support the aims of the United Nations 2030 Agenda for Sustainable Development. In 2017, we continued to support the participation of women in both shore-based and sea-going posts, in line with SDG 5 'Achieve gender equality and empower all women and girls'. This sat under the slogan of Training-Visibility-Recognition.

Our long-standing gender and capacity-building programme began in 1988. Since then, our strategic approach has helped the programme evolve to deliver ground-breaking yet practical results. Today, our Women in Maritime programme delivers new levels of success.

Just one such success is the establishment of seven grassroots associations covering 75 countries and 880 participants:

1. Pacific Women in Maritime Association (PacWIMA), established in Fiji in February 2004 and re-launched in Tonga in April 2016
2. Network of Professional Women in the Maritime and Port Sectors for West and Central Africa in Benin in February 2007
3. Association of Women Managers in the Maritime Sector in Eastern and Southern Africa (WOMESA), established in Kenya in December 2007
4. Women in Maritime Association, Asia (WIMA Asia), established in January 2010 and re-launched in the Philippines in 2015
5. Women in Maritime Association, Caribbean (WiMAC), set up in Jamaica in April 2015
6. The Arab Association for Women in the Maritime Sector (AWIMA), established in Egypt in October 2017
7. Red de Mujeres de Autoridades Marítimas de Latinoamérica (Red-MAMLa), established in Chile in December 2017



#### The impact of our regional associations

Access to these regional associations has given members a platform to discuss a number of issues – not just gender, but wider technical maritime subjects. This is a vital step in removing the institutional barriers and cultural stigma that women who enter the industry face.

In addition to the governance structure of regional networks, each association encourages and integrates national chapters for women in the maritime sector. Their outputs include everything from maritime career days to work on HIV prevention, sexual health, hygiene and beach clean-up. The outreach of this important programme is wide-ranging and benefits all of us who are part of the global maritime community.

During 2017, we significantly increased the number of fellowships awarded to female officials from developing countries for short-upgrading courses in the maritime field. We also continued to support regional Women in Maritime associations and the active collaboration between the World Maritime University Women's Association (WMUWA) and regional networks.



#### Women in Maritime Associations

During 2017, IMO expanded its Women in Maritime Associations (WIMAs) with the launch of two new regional chapters. The Arab Women in Maritime Association (AWIMA) was launched in Alexandria, Egypt, in October 2017. Thirty women from nine Arab countries attended the seminar to officially launch AWIMA, which will provide a springboard for regional training and sustainable development opportunities for Arab maritime women. In December 2017, with the support of Malaysia, the network of Women of the Maritime Authorities of Latin America – la Red de Mujeres de las Autoridades Marítimas de Latinoamérica (Red-MAMLa), was established. Sixty-two women from 18 countries in Latin America came together in Valparaiso, Chile, to set up a framework for the newly formed network as well as share ideas and knowledge. Additionally, a new national chapter of the Women in Maritime Association, Asia (WIMA Asia), was launched in Timor-Leste in November 2017.

# Developing National Maritime Transport Policies

The world relies on a safe, secure and efficient international shipping industry. As a result, maritime transportation is an essential part of any programme for sustainable development.



Our goal is to provide a blueprint for countries to develop their maritime transport infrastructure in an efficient, sustainable, safe and environmentally sound way. This aligns with the global process to develop Sustainable Development Goals (SDGs), launched at the Rio+20 Summit on Sustainable Development in 2012.

Within this comprehensive framework, we also took a new approach to the delivery of technical assistance, providing support to Member States in the formulation and development of **National Maritime Transport Policies (NMTPs)**.

#### Strengthening maritime capacities

NMTPs strengthen capacity and contribute to the achievement of the SDGs adopted in 2015. They are also complementary to the concept of the 'Blue Economy', closely associated with sustainable development and small island developing States (SIDS).

Our main objective in this area is raising awareness of the importance of NMTPs as good governance practice. The development of a policy, a statement of principles and objectives to guide decision-making, is crucial in providing a long-term sustainable future for the maritime sector. NMTPs also ensure the sector is effectively governed while achieving the maritime vision of a country.

To help developing countries formulate and enhance their policies, we collaborated with the World Maritime University (WМУ) to develop a training package on developing, adopting and updating NMTPs.

Since 2015, we have delivered a number of maritime transport policy-related activities around the world. In 2017, three national workshops on maritime transport policy were successfully delivered in Antigua and Barbuda, Nigeria and Thailand.

IMO's technical cooperation activities are supported by a variety of sources including financial arrangements with partners, multi-donor trust funds, and one-off cash donations. Donors to multi-donor trust funds include Member States, international organizations, regional institutions and industry.

During 2017, expenditure of \$13.8 million allowed us to effectively deliver technical assistance all over the world, ranging from one-off national workshops to large-scale, multi-year global projects. Of this total, \$7.8 million came from 21 individual donors and multi-donor trust funds – just over half of our expenditure.

The experience, expertise and generosity of our partners and donors enable us to continue to deliver technical assistance, skills and knowledge where they are most needed.



In 2017,

# \$7.8m

came from

# 21 individual donors and multi-donor trust funds

– just over half of our expenditure

#### Partnership arrangements

For many years, we have developed bilateral partnerships with governments, international organizations, regional institutions and industry for the effective delivery of technical cooperation activities.

As at 31 December 2017, a total of 73 partnership arrangements were in operation, including:

- 17 financial
- 36 in-kind (including no fee/free-of-cost experts and the hosting of technical assistance events)
- 4 related to IMO regional presence in Africa and Asia
- 3 to establish activity/response centres
- 13 on the delegation of technical cooperation implementation responsibilities

These partnerships provide valuable support for capacity-building activities. They have also increased the effectiveness of technical cooperation by increasing general awareness of the Organization's mandate.

Going forward, we will strengthen partnership arrangements in the implementation of the 2030 Agenda. We also expect our partnerships to significantly contribute to sustainable maritime transport and the implementation of the SDGs.

IMO will continue to explore new ways and new areas of technical cooperation through even more of these successful 'knowledge partnerships'.



# Donors and Partners

# A Look to the Future



At IMO, we have the knowledge, expertise and network to significantly build capacity in the maritime sector. The reach and scale of our technical assistance means we can work closely with recipient countries and development partners to deliver lasting change and practical support.

To date, IMO has built strong relationships of technical assistance and expertise sharing with governments, institutions and industry. We have consistently delivered on our mandate to build capacity and support a sustainable, secure, safe and efficient maritime sector. We have also helped protect the marine environment while meeting Sustainable Development Goals (SDGs) and wider United Nations initiatives.

Moving into the future, and in line with the review and reform process initiated by the Secretary-General, which aims at enhancing the efficiency and effectiveness of the Organization, we intend to develop further in several key areas.

## Our focus areas include:

### Promoting engagement with governments

to advocate the benefits of an efficient maritime transport sector, sustainable development of the exclusive economic zone and the 'Blue Economy' (challenging 'sea blindness' and 'wealth blindness').



### Developing and implementing capital infrastructure projects,

primarily in ports.

### Developing tools and programmes

to help Member States adopt a whole government approach to the maritime, port and shipping sectors.

### Helping Member States take an active role

in formulating their countries' United Nations Development Assistance Framework (UNDAF) while ensuring that the maritime sector issues are included in this process.



### Promoting electronic exchange of information

to increase efficiency of shipping in ports.



### Developing a new Country Maritime Profile (CMP) module

to help the Secretariat and membership in enhanced technical assistance management and governance.



### Identifying best and emerging practices

for the safety, security, efficiency and environmental protection of ports and port and coastal State authorities. Through the relevant IMO Committees, we will develop international standards, standardized training packages, and adopt new technology (IMOSpace, remote lecturing and e-learning).



### Technical assistance for the incorporation of IMO treaties into domestic legislation

through the training of parliamentary and legislative drafters.



### Providing targeted technical assistance

in line with wider United Nations initiatives across the maritime sector and maritime law enforcement.

### Facilitating wider study of maritime studies in mainstream academia

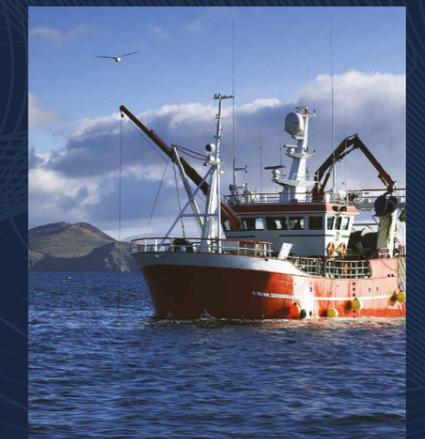
with cooperation between IMO, WMU, IMLI, naval staff colleges, coast guard academies, maritime colleges, mainstream universities and others. We will promote greater understanding of the importance and potential of the maritime, port and shipping sectors and its inclusion in public administration courses.

### Contributing to the global efforts to address climate change

by promoting technologies and operations to improve energy efficiency in the maritime sector.

### Increasing technical cooperation activities to reduce marine plastic litter from ships,

including through our different Regional Seas Programmes.



### Implementing the long-term Resource Mobilization Strategy for IMO's technical cooperation activities



## Contact Details

The Director  
Technical Cooperation Division  
International Maritime Organization (IMO)  
4 Albert Embankment  
London SE1 7SR  
United Kingdom

Tel: +44 20 7735 7611  
Fax: +44 20 7587 3210  
Email: [tcdregistry@imo.org](mailto:tcdregistry@imo.org)

[www.imo.org](http://www.imo.org)

