

# IMO Technical Cooperation

ANNUAL REPORT 2019



INTERNATIONAL  
MARITIME  
ORGANIZATION



Kitack Lim, IMO Secretary-General

### **Foreword by Kitack Lim, IMO Secretary-General**

IMO's technical cooperation activities are an essential part of our contribution to the 2030 Agenda for Sustainable Development, as part of the United Nations family. To achieve sustainable growth and share its benefits, all countries must be able to play a full and active part in the global maritime trade and build strong transport infrastructures.

In recognition that not all its Members have an equal ability to implement the measures agreed at IMO, our extensive technical cooperation and capacity-building programme assists developing countries to implement IMO instruments.

In 2019, IMO continued to roll out many different activities across the globe within its Integrated Technical Cooperation Programme, supporting safe, secure shipping and the prevention of marine and atmospheric pollution from ships. The year under review also evidenced an enhanced focus on gender equality. Under the World Maritime Theme for 2019 "Empowering Women in the Maritime Community", a range of initiatives encouraged conversation and more action for gender equality in the maritime world. The IMO Assembly, at its 31st session (25 November - 4 December 2019) adopted a resolution on "Preserving the Legacy of the World Maritime Theme for 2019 and achieving a Barrier-Free Working Environment for Women in the Maritime Sector".

The resolution urges governments, maritime administrations and the industry to endeavour a barrier-free environment for women, so that all women can participate fully, safely and without hindrance in the activities of the maritime community, including seafaring and shipbuilding activities.

As we look back on a year of successful technical cooperation activities we can see a fantastic spirit of collaboration with Members States, international organizations, the maritime industry and other relevant stakeholders. With new, unprecedented challenges facing the world in 2020 in the form of the COVID-19 pandemic – it is precisely this spirit of collaboration that we can, and must, draw upon to support our Members and contribute to sustainable development.

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1.

# Working Together to Enhance Capacity

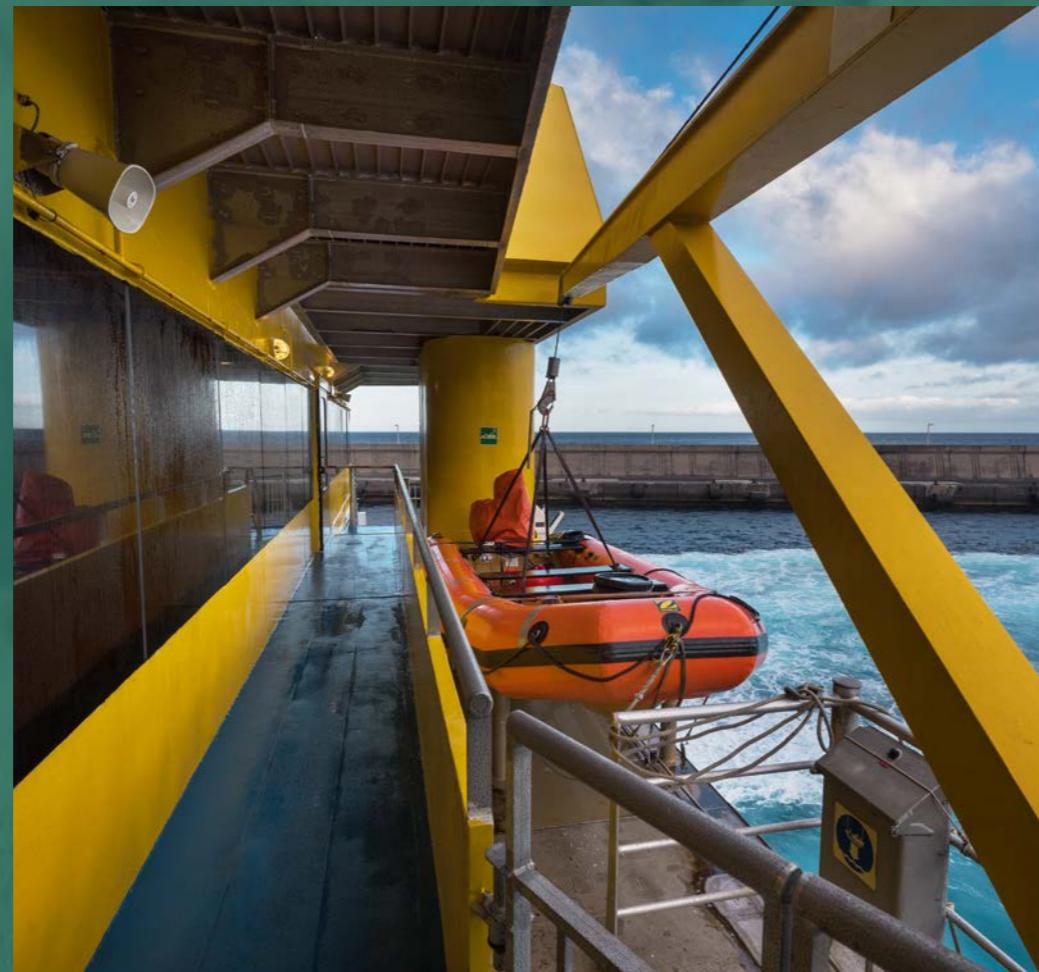
“Our mission is to promote safe,  
secure, environmentally sound,  
efficient and sustainable  
shipping through cooperation”

## Working Together to Enhance Capacity

In a progressively interdependent world, maritime transport plays an ever-increasing role in keeping the world connected. As the United Nation's (UN's) specialized agency for the safety, security and environmental performance of international shipping, the International Maritime Organization's (IMO's) main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented. Technical Cooperation (TC) is thus an essential part of the mandate and values of IMO, as the universal implementation of global standards governing international merchant shipping cannot be achieved without the provision of technical assistance and training to those countries who lack the capacities to implement these standards.

Our mission is to promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation. We achieve this by adopting the highest practicable standards of maritime safety and security, efficiency of navigation and prevention and control of pollution from ships, as well as consideration of the related legal matters and effective implementation of IMO instruments, with a view to their universal and uniform application. Implementing parts of this framework can be a challenge to developing countries,<sup>1</sup> thus IMO's Integrated Technical Cooperation Programme (ITCP) was created to provide technical assistance and capacity-building to these countries.

The shape and scope of IMO's technical assistance continues to evolve through the years. While the ITCP, a framework of regional and global programmes designed to respond to the technical assistance needs of Member States, remains the mainstay of the Organization's TC programme, tailored thematic long-term technical assistance projects funded by various donors complement the ITCP in addressing identified specific needs of Member States. Through these TC programmes, IMO addresses the objectives of strengthening national and regional maritime competencies and promoting maritime development across the globe in a harmonized manner.



<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.

### Strategic and sustainable implementation

The key principle of IMO's TC programme is to increase the capacity of developing countries to implement IMO regulations. The biennial ITCP is based on the programme-building directives of the Organization's Technical Cooperation Committee (TCC), thematic priorities of other IMO committees and the Organization's key principles. While responding to requests for assistance from IMO Member States, the ITCP also ensures follow-up on previous activities delivered and on the implementation gaps identified during IMO Member State Audit Scheme (IMSAS) audits. On the other hand, the thematic long-term projects implemented by IMO address the high-priority specific needs of Member States through thematic interventions.

Informed by the Organization's wider mission and strategy, the Secretary-General's vision and policy direction in TC matters and the respective objectives of the approved strategic directions and outputs of the Strategic Plan for the Organization for the Six-year Period 2018 to 2023 (A.1110[30]), IMO's TC programmes emphasize the strengthening of institutional capabilities and human resource development.

In addition to these programmes, through the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI), two premier global maritime training institutions established under the auspices of IMO, the Organization further addresses the shortage of well-qualified maritime personnel, particularly in less-developed nations.

IMO's technical cooperation has traditionally been funded through extra-budgetary and external resources, including:

- IMO's Technical Cooperation Fund (TC Fund)
- Multi-donor trust funds (MDTFs)
- Bilateral contributions from governments, international organizations and regional institutions

### A network of expertise

In implementing our TC activities, we partner with Member States, international organizations and regional institutions. In the field of marine environment protection, we coordinate our TC work with UN Environment and its Regional Seas Programmes (RSPs) to protect individual regional sea basins through a regional approach. Recipient countries take full ownership of the assistance process while resource providers are able to support sustainable maritime development and promote the implementation of IMO's rules and standards.

Once implementation is agreed, activities are mostly delivered through experts in the field or specialist institutions and networks. In partnership with IMO, these institutions coordinate and manage technical cooperation programmes. Meanwhile, our Regional Presence Officers in Africa, Asia, the Caribbean and the Pacific provide in-the-field advice and expertise.

### Activities aligned with Sustainable Development Goals (SDGs)

As part of the UN family, IMO actively works towards the 2030 Agenda for Sustainable Development and its associated 17 SDGs and 169 targets. Indeed, most of the elements of the 2030 Agenda will only be realized with a sustainable transport sector supporting world trade and facilitating global economy. IMO's TCC has approved linkages between our technical assistance work and the SDGs. While the oceans goal, SDG 14, is central to IMO, aspects of the Organization's work can be linked to all individual SDGs. As much as possible, we link our technical cooperation activities to relevant SDGs with a view to facilitating implementation at country level.

### Technical Cooperation activities in 2019

In 2019, IMO's TC activities covered a wide range of subject matters under the disciplines of maritime safety, maritime security, facilitation of maritime traffic, maritime legislation, marine environment protection, Member State audit, maritime training and the general maritime sector.

In total, we delivered 243 activities, including 14 advisory and needs assessment missions as well as 128 training courses, seminars and workshops held at national, regional and global levels. These events resulted in the training of approximately 3,612 people worldwide. In addition, IMO sponsored 99 fellowships in the maritime field, including a total of 31 fellows at WMU and IMLI.

A further 1,449 senior officials attended events aimed at developing and harmonizing strategies on maritime technical issues.

The activities implemented in 2019 reflected an expenditure of \$15.6 million – a financial delivery rate of 79% of programmed resources – with funding from 33 different sources, the TC Fund being the most significant (\$5.4 million, 35% of the total funds expended).

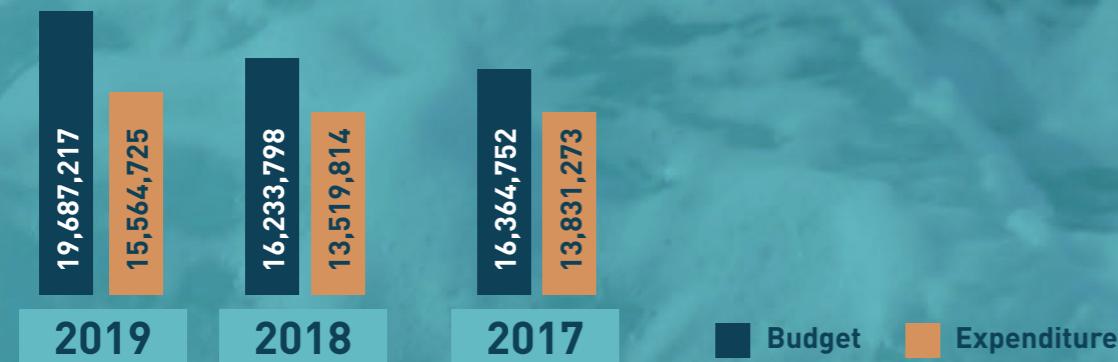


A wide-angle photograph of a busy port at dusk or night. In the foreground, a white cargo ship is docked at a quay, its hull reflecting the warm lights of the port. Numerous red and blue container cranes are positioned along the ship, some with containers on their hooks. The sky is a deep blue, transitioning into a lighter orange and yellow near the horizon. A small white boat is visible on the water in the lower-left foreground. A metal staircase leads up from the bottom right towards the ship.

## 2. The Year in Numbers

During 2019, around \$15.6 million was spent on IMO Technical Cooperation activities, which is consistent with previous years' expenditure.

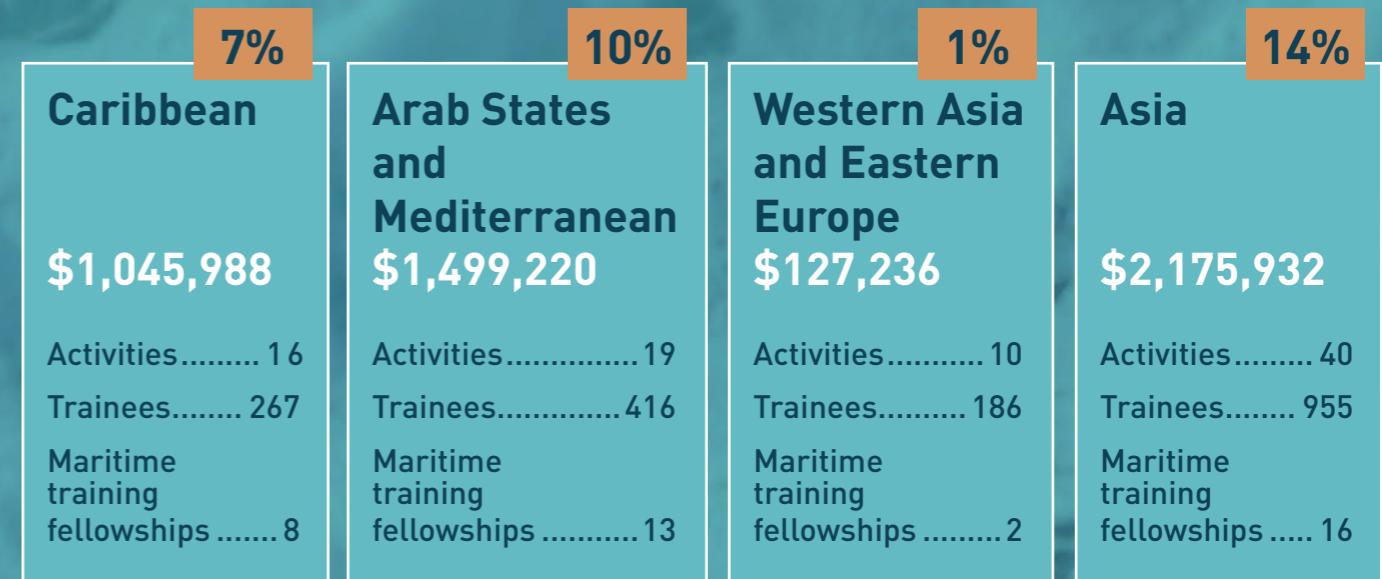
Technical Cooperation expenditure for 2017, 2018 and 2019 (US \$)



2019 expenditure by discipline (US \$)



2019 expenditure by region



Latin America

**\$969,573**

Activities ..... 21  
Trainees ..... 438  
Maritime training fellowships ..... 15

6%

Africa

**\$2,413,302**

Activities ..... 44  
Trainees ..... 932  
Maritime training fellowships ..... 38

15%

Pacific Islands

**\$1,303,425**

Activities ..... 19  
Trainees ..... 206  
Maritime training fellowships ..... 7

8%

Global Expenditure **\$6,030,049**

**39%**

Total **\$15,564,725**

### 3.

## ITCP Regional Programmes



### 3.

## ITCP Regional Programmes



Covering various geographical regions, our regional programmes aim to strengthen institutional capacities and human resource development. As a result, they support maritime development at national and regional levels through the provision of tailored technical assistance. This includes needs assessment and advisory missions, workshops, seminars and training courses.

IMO's technical assistance activities are delivered both through experts engaged by the IMO Secretariat and by IMO officers themselves. Additionally, these activities may be supplemented by regional presence and IMO's regional partners. By delegating the implementation of Technical Cooperation (TC) activities to our Regional Presence Offices in Africa, East Asia and the Caribbean, and to the IMO TC Officer based at the Pacific Community (SPC) as well as regional and national institutions, we not only increase local input but also incorporate the needs of the countries in the region.

## Africa

The three Regional Presence Offices in Africa, located in Abidjan, Côte d'Ivoire, Accra, Ghana, and Nairobi, Kenya, continue to play significant roles in the delivery of the ITCP in the region and to provide support for and contribute to the long-term goal of strengthening institutional and human capacities in Africa.

In 2019, IMO continued its active engagement in Africa with the wider UN system for capacity-building.

A number of activities were implemented in support of maritime governance in Somalia, in collaboration with the United Nations Assistance Mission in Somalia (UNSMO) and other international partners, including a needs assessment mission to identify immediate needs, priorities and opportunities for the Somali Maritime Administration and the translation of the revised Somalia Shipping Code, drafted with the assistance of IMO, into Somali to facilitate legislative consideration by the Somali Parliament.

We placed a great emphasis to Search and Rescue (SAR), including:

- Support for the Global SAR Plan, in collaboration with the International Maritime Rescue Federation (IMRF)
- A regional SAR mission coordination training course
- The first regional training course for women in SAR.



A number of training activities on marine environmental sustainability, was carried out to increase awareness on the Biofouling Guidelines, and on ratification, implementation and enforcement of the Anti-Fouling System (AFS) Convention, the development of oil spill contingency plans and the implementation of the International Convention for the Prevention of Pollution from Ships (MARPOL) Annexes I-V and the London Protocol (LP).

Two regional workshops on the United Nations Sustainable Development Cooperation Framework (UNSDCF), were held in Kenya and Nigeria.

In the spirit of partnership development, IMO and IPIECA, the global oil and gas industry association for advancing environmental and social performance, under the Global Initiative for West, Central and Southern Africa (GI WACAF), continued to strengthen the oil spill response capacity and capabilities of countries in West and Central Africa at the regional level, including the organization of a regional conference in South Africa.

Furthermore, the Africa region benefited from a range of capacity-building activities on different topics, which included the International Safety Management (ISM) Code; domestic ferry safety; facilitation of maritime traffic; port State control; marine casualty and incident investigation; the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention; the Cape Town Agreement of 2012; and the International Maritime Dangerous Goods (IMDG) and International Maritime Solid Bulk Cargoes (IMSBC) Codes.

### Finally, we participated in:

- The retreat of the Regional Coordination Mechanism for Africa (RCM Africa) at its 20th Session, which was held back-to-back with the Third Joint Meeting of the Regional United Nations Sustainable Development Group;
- The 7th Tokyo International Conference on Africa's Development
- The Nor-Shipping and Africa at Nor-Shipping 2019 conference
- The 19th North Indian Ocean Hydrography Commission (NIOHC) Meeting.

## Arab States and Mediterranean

In order to promote the wider ratification of the SAR Convention and the establishment of effective SAR services in the region, a regional training course on SAR administration was organized in collaboration with IMRF.

A regional workshop on the IMO liability Conventions regime was conducted in collaboration with the International Oil Pollution Compensation (IOPC) Funds, World Maritime University (WMU) and the International Group of P&I Clubs, with the objective of updating participants' knowledge on the principles of liability and compensation and of the specific requirements for each of these conventions to be enacted fully and completely into national legislation.

A regional workshop on assessment, examination and certification of seafarers was concluded with the objective of updating the knowledge of trainers responsible for the education and training of seafarers in the participating countries in order to review and update training programmes. This would lead subsequently to improving the implementation of the STCW Convention by maritime administrations and training institutions in the region.



A number of national and regional activities were conducted in collaboration with the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) on matters related to MARPOL Annex VI, the AFS Convention and Biofouling Guidelines, the LP and response to Hazardous and Noxious Substances (HNS) incidents. A technical and feasibility study to examine the possibility of designating the Mediterranean Sea, or parts thereof, as a SOx emission control area under MARPOL Annex VI was also prepared in collaboration with REMPEC.

A regional workshop on ratification and effective implementation of MARPOL Annex VI was implemented in coordination with the Regional Organization for the Conservation of the Environment of the Red Sea & Gulf of Aden (PERSGA), with the objective of providing participants with knowledge and skills pertaining to the process of ratification and implementation of MARPOL Annex VI. This workshop utilized information and course materials prepared under the GloMEEP (Global Maritime Energy Efficiency Partnerships) Project as well as recent amendments to MARPOL Annex VI.

## Asia and Pacific Islands

In 2019, capacity-building activities in the region concentrated on strengthening national maritime administrations and were supported through various partnership arrangements with Member States and regional organizations. The support provided through the IMO Regional Presence Office for East Asia, located in Manila, the Philippines, continued to play an important role in the delivery of ITCP activities in East Asia. Furthermore, the position of IMO TC Officer at SPC was fully utilized through the coordination by IMO, SPC and Secretariat of the Pacific Regional Environment Programme (SPREP) to support the delivery of the ITCP in the Pacific Islands region.

Regional meetings provided an opportunity to identify the real needs of Member States with their direct input. These included the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) Forum, the Association of South East Asian Nations Maritime Transport Working Group (ASEAN MTWG) and the Pacific Regional Energy and Transport Ministers' Meeting.

The Asia region correspondingly benefited from a range of workshops, seminars and other activities, particularly in the areas of SAR; the STCW Convention; domestic ferry safety; the IMDG and IMSBC Codes; the Ballast Water Management (BWM) Convention; MARPOL Annex V, including port reception facilities; OPRC and oil spill contingency planning; the Hong Kong Convention; and the 2030 Agenda for Sustainable Development.

Meanwhile, the Marine Environment Protection for Southeast Asian Seas (MEPSEAS) project helped seven East Asian countries in ratifying and implementing IMO instruments related to the protection of the marine environment (for more details, see **Thematic Long-term Projects**).

The Pacific Islands region benefited from a variety of activities under the IMO's regional programme for the Pacific Islands, including support of SPC's maritime transportation programme and the various activities of the SPREP, such as SAR, the BWM Convention and the AFS Convention.



A series of specific capacity-building activities for the benefit of Solomon Islands Maritime Safety Administration (SIMSA)<sup>1</sup> officials was delivered to enhance the technical capacity of SIMSA under the Capacity-building of the Solomon Islands Maritime Safety Administration (SIMSA) programme, funded by Belgium. Furthermore, the work on the review of MARPOL Annex V national legislation continued in Fiji under the Australian-funded project entitled *Improved Implementation and Enforcement of MARPOL Annex V and Development of a Strategy for the Reduction of Ship-sourced Marine Plastic Litter in the Pacific Islands Region*.

<sup>1</sup> Solomon Islands Maritime Safety Administration (SIMSA) has become the Solomon Islands Maritime Authority (SIMA), and this programme is supporting the transition period.

### 3.

## ITCP Regional Programmes

### Western Asia and Eastern Europe

During 2019, the regional programme in Western Asia and Eastern Europe continued to provide technical assistance focusing on combating oil pollution and training of experts in oil spill response. All activities targeting marine environmental protection were related to the BWM, AFS and OPRC Conventions and the Biofouling Guidelines.

Priority was also given to implementation of the Facilitation of International Maritime Traffic (FAL) Convention and the Single Window concept, aiming at trade facilitation for the region, and a train-the-trainer course for instructors of Maritime English, given the increasing demand for well-trained seafarers from the region.



### Latin America and Caribbean

In the Latin America and Caribbean region, ITCP activities continued to be delivered effectively during 2019 with the support of IMO regional partners, including the Central American Commission on Maritime Transport (COCATRAM), the Secretariat of the Operative Network Authorities of the Americas (SECROCRAM) and the Regional Activity Centre/Regional Marine Pollution Emergency, Information and Training Centre for the Wider Caribbean Region (RAC/REMPEITC-Carib).

Marine environment protection and maritime safety training in the region covered a range of subjects. The delivered activities include: OPRC-HNS;

MARPOL and port reception facilities; the IMO Implementation of IMO Instruments (IMI) Code; IMDG and IMSBC Codes and inspection; and the survey and certification of ships.

Furthermore, IMO delivered two successful regional workshops on the general principles of drafting national legislation to implement IMO Conventions, in which government lawyers, legislative drafters and policy advisers trained in the principles and process of transposition of IMO Conventions into national legislation.

Finally, the preservation of the marine environment was the central topic of the High Level Symposium (HLS) of Ministers

Responsible for Maritime Transport in the Caribbean region, held in Montego Bay, Jamaica, in February 2019. Under the theme 'Maritime Transportation: Harnessing the Blue Economy for the Sustainable Development of the Caribbean', policymakers were updated on the important challenges faced by States in the region to ensure the preservation of the marine environment on which they are heavily dependent for their socio-economic well-being. The HLS also provided a platform to identify strategies to assist States in meeting their obligations under the IMO instruments to which they are party, particularly the marine environment protection and liability and compensation conventions.

#### IMO regional presence

Regional presence in selected developing regions supports our input into national and regional development policies. It also underpins the development, delivery and coordination of TC activities.

Our regional presence includes:

- Regional Presence Coordinator for West and Central Africa (Francophone), based in Côte d'Ivoire
- Regional Presence Coordinator for West and Central Africa (Anglophone), based in Ghana
- Regional Presence Coordinator for Eastern and Southern Africa, based in Kenya
- Regional Presence Coordinator for East Asia, based in the Philippines
- Regional Presence Coordinator for the Caribbean, based in Trinidad and Tobago
- IMO TC Officer for the Pacific Islands, based in SPC in Fiji

An aerial photograph of a bustling port at night. A large cargo ship is docked at a terminal, its deck filled with colorful shipping containers. The port area is illuminated by numerous lights from the ships, cranes, and buildings, creating a vibrant glow against the dark sky. The surrounding land is also dotted with industrial structures and more shipping containers.

4.

## ITCP Global Programmes

The global programmes of our Integrated Technical Cooperation Programme (ITCP) focus on specific technical and emerging issues from a global perspective, targeting funds across a wide spectrum of subject matters.

While the global programmes differ primarily in the scope of their planning structure, ultimately the beneficiaries remain the same. Developing regions gain from the symbiosis of both regional and global programmes, which deliver training events, fellowships and technical advisory missions to those who need them the most. Together, they contribute to the sustainable development of the maritime community.

### Technical Advisory Services

Our technical advisory services programme is a flexible mechanism that aims at responding to emergency technical assistance requests. These can include marine pollution or maritime safety incidents or assistance to governments with other vital technical assistance requests essential to the implementation of global maritime standards.

In 2019, the programme funded a post-IMSAS audit assistance mission providing the beneficiary country with enhanced awareness, knowledge and skills on relevant aspects of the International Convention for the Safety of Life at Sea (SOLAS) regulation V/10.8 and recommendations for improving the country's ships' routeing system.

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

The objective of the SIDS and LDCs programme is to support the sustainable development of these unique and particularly vulnerable Member States.

During 2019, a number of national events enabled experts to be trained in oil spill response, dumping of wastes at sea and drafting of national maritime legislation. Furthermore, the programme supported the participation of officials from SIDS and LDCs at a research and development forum on biofouling management.

### SDG 5: Strengthening the maritime sector

In support of UN Sustainable Development Goal (SDG) 5, this programme continues to be our primary vehicle for articulating the UN commitment to gender equality and mainstreaming. IMO's Women in Maritime programme works to achieve gender equality and empower women and girls under the slogan 'Training-Visibility-Recognition'.

The programme strengthens national and regional capacities through an increased number of gender-specific fellowships; enhances gender inclusion and provides a synergy between the objectives of SDG 5 and those Technical Cooperation (TC) activities which reinforce capacity-building in the maritime sector as a whole. It further reinforces access to high-level technical training for women in developing countries while also enhancing career development for Women in Maritime administrations, ports and training institutes.

This year, driven by the 2019 World Maritime Theme of 'Empowering Women in the Maritime Community', the programme supported a number of capacity-building activities to strengthen the seven IMO-established regional Women in Maritime Associations (WIMAs) and existing partnerships and to increase the visibility of IMO's Women in Maritime Programme. (For more details, see [Empowering Women in the Maritime Community](#).)

### Capacity-building and training

This programme underlines one of the key elements of IMO TC strategy by reinforcing national and regional maritime capacities through human resource development.

In 2019, the programme continued to support human resource development and high-level maritime education by funding 31 fellowships to the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI) and 68 fellowships to other maritime training institutions delivering short- and medium-term courses. It also funded the costs of 16 IMO staff members who lectured at WMU and IMLI and provided support related to the governance of both training institutions.

The programme also responded to specific requests for technical assistance to develop National Maritime Transport Policies (NMTPs) through the delivery of four related workshops to train officials in the formulation of NMTPs.

Finally, the programme supported, inter alia, the Third Workshop on General Principles of Drafting National Legislation to Implement IMO Conventions, held at IMO Headquarters; the finalization of the newly revised Country Maritime Profile module in the Organization's Global Integrated Shipping Information System (GISIS); and the completion of the delivery and operationalization of a maritime Single Window for Antigua and Barbuda.

### Partnerships and emerging issues

This programme is dedicated to increasing the resources of the ITCP, diversifying the donor composition of its resource base and forging new partnerships for cost-sharing arrangements.

Achievements in 2019 included:

- **Strengthening existing partnerships** and continuing the development of new regional agreements to support the ITCP
- The **Second Regional Knowledge Partnership Workshop** on maritime TC activities in the Asia region, which raised awareness of IMO's resource mobilization strategy and established networks for the development of cooperation activities in the maritime field
- **Two train-the-trainer workshops** for seafarers of ships operating in polar waters, which provided further support to maritime training institutions in the region, enhancing the skills and competence of maritime instructors to develop competence-based training programmes; updated existing programmes; and improved the use of the IMO model courses on Basic and Advanced Training for Ships Operating in Polar Waters
- **The launch of a short video** to promote the work of IMO's TC work to potential partners
- **IMO attendance at four regional workshops** organized by the Food and Agriculture Organization (FAO), raising awareness about best practices to prevent and reduce abandoned, lost or otherwise discarded fishing gear (ALDFG)
- **IMO participation in an informal round table on maritime sector strategies** to augment tsunami monitoring with economic, safety and environmental co-benefits
- The **participation of developing countries** in the 2019 International Oil Spill Conference
- Training on port State control
- A **social media campaign** to promote the Day of the Seafarer under the theme 'I am on board with gender equality', in support of the theme of 2019 World Maritime Day 'Empowering Women in the Maritime Community', as well as generating discussions and initiatives that will continue to make the industry a better, more gender-balanced place to work

### Enhancement of maritime security

This global maritime security programme is one of the largest capacity-building initiatives in IMO and aims to support countries to enhance security measures to protect ships and ports from threats posed by terrorism; piracy and armed robbery; smuggling of arms, drugs, and illicit goods; and other illicit activities at sea.

Funded both from the TC Fund and from contributions to the International Maritime Security Trust (IMST), the programme focuses on targeted assistance in response to requests from SOLAS Contracting Governments. In particular, these requests are related to the implementation of the requirements of SOLAS chapter XI-2 and the International Ship and Port Facility Security (ISPS) Code.

In 2019, more than 40 activities were organized or co-organized with development partners for the benefit of the designated authority, port and ship security officials and other related personnel. These were designed to review and enhance the implementation of effective maritime security measures, including training on ISPS Code requirements, inter-agency cooperation, national maritime security legislation, maritime security strategies, self-assessment and drills and exercises.

#### Activities included:

- A regional workshop to discuss cooperation at the national level to ensure implementation and compliance with IMO's maritime security framework
- Fellowships to the Maritime and Port Security course at the Galilee International Management Institute in Nahalal, Israel, taken up by several female candidates from developing countries and SIDS

Moreover, through a multi-agency response, the programme continued to respond to ongoing threats to the shipping and port sectors. In this regard, the programme kicked off a new partnership with the Organization of American States (OAS) and the Regional Security System (RSS) in the Caribbean, bringing together senior government officials from several countries in the eastern Caribbean with the aim of developing their own national maritime security strategies.

Finally, in partnership with the United Nations Office on Drugs and Crime (UNODC), the programme continued to provide assistance to strengthen the implementation of international instruments related to countering maritime terrorism in seven Asian Member States.

### IMO Member State Audit Scheme

The programme on the IMSAS provides technical assistance with a view to facilitating preparation for the audits, identification of obstacles to completing audits and effective implementation of actions to address the findings of the audits. During 2019, the programme supported regional training for auditors and lead auditors; national workshops on the audit; and the participation of observers in IMSAS audits, on request from Member States.

### 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 to improve the energy efficiency of ships.

- In 2019, the programme delivered two regional workshops on ratification and effective implementation of MARPOL Annex VI and the IMO data collection system for fuel oil consumption, aimed at enhancing participants' awareness, knowledge and skills on relevant aspects of MARPOL Annex VI, notably the entry into force of the global 0.50% sulphur limit, the Energy Efficiency Design Index (EEDI) and the IMO data collection system for fuel oil consumption of ships, as well as the initial IMO Strategy on reduction of Greenhouse Gas (GHG) emissions from ships.

### IMO model courses

The programme provides a framework tool for development of new, and revision of existing, IMO model courses and for managing the production, translation, editing and printing of model courses.

In 2019, four new model courses were published: *Passenger Ship Crisis Management and Human Behaviour Training; Basic Training for Masters, Officers, Ratings and other Personnel on Ships Subject to the IGF Code; Advanced Training for Masters, Officers, Ratings and other Personnel on Ships Subject to the IGF Code; and Electro-technical Rating*.

The following model courses were also revised: *Radar Navigation at Management Level; Proficiency in Personal Survival Techniques; Automatic Identification System; and Liquefied Natural Gas Tanker Cargo and Ballast Handling Simulator*. The model course on *Basic Training for Ships Operating in Polar Waters* and the one on *Advanced Training for Ships Operating in Polar Waters* were translated into Spanish and published.

### Promotion of the London Protocol

This programme provides technical assistance to developing countries that require support in promoting and implementing the LP as well as the identification and removal of barriers to achieving compliance with ocean disposal agreements as a crucial part of marine pollution management.

In 2019, specific activities included:

- A global hands-on workshop on monitoring and assessment techniques for the implementation of Annex 2 of the LP
- A regional workshop on the implementation of the LP for the South Asia region
- Support to the continuing work of the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) Working Group 41 on marine geoengineering

### Support for the response to the 2030 Agenda for Sustainable Development and the Blue Economy

The programme supports IMO's participation in relevant UN system meetings to promote implementation of the SDGs, as well as accompanying promotional materials on IMO's alignment with the SDGs.

During 2019, the programme supported awareness-raising events held within the margins of Nor-Shipping 2019, with a focus on Africa's Blue Economy and mainstreaming gender within the maritime sector.

### Support to the implementation of the Technical Cooperation aspects of IMO strategic plan 2018–2023

This newly created programme aims at enhancing the quality of TC delivery and its evaluation.

During 2019, it enabled the participation of delegates from developing countries at the Ministerial Conference on Fishing Vessel Safety and Illegal, Unreported and Unregulated (IUU) Fishing, organized by IMO and the Government of Spain.



## 5.

# Thematic Long-Term Projects



# 5.

## Thematic Long-Term Projects

As part of its commitment to supporting developing countries in the implementation of IMO instruments, IMO has developed a number of large-scale thematic projects in partnership with external donors. These projects operate under a multi-year structure in order to deliver targeted results across a range of subjects relating to marine environmental protection, counter-piracy and maritime security, and focus on legal, policy and institutional reforms and capacity-building activities in beneficiary countries.



Our projects are guided by a clear set of outcomes and activities defined by a project results framework that is monitored and evaluated regularly. These projects are delivered with the support of global, regional and national stakeholders and Strategic Partners. These include governments, industry, non-governmental organizations and other civil society organizations – all vital partners in a successful, impactful implementation. These projects also align with the SDGs and encourage active collaboration and participation between IMO, governmental agencies and other relevant stakeholders.

In our marine environment protection long-term projects, we also partner with the private sector, as it has the vast resources that are key to the solution of the world's environmental problems. Our innovative financing model of public-private partnerships within the Global Industry Alliance (GIA) and the Global Initiative (GI) continues to serve as a model in the maritime sector, as it addresses various marine environmental issues in new ways through technology development and training and capacity-building activities via a cost-sharing approach.



# 2019 Key achievements

### Global Maritime Technology Cooperation Centres Network

<https://gmn.imo.org>

The **GloMEEP** project, executed in partnership with the United Nations Development Programme (UNDP) and funded mainly by the Global Environment Facility (GEF), was successfully concluded on 31 December 2019.

The project's overall aim was to strengthen the national capabilities for countries to become a party to, and effectively implement, MARPOL Annex VI. The project contributed to a reduction of GHG emissions from international shipping by supporting a number of Lead Pilot Countries (LPCs) in taking a fast-track approach to pursuing relevant legal, policy and institutional reforms, and driving national government action and industry innovation to support the effective implementation of IMO's energy efficiency requirements.

In 2019, a formal agreement was signed between IMO and the EU to extend the GMN project by an additional year, until December 2020. This will provide additional time to identify opportunities to sustain this valuable and strategic global network and institutional framework so that GMN can continue contributing to the implementation of IMO's initial GHG strategy.

### Global Maritime Energy Efficiency Partnerships

<https://glomeep.imo.org>

The **GreenVoyage2050** project is a partnership between Norway and IMO aiming to support developing countries (including SIDS and LDCs) in meeting their commitment towards relevant climate change and energy efficiency goals for international shipping, through support of the *Initial IMO Strategy on reduction of GHG emissions from ships*.

Using the tools developed, applying lessons learned from previous interventions and strategically linking with other ongoing global initiatives, GreenVoyage2050 aims to expand government and port management capacities to undertake legal and policy reforms; develop national action plans; catalyse private sector partnerships; promote innovation; enable technology diffusion; and deliver pilot demonstration projects to facilitate technology uptake – all through a broad range of coordinated actions by a number of Pioneer Pilot Countries (PPCs), New Pilot Countries (NPCs) and industry and strategic partners at national, regional and global levels.

Since the official launch of the GreenVoyage2050 Project in May 2019, efforts have been focused on establishing the Project Coordination Unit and issuing an open call for countries to participate in the project. Based on the expressions of interest received, 12 countries (5 PPCs and 7 NPCs) have been preselected to participate in the project.

### GreenVoyage2050

# 5.

## Thematic Long-Term Projects



### Safe and Environmentally Sound Ship-recycling in Bangladesh – Phase II (Capacity Building) (SENSREC Phase II)

The **SENSREC Phase II** project is a follow-up of the SENSREC Phase I project, with funding from the Norwegian Ministry of Foreign Affairs. The project focuses on building the capacities of the Government of Bangladesh (GOB) to develop a legal and institutional reform road map towards its accession to and its effective implementation of the Hong Kong Convention (HKC). The project also focuses on training a variety of stakeholders using a newly developed training system.

During 2019, the project analysed the gaps and needs of Bangladesh through a series of draft reports and explored current models and recommendations which may be used to assist the GOB with its accession to and effective implementation of the HKC.

All the train-the-trainers courses were completed, and 200 participants were trained; they now form a Trainers' Pool from which they can be selected to train the 700 ship recycling workers. Two workshops on Downstream Waste Management in the Ship Recycling Industry in Bangladesh were also delivered.

### Marine Environment Protection of the South-East Asian Seas Project

The **MEPSEAS** project, funded by the Norwegian Agency for Development Cooperation (Norad), provides assistance to seven South East Asian countries – Cambodia, Indonesia, Malaysia, Myanmar, the Philippines, Thailand and Viet Nam – in the implementation of selected IMO Conventions and protocols for the protection of the marine environment.

In 2019, the project continued with the development of national work plans and implementation of the training strategy through a series of national trainings to develop internal rules and regulations to domesticate the relevant IMO Conventions. The project is currently undertaking the preparatory activities to support its next milestone, namely capacity-building through training and guidance for effective compliance, monitoring and enforcement of the priority IMO Conventions.

### GloFouling Partnerships

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

**Building Partnerships to Assist Developing Countries to Minimize the Impacts from Aquatic Biofouling (GEF-UNDP-IMO GloFouling Partnerships)** is a five-year project executed by IMO, implemented by the UNDP and funded by GEF. The overall goal of GloFouling is to build capacity in developing countries to implement the 2011 IMO Biofouling Guidelines.

During 2019, the project held an inception workshop in London to approve the work plan for the first biennium. At the national level, the project team developed an awareness-raising package on biofouling and invasive aquatic species and organized national workshops to catalyse the creation of national task forces in 9 (Brazil, Fiji, Indonesia, Jordan, Madagascar, Mauritius, Mexico, Philippines and Tonga) out of 12 of its Lead Partnering Countries (LPCs). As a result, LPCs are now formalising these newly established groups and drafting a plan for their activities.

The project also organized regional workshops in the Pacific region with the collaboration of SPREP. The aim of the workshops was to present the project and encourage the Regional Task Force on invasive aquatic species to include the biofouling issue in the regional agenda and to lead the development of a regional strategy.

At the global level, working in collaboration with the Intergovernmental Oceanographic Commission of the United Nations Educational, Scientific and Cultural Organization (IOC-UNESCO), GloFouling has created the new Joint Group of Experts on the Scientific Aspects of

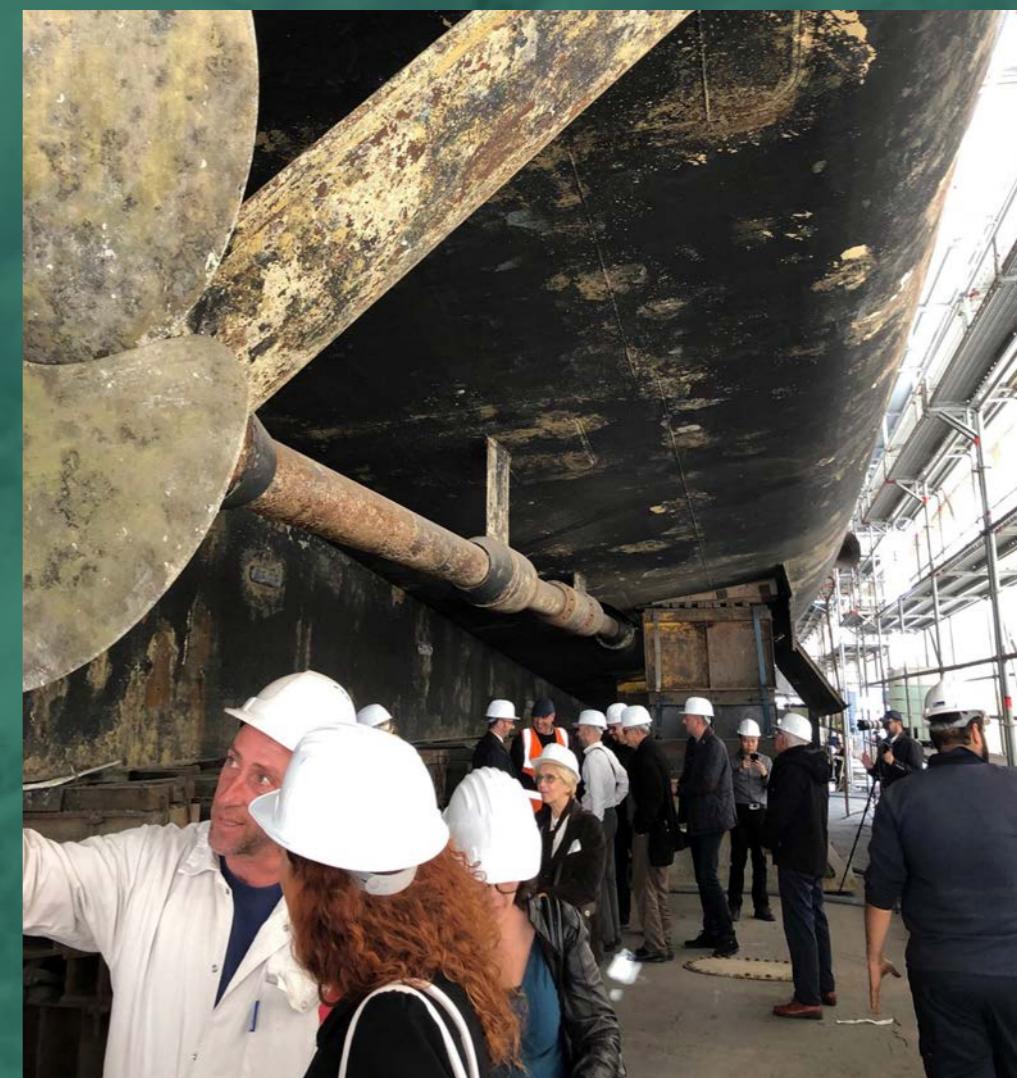
Marine Environmental Protection (GESAMP) Working Group 44 to develop a report on the impacts of biofouling across all maritime industries.

The first IMO GloFouling R&D Forum on biofouling management was organized by the project in Melbourne, Australia, with participation from scientists, technology providers, industry and government representatives.

Private sector participation in the project plays a crucial role in

improving biofouling management. Through its cooperation with World Ocean Council (WOC), the GloFouling project held a session on biofouling during its Sustainable Ocean Summit (SOS).

GloFouling also includes gender mainstreaming aspects and has established a strong working relationship with Women's International Shipping & Trading Association (WISTA International), which resulted in a session on biofouling at its annual general meeting.



# 5.

## Thematic Long-Term Projects

### The Global Initiative projects

Since 1996, IMO and IPIECA have worked together to develop global oil spill preparedness and response capacity under the umbrella GI programme in accordance with the provisions set out in the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC 90). Since then, IMO has been working with international and regional partners to establish a major commitment from both governments and industry to improve oil spill preparedness and response and to reduce the level of oil spill risk in priority locations around the world.

The different GI projects organize and deliver training sessions, capacity-building workshops, technical assistance activities and exercises that aim to strengthen oil spill preparedness and response capacities of the partner countries, drawing on expertise and experience from within governments, industry and other organizations working in this specialized area. The projects also help the industry improve its environmental and social performance.

### Global Initiative for Southeast Asia

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

The Global Initiative for Southeast Asia (GI SEA), in operation since 2013, continues to support all ten beneficiary countries in the Association of Southeast Asian Nations (ASEAN) region to enhance the regional, subregional and national capacities and capabilities through industry and government cooperation.

During 2019, the region benefited from a range of workshops, seminars and other activities, including a regional workshop held in Malaysia aimed to familiarize stakeholders with the key elements of the ASEAN Regional Oil Spill Contingency Plan. In addition, an inaugural subregional train-the-trainer workshop on the OPRC model courses was held, bringing together participants from Indonesia, Malaysia, the Philippines, Thailand and Viet Nam to equip trainers with the necessary skills to deliver training on emergency response, preparation and planning within their national administrations.

The related needs of the ASEAN Member States were subsequently considered at the 20th Session of the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) Forum, the ASEAN Maritime Transport Working Group (ASEAN-MTWG), and the Pacific Regional Energy and Transport Ministers' Meeting.

### Global Initiative for West, Central and Southern Africa

[www.giwacaf.net](http://www.giwacaf.net)

The GI WACAF was launched in 2006 with the aim of strengthening the oil spill preparedness and response capacities of 22 countries in west, central and southern Africa. To achieve its mission, GI WACAF organizes and delivers Technical Cooperation (TC) activities and encourages industry and governments to work cooperatively. Since its inception, the sustained and regional approach to capacity-building taken by GI WACAF has proven its effectiveness and value for the region.

During 2019, 11 activities were carried out in nine countries, including five national workshops, two national exercises, a transboundary exercise between Angola and Namibia, a subregional workshop and a biennial regional conference. The latter was held in South Africa and brought together 120 participants, key industry and government representatives from the partner countries, with the objective of facilitating information-sharing and lessons learned in the region, reviewing the progress achieved and determining priority actions for the biennium 2020–2021. In order to ensure a complementary and coordinated approach to capacity-building on OPRC-related matters in the region, GI WACAF also contributed to a number of conferences, meetings and programmes whose objectives are aligned to those of the initiative.

### Global Initiative China

The GI China project, created to improve and sustain the capacity of the People's Republic of China to prepare for and respond to oil spill incidents and to enhance industry-government cooperation, has benefited from a number of initiatives since 2007.

In 2019, IMO supported GI China's efforts to strengthen national oil spill response through the organization of an IMO level 2 and 3 seminar in Ningbo, China. The aims of the seminar were to enhance understanding of the effective implementation of the OPRC Convention and to raise awareness of the role and responsibilities of senior personnel in the management of oil spill incidents and the challenges presented during a major spill event.



### Support to the Djibouti Code of Conduct (DCoC)

This programme aims to enhance capacity to counter piracy and other maritime crimes that threaten the safety and security of navigation in the Western Indian Ocean and the Gulf of Aden. The focus in 2019 was on developing national capability, legal frameworks, risk assessment and inter-agency cooperation and on enhancing national and regional information sharing networks as the foundation for stronger regional cooperation.

During 2019, the programme, which is highly regarded at the regional level, facilitated seven training courses and three regional workshops in close cooperation with other implementing partners. The courses benefited 172 participants from the DCoC signatory States. This brought the total of training courses delivered since 2011 under the framework of the DCoC to 89, and the number of beneficiaries to 1,678.

### West and Central Africa Maritime Security

This programme aims to deliver capacity-building activities focusing on provision of direct assistance to Member States in the region with a view to developing and enhancing their capacity to address issues and challenges in their maritime domains.

In 2019, the programme supported activities of the Interregional Coordination Centre (ICC) in Yaoundé, Cameroon, as well as IMO's attendance at relevant meetings in the region, such as the G7++ Friends of the Gulf of Guinea.



6.

## Empowering Women in the Maritime Community



# 6.

## Empowering Women in the Maritime Community

For sustainability and inclusiveness in the modern world, shipping needs more women in the workforce, particularly in positions where they can help drive decision-making processes. ‘Think maritime – think women’ is perhaps not the usual slogan that we are used to seeing in our traditionally male-dominated industry. For more than three decades, IMO, through its Women in Maritime programme, has been making a concerted effort to help the maritime industry move forward towards a more gender-balanced workforce and to support women throughout the industry.

The 2019 World Maritime Theme, ‘Empowering Women in the Maritime Community’, had a strong and far-reaching resonance, making this a significant year for Women in Maritime and encouraging more conversation on gender equality in the maritime space. The numerous seminars, conferences and panel discussions held in support of this theme have successfully raised awareness of the importance of gender equality in line with the SDGs, highlighting the important yet underutilized contribution of women within the maritime sector.

In 2019, when promoting and empowering women was a dominant theme throughout the maritime community, the programme delivered and supported several events, with a focus on women in ports; women offshore; facilitation, the role of women in the Blue Economy; and how best to attract and retain women in the maritime sector. Highlights include:

A side event held within the margins of the Ministerial Conference of Fishing Vessel Safety and Illegal, Unreported and Unregulated (IUU) Fishing, held in Torremolinos, Spain, to improve visibility and recognition of women in the fisheries sector and to support the organization into networks of women in fisheries. This included the creation of a social media campaign and a virtual wall of photos of women in fisheries covering all aspects of the supply chain.

**Two side events** held during Nor-Shipping 2019 in Oslo and Lilestrøm, Norway. The first side event, on promoting inclusion and gender balance in Africa’s Blue Economy, featured a host of speakers who highlighted the need for an inclusive Blue Economy approach ‘leaving no one behind’, with a particular focus on women, youth and indigenous communities, recognizing that gender equality and the empowerment of women will build a more peaceful, inclusive and prosperous world. The second IMO-led side event, entitled Gender Mainstreaming and Seafaring: A Call for Collective Action, highlighted some of the challenges and solutions around encouraging women to take up seafaring roles.

The 2019 Day of the Seafarer campaign, which centred on social media and asked maritime professionals regardless of gender to say ‘I am on board’ with gender equality at sea. IMO’s interactive online space captured almost 1,000 entries, and these can be viewed at: <https://dayoftheseafarer.imo.org/2019>.

Building on this momentum, the IMO Assembly, on 4 December 2019, adopted Resolution A.1147(31) Preserving the Legacy of the World Maritime Theme for 2019 and achieving a Barrier-Free Working Environment for Women in the Maritime Sector. The resolution urges further firm action in coming years to advance gender equality throughout the maritime sector and reach a barrier-free environment. IMO’s Technical Cooperation TCD will continue to work closely with Member States, non-governmental organizations, intergovernmental organizations and industry to identify and overcome existing constraints in all aspects of the maritime sector, particularly in recruitment, training and capacity-building.

## Capacity-Building

Among the main objectives of the programme during 2019 was facilitating increased access of women to technical training through short development courses and participation of female officials in key capacity-building activities in order to empower women in maritime. The following was achieved in 2019:

**65 women trained**  
in port management and protection  
of the port marine environment

**9 women managers**  
trained on level 1 aids to navigation (AtoN)

**13 African women**  
trained in search and rescue  
(SAR) operations

**Sponsorship of 24 female representatives**  
from IMO-established networks to attend the World Maritime University (WMU) Third International Women’s Conference on Empowering Women in the Maritime Community, held in Malmö, Sweden, in April 2019



VERONICA JOSEPHA BRISTOL

It's my aspiration to graduate in Maritime Law.



SELA FAKAPELEA

Growing up, I witnessed how shipping plays a vital roles in fulfilling some of our basic needs.



SARAH MOGI

Get into maritime.  
Try it and experience it.

# Women in Maritime Associations

Regional collaboration has been a key element of IMO's empowerment of women through implementation of SDG 5. Recognizing the contribution of female officials in the maritime sector highlights the fact that women form an indispensable part of the human capital of a country and the region to which that country belongs. IMO's efforts have concentrated on implementation of SDG 5's target 5.5: Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic and public life.

During 2019, the programme provided ongoing support to the seven Women in Maritime Associations (WIMAs) established in Africa, Arab States, Asia, the Caribbean, Latin America and the Pacific to improve gender balance in the shipping industry. Covering some 152 countries and dependent territories, access to these regional associations provide a focal point for Women in Maritime to meet, network and provide support and mentorship to each other on a number of technical issues, beyond gender, and aim to help bridge the gap in narrowing some of the institutional barriers and cultural stigma facing women who enter the maritime industry.

These associations have proven very successful in reinforcing the key role that grassroots initiatives can play in raising awareness among the wider population. This is particularly relevant in attracting young people to the maritime sector and should prove to be an effective tool in increasing the intake into maritime training institutions. In 2019, activities included organizing maritime career days; community-based activities on HIV prevention, sexual health, hygiene and gender-based violence (GBV); marine litter and climate change mitigation initiatives and beach clean-ups.

## About:

AWIMA was established in Egypt in October 2017.

AWIMA's objectives are to enhance national and regional recognition of the role of Arab women as a resource for the maritime industry; to strengthen the cooperation network among Arab women in the port and maritime sectors of the region or subregion; and to increase employment opportunities for Arab women at the higher management levels of the port and maritime sectors.

## 2019 activities

In April 2019, a regional conference was held in Alexandria, Egypt, with the objective of reviewing AWIMA's progress in the implementation of its work plan to agree on the necessary actions to achieve the high-level benefits and importance of the goals of the 2030 Agenda for Sustainable Development for Arab States, to develop strategic partnerships and to promote the relevance and fundamental role of the maritime sector to the economies of the region.

## Red de Mujeres de Autoridades Marítimas de Latinoamérica (Red-MAMLa)

### About:

Red-MAMLa was established in Chile in December 2017.

Red-MAMLa aims to integrate Latin American women in the maritime sector, developing actions aimed at promoting the inclusion of women by eliminating any form of discrimination in activities in the sector.

These actions include promoting parameters, guidelines and recommendations that encourage the visible participation of women in the maritime sector, through the identification of needs and offers of training and education, based on the principles of training, visibility, recognition and empowerment.

### 2019 activities

In September 2019, Red-MAMLa held its second regional conference in Cartagena de Indias, Colombia. The conference adopted a framework for MAMLa's development, including its vision, mission, objectives, strategic aims and a code of ethics; drafted a constitution for Red-MAMLa; and implemented a five-year maritime strategy (2018–2023).

At the conclusion of the conference, a governance and membership structure was established, and a work programme for 2020 was agreed upon. A permanent secretariat was established in Panama.



## Women in Maritime Association, Asia (WIMA Asia)

### About:

WIMA Asia was established in January 2010 and relaunched in the Philippines in 2015.

WIMA Asia aims for regional integration, support and cooperation of women in national WIMAs for the promotion of greater and active participation on SDGs, including those relating to safety, security, environmental protection and trading throughout Asia.

### 2019 activities

In 2019, the programme supported delivery of a regional conference on empowering Women in Maritime "Bridging the Gap" held in Kuala Lumpur, Malaysia.

Joint activities delivered under the MEPSEAS project included organization of awareness-raising seminars on marine environmental issues, promotion of strategies and policies on gender equality and promotion of the MEPSEAS project among all stakeholders.



**Women in Maritime of West and Central Africa (WIMOWCA)****About:**

IMO established the Network of Professional Women in the Maritime and Port Sectors for West and Central Africa in Cotonou, Benin, in February 2007.

To further address the capacity gap, this association will be re-launched as WIMOWCA in 2020.

**2019 activities**

For some years, IMO supported this network through the provision of short courses for women to upgrade their knowledge on port management and operations.

**Pacific Women in Maritime Association (PacWIMA)****About:**

PacWIMA was established in Fiji in February 2004 and relaunched in Tonga in April 2016. Since then, and with considerable support from the Pacific Community (SPC), PacWIMA has established ten national WIMAs. These national WIMAs play a critical role alongside parallel national efforts to increase women's representation in the maritime sector and achieve gender equality.

**2019 activities**

In September 2019, at the fourth Pacific Regional Energy and Transport Ministers' meeting, held in Samoa, PacWIMA launched its regional strategy for the Pacific region, which is supported by three key strategic pillars:

1. Recognition of the leadership and contribution of women in the maritime sector;
2. Visibility of women in the maritime sector; and
3. Capacity-building for women in the maritime sector.

This robust strategy is aimed at attracting and retaining women and girls to a career in maritime and creating diversity across all roles within the sector while also building technical expertise and competencies with an emphasis on education and leadership support.

In 2019, the programme also supported PacWIMA members to undertake a Bachelor's of Applied Management via distance learning. This method proved successful and will be trialed among the six other IMO-established WIMAs.

**Women in the Maritime Sector in Eastern and Southern Africa region (WOMESA)****About:**

WOMESA was established in Kenya in December 2007.

Its primary objectives are to advocate gender equity; to improve women's access to maritime training and technology; and to promote their progression to key decision-making roles and the high levels of competence that the maritime industry demands in eastern and southern Africa.

**2019 activities**

To promote greater visibility of WOMESA and in celebration of the African Day of Seas and Oceans, held annually on 25 July, WOMESA members agreed to celebrate a Day for Women in Maritime. With support from IMO, maritime administrations, industry and local communities, nine national WOMESA chapters organized beach clean-ups to mark this occasion.

The related social media campaign helped raise awareness of the problem that marine litter poses to the environment (SDG 14) as well as the important role played by African women as key resources for the port and maritime sectors of the region.

**Women in Maritime Association, Caribbean (WiMAC)****About:**

WiMAC was established in Jamaica in December 2007. It is committed to increasing the performance, participation and contribution of women in the maritime sector. The Association fosters the development and participation of women in the maritime sector and contributes to the growth of the industry within the region through empowerment of women; capacity-building; advocacy on issues affecting women and the industry; and mentorship to facilitate career advancement and professional well-being of women in the sector.

**2019 activities**

In 2019, WiMAC advocated the sharing of best practices among gender equality networks, further developed its five-year strategy, supported climate change mitigation efforts in the Caribbean, strengthened its network through the launch of a national chapter in Dominica, promoted a campaign to end GBV in the workplace and advocated for GBV policies in collective agreements of shipping lines and seafarers.

**Training-Visibility-Recognition**

In 2019, a great emphasis was placed on showcasing the achievements of Women in Maritime through the launch of a film, *Turning the Tide*, and the promotion of role models. By profiling Women in Maritime who have benefited from IMO, either by membership to a WIMA or through fellowships or access to high-level technical training, valuable insights were gained about how IMO has helped these individuals and shaped their future aspirations. We are proud to have had such an impact and to have helped empower these women. <https://youtu.be/BTn0rzYF5cE>



WORLD MARITIME DAY 2019

# EMPOWERING WOMEN IN THE MARITIME COMMUNITY

## BUILDING ON SUCCESS OUR STORY SO FAR...

31 years of IMO's Women in Maritime Programme

Seven regional Women in Maritime Associations established covering 152 countries and territories

1,000 female graduates from IMO's World Maritime University since 1983

1,000s of women have received maritime training through IMO sponsorship and fellowships

50% of places at the IMO International Maritime Law Institute reserved for women since 1988

**500+ PARTICIPANTS**  
took part in four major conferences

**65 FELLOWSHIPS AWARDED TO WOMEN TO STUDY:**  
Port operations | Port security | Maritime management

**1 PLACE SPONSORED**  
on all-women expedition to study ocean microplastics

**1 STUDY LAUNCHED** (with WISTA International) to establish numbers of women employed across several maritime sectors



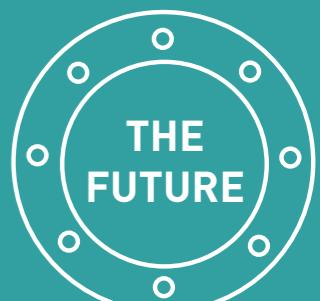
### 10 NETWORKS

launched (National Women in Maritime Associations)



### 1 NETWORK

for IMO delegates created - to advance gender equality



**15M PEOPLE REACHED**

in Day of the Seafarer campaign to raise gender awareness at sea  
#lamonBoard

### AWARENESS RAISING EVENTS

held all over the world on:

- Empowering women
- Women in the Blue Economy
- Digitalization and diversity
- Women in STEM
- Women in fisheries
- Women in ports

**IMO FILM ON**  
women in maritime  
“Turning the Tide”  
launched

**US\$735,000**  
spent on Women in Maritime Programme in 2019

### KEEPING THE MOMENTUM

In 2019, the IMO Assembly adopted a resolution to preserve the legacy of the 2019 World Maritime Theme and work towards a barrier-free environment for women throughout the maritime sector

## WOMEN IN MARITIME IMO's GENDER PROGRAMME

### 25 ONLINE PROFILES

of inspirational and successful maritime women created and shared



EGLY TATIANA

My work involves the supervision of construction, maintenance and conservation of port infrastructure.



PATIENCE NATOU

Learn from other women in the industry.



JANE NJERI GRYTEN

I am working hard to build a fleet of vessels and employ more women in the company.



LILIANA DIAZ MEDINA

My advice is to keep updating your skills, because the maritime world is constantly changing.



AYSE ASLI BASAK

Women bring intelligence and high skills to all fields of the shipping industry. Let's throw off the bowlines!



CHERIE WHIPPY-MORRIS

I want to be a role model and mentor for young Pacific Island women who are interested in a maritime career.



NOELIA SALGUEIRO

I conduct ship and naval vessel surveys and provide licences to merchant marines after their training.

# 7.

# IMO Global Maritime Training Institutions



Worldwide, the shipping industry continues to expand to meet demands of globalization; and with the growth of world trade, the introduction of new technologies and the increase in maritime leisure interests, the breadth of the maritime industry is continuously expanding.

To address sustainable human resources development and the need to build capacity 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 and in-kind contributions from Member States and the shipping industry in the form of, *inter alia*, student fellowships, equipment and facilities donations for their academic premises.

### United Nations recognition

The United Nations General Assembly (UNGA) on 10 December 2019 adopted resolution A/RES/74/19 on Oceans and the Law of the Sea, recognizing the work of WMU and IMLI as centres of excellence for maritime education and the training of government officials and legal advisers, mainly from developing countries.



## World Maritime University

### About:

Based in Malmö, Sweden, and founded in 1983 by IMO, the World Maritime University is a high-level educational institution that aims to address the shortage of well-qualified, highly educated maritime experts.

Its mission is to further enhance the objectives and goals of IMO, its Member States and the maritime industry at large through education, research and capacity-building on maritime and related ocean affairs to ensure safe, secure and efficient shipping on clean oceans and promote a sustainable maritime industry for the long term.

### 2019 graduates

248 graduates from 71 States/Territories, bringing the overall total of graduates to 5,156 from 170 States/Territories.

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

The University has placed a strong emphasis on contributing to the implementation of the SDGs and, in particular, its role in addressing goals 4, 5, 7, 8, 9, 13, 14 and 17. The University has adopted an equal opportunities policy and positively welcomes applications from women to all its programmes.

### Donors and partners

In 2019, the University continued to be generously supported by the Government of Sweden and the city of Malmö.

The University further benefited from a number of donors that contributed, by means of fellowships, financial or in-kind donations, to the successful functioning of the University.

During 2019, WMU continued its collaboration with IMO through its fellowship support programme, the delivery of lectures by IMO staff and the hosting of a Maritime Transport Policy Seminar while also actively engaging with strategic partners from governments, the public sector, international organizations and academia with a view to positioning itself as the go-to partner for maritime and ocean affairs.

Full WMU report for 2019 can be found at: [www.wmu.se](http://www.wmu.se)

### 2019 WMU conference and events

<b>January</b>	<ul style="list-style-type: none"> <li>International Workshop on Boundaries Beyond National Jurisdiction (BBNJ)</li> </ul>
<b>April</b>	<ul style="list-style-type: none"> <li>Third WMU International Women's Conference on Empowering Women in the Maritime Community</li> </ul>
<b>May</b>	<ul style="list-style-type: none"> <li>The 43<sup>rd</sup> Annual Center for Oceans Law and Policy Conference</li> <li>Innovation Day for Östersjön Competition to support conservation of the Baltic Sea</li> </ul>
<b>June</b>	<ul style="list-style-type: none"> <li>Third Meeting of Range States for the European Eel</li> </ul>
<b>August</b>	<ul style="list-style-type: none"> <li>Side event on Capacity-Building, Gender Empowerment and the BBNJ Agreement, at the Third Session of the Intergovernmental Conference on an International Legally Binding Instrument under the United Nations Convention for the Law of the Sea (UNCLOS).</li> </ul>
<b>September</b>	<ul style="list-style-type: none"> <li>International Symposium on Anthropogenic Underwater Noise</li> </ul>
<b>October</b>	<ul style="list-style-type: none"> <li>The Second Regional Conference for the Americas</li> <li>The 2019 Sheldon Kinney Lecture on Global Maritime Leadership</li> <li>Third Annual Global Maritime Technology Cooperation Centres Network (GMN) Conference in cooperation with IMO</li> <li>IMO/WMU Maritime Transport Policy Seminar</li> </ul>
<b>November</b>	<ul style="list-style-type: none"> <li>The International Conference on Legal, Scientific and Economic Aspects of Deep Seabed Mining</li> </ul>

## IMO Global Maritime Training Institutions

### IMO International Maritime Law Institute

#### About:

Based in Msida, Malta, and founded in 1988 by IMO, the International Maritime Law Institute (IMLI), is a world-recognized institution for education and training in international maritime law, with special reference to the implementation of international maritime regulations adopted by IMO.

The institute ensures candidates are suitably qualified for maritime work, particularly from developing countries, with high-level facilities for advanced training, study and research in international maritime law. It also focuses on legislative drafting techniques designed to assist participants in the process of incorporating international treaty rules into domestic law.

IMLI celebrated its 30th anniversary with a special publication and a commemorative seminar held at IMO Headquarters in June 2019.

#### 2019 graduates

48 graduates from 36 States/Territories, bringing the overall total of graduates in postgraduate programmes to 885 from 143 States/Territories.

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

Through its intensive education, training and research agenda, the Institute contributes to the implementation of SDGs 4, 5, 7, 9, 13, 14, 16 and 17. Fifty per cent of places in the Institute's master's programmes are reserved for suitably qualified female candidates.

#### Donors and partners

The Institute enjoys the continuous support of the host Government of Malta and also benefits from a number of donors.

In 2019, the Institute continued to collaborate closely with IMO through its fellowship support programme, the delivery of lectures by IMO staff and the hosting of a Maritime Transport Policy Seminar in cooperation with WMU.

IMLI continues to maintain a strong institutional link with national and international organizations and corporations prominent in the field of shipping as well as with national maritime law associations.

The full IMLI report for 2019 can be found at: [www.imli.org](http://www.imli.org)

#### 2019 IMLI conference and events

March	<ul style="list-style-type: none"> <li>International Workshop on the Role of Maritime Law in East Asian Maritime Relations</li> </ul>
April	<ul style="list-style-type: none"> <li>Second International Workshop on Human Rights and the Law of the Sea</li> <li>International Seminar on Empowering Women in Maritime Affairs</li> </ul>
June	<ul style="list-style-type: none"> <li>Commemorative seminar to celebrate IMLI's 30<sup>th</sup> anniversary</li> </ul>
September	<ul style="list-style-type: none"> <li>Hutchinson Ports/IMO/IMLI Seminar: Do Ports Need International Regulation?</li> </ul>
November	<ul style="list-style-type: none"> <li>IMO/WMU/IMLI Fourth Maritime Transport Policy Seminar</li> </ul>



## 8.

# Our Work with the Regional Seas Programme



## 8.

## Our Work with the Regional Seas Programme

Over the years, IMO has concluded a number of agreements with regional organizations that have emerged as strategic partners in the global effort to meet the capacity-building needs of IMO Member States. Working together not only optimizes the use of resources at the regional level, but also ensures the delivery of tailor-made activities to address the needs of the beneficiary countries and to meet the objectives of the Organization.

The UN Environment Regional Seas Programme (RSP), launched in 1974, aims to protect the world's oceans and coastal areas from industrial contamination through a regional 'shared seas' approach, engaging neighbouring countries in comprehensive and strategic actions to safeguard human health and natural resources.

To date, there are 18 RSPs in place, 7 of which are hosted by UN Environment (<https://www.unenvironment.org/explore-topics/oceans-seas/what-we-do/working-regionalseas>). The programmes have several common elements; however, each programme has an accompanying action plan that promotes the sustainable management and use of the marine environment in that particular region. These action plans are generally underpinned by a legal framework in the form of a regional convention and

associated protocols, tailored to suit the environmental challenges of each region and to support countries in addressing priorities to fulfil their responsibilities.

The day-to-day management of the action plans is largely undertaken by the Regional Coordinating Units (RCUs) and Regional Activity Centres (RACs) set up under each RSP. 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 levels.

Since the RSP was established, over 45 years ago, IMO has worked closely with UN Environment and the individual RSPs on the protection of the marine environment in the various sea regions. IMO is closely involved with certain RACs, particularly in the delivery of capacity-building and technical assistance activities for the protection of the marine environment.



This cooperation focuses on the following geographical areas:

### 1. Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea

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

In 1976, IMO and UN Environment jointly established REMPEC to provide combined efforts to protect the marine environment of the Mediterranean Sea.

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

In 2019, REMPEC's long-standing partnership with IMO supported the implementation of the Regional Strategy for the Prevention of and Response to Marine Pollution from Ships in the Mediterranean (2016–2021).

With respect to the protection of the marine environment, a number of national and regional activities were conducted by REMPEC on matters related to the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI, the International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention) and Biofouling Guidelines, the London Protocol (LP) and response to Hazardous and Noxious Substances (HNS) incidents. Also, in collaboration with REMPEC, IMO conducted a technical and feasibility study to examine the possibility of designating the Mediterranean Sea or parts thereof as a  $\text{SO}_x$  emission control area under MARPOL Annex VI.

### 2. RAC/Marine Pollution Emergency, Information and Training Centre for the Wider Caribbean Region

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

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).

In 2019, RAC/REMPEITC-Caribe delivered several capacity-building workshops under the framework of the existing , which included a national workshop in Grenada on MARPOL Annexes III–V and regional and national workshops on matters related to the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC Convention) in Belize, Curaçao, Guyana, Jamaica, Saint Kitts and Nevis, Saint Lucia and Suriname. RAC/REMPEITC-Caribe also coordinated the translation of the Caribbean Islands OPRC Plan into French and Spanish. This plan provides a framework under which island States and Territories may cooperate at operational level in responding to oil spill incidents.

### 3. Other geographical regions

IMO actively supports the activities of the Marine Environmental Emergency Preparedness and Response Regional Activity Centre (MERRAC), established in 2000 under the Northwest Pacific Action Plan (NOWPAP) by China, Japan, the Republic of Korea and the Russian Federation.

Other regions and RACs supported by IMO include those established under the Nairobi Convention for the Protection, Management and Development of the Marine and Coastal Environment of the Western

Indian Ocean (Nairobi Convention) and the Framework Convention for the Protection of the Marine Environment of the Caspian Sea (Tehran Convention). They also include those that are not directly administered by UN Environment; for example, the Secretariat of the Pacific Regional Environment Programme (SPREP), the South Asia Co-operative Environment Programme (SACEP) and the Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA).

The initial focus of many of the RSPs and RACs has been chemical waste, conservation of marine species and ecosystems, and costal development measures for preparedness, response and cooperation in case of oil spills caused by ships. These have specifically been promoted as a means of compliance to the OPRC 90 and its Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol). However, many of the programmes provide useful frameworks for regional cooperation on other IMO environmental conventions.

While cooperation between IMO 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 transposition, implementation and enforcement of IMO conventions on reducing unwanted species in ships' ballast water, illegal discharges of ship-generated waste and the harmful effects of atmospheric emissions from ships.

During 2019, RACs and other bodies established under the RSP implemented several technical cooperation activities on behalf of IMO. Meanwhile, IMO also participated in several regional events organized by the various RSPs and their RACs.

### IMO and UN Environment in collaboration with the Nairobi Convention

In 2019, IMO delivered, in partnership with UN Environment, a regional workshop on operationalizing the national oil spill contingency plans (NOSCPs) with a view to strengthening national- and local-level cooperation in East Africa through peer-to-peer networking within and between participating countries.

### PERSGA and the Tehran Convention

In 2019, with a focus on clean shipping in the Red Sea and the Gulf of Aden, PERSGA delivered a regional workshop on the ratification and effective implementation of MARPOL Annex VI, with a particular focus on the entry into force of the global sulphur requirement and IMO's Initial Strategy on the reduction of greenhouse gas emissions from ships.

### Delivering as One

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

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

## 9.

# Aligning IMO's Technical Assistance with the SDGs



## Aligning IMO's Technical Assistance with the SDGs

Sustainable maritime transportation is a cross-cutting issue and, as such, is an important enabler for most of the SDGs. IMO's Strategic Plan for 2018–2023 underlines its full commitment to the 2030 Agenda and to supporting Member States in their efforts to implement the SDGs at national level.



In 2019, IMO strengthened its commitment to the SDGs by adopting an IMO Secretariat SDGs Strategy. This strategy is for IMO to identify, analyse and address emerging issues and opportunities to further support Member States in their implementation of the SDGs through a variety of actions. The Strategy specifically calls for the development of maritime SDG specific, measurable, achievable, relevant and timely (SMART) indicators to make IMO's work more tangible towards implementation of SDGs, with a focus on IMO's priority SDGs, namely SDGs 5, 9, 13 and 14 and overarching SDGs 16 and 17.

Subsequently, in 2019, a Correspondence Group of the Technical Cooperation Committee (TCC) was formed to develop a series of SMART indicators related to IMO's Technical Cooperation (TC) work and the SDGs, which are due to be revisited by the Committee in 2020. These indicators set a baseline of data and set targets for 2024.

The IMO Secretariat has been implementing the IMO SDGs Strategy in 2019 through the following actions:

- Supporting interested Member States to include maritime data in their Voluntary National Reviews (VNRs)
- Linking all IMO Conventions to specific SDGs (with a focus on those that are prioritized in the Secretariat's SDGs Strategy)
- Linking IMO's Technical Cooperation work, both ITCP activities and multi-year projects, to the SDGs

• Moving towards a more strategic approach on SDG 5 with the aim of including gender considerations throughout IMO's work (including through its whole TC programme via development of gender markers)

• Developing a Secretariat SDGs Visibility and Communication Strategy with the overall aim of strengthening the contribution of IMO and the shipping industry to the 2030 Agenda

• Developing targeted communication material, highlighting success stories and providing concrete examples of IMO's contribution to achieving the SDGs and contributing to the 2019 SDGs and Climate Summits

Additionally, IMO assists Member States in including maritime considerations in their national implementation of the SDGs by supporting maritime authorities/stakeholders in understanding and contributing to the newly established United Nations Sustainable Development Cooperation Framework (UNSDCF) through targeted workshops.

During 2019, IMO held three such workshops – in Kenya, Nigeria and Thailand – with participants primarily from the maritime administrations and maritime authorities. The agenda included, inter alia, information-sharing and exchange of views on the importance of the maritime sector in supporting and achieving the SDGs; mainstreaming the maritime sector into the UNSDCF; understanding of the UNSDCF process mechanism; and key regional issues. During targeted work sessions, participants discussed sustainability in the maritime sector and shared ideas on what this might mean for their efforts to ensure a more sustainable future for their national maritime sectors. In total, 136 participants attended the three workshops held in 2019.



## 10. Partners



## 10. Partners

IMO's delivery of technical assistance continues to be enhanced through the formal partnership agreements that it has reached with many of its Member States and various international and regional organizations. These partnerships provide valuable support for the delivery of the Organization's Technical Cooperation (TC) activities.

Throughout 2019, expenditure of \$15.6 million allowed us to effectively deliver technical assistance all over the world, covering a diverse range of maritime subjects through thematic long-term projects as well as focused activities, such as training workshops and needs assessments. Of this total, over \$10 million, representing over half of our expenditure, came from 32 donor sources and multi-donor trust funds.



## An effective partnership

For the effective delivery of technical cooperation activities, IMO has developed bilateral partnerships with governments, international organizations, regional institutions and industry. In addition, our knowledge partnership model seeks to broaden the sources of funding available for technical assistance by exploring both innovative ways of funding and new areas of technical cooperation.

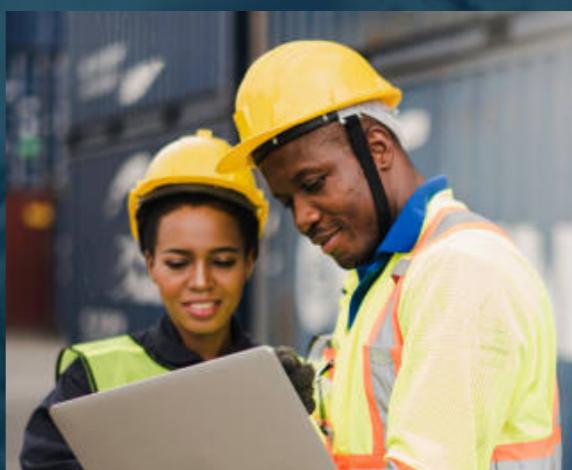
During 2019, a total of 80 partnership arrangements were in operation, including:

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

Throughout the year, IMO has continued to work with potential donors to establish new partnerships to generate funds and for the implementation of the long-term resource mobilization strategy, focusing on the establishment of a knowledge partnership mechanism.

Other achievements in 2019 included *inter alia*:

- Production of a promotional video showcasing IMO's long-term strategy on resource mobilization for technical cooperation activities
- The second Asia Regional Knowledge Partnership Workshop for Maritime Technical Cooperation Activities, held in Bangkok, Thailand, which raised awareness of IMO's resource mobilization strategy and developed relevant national and regional networks



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