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TECHNICAL COOPERATION PLANNING AND REPORTING

Annual report for 2024

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document provides the annual report on the technical cooperation activities implemented under the Integrated Technical Cooperation Programme and information on the implementation of thematic long-term projects during 2024.
<i>Strategic direction, if applicable:</i>	1 and 8
<i>Output:</i>	1.1, 1.6, 1.8, 1.9, 1.10, 8.3, 8.4, 8.5 and 8.7
<i>Action to be taken:</i>	Paragraph 4
<i>Related documents:</i>	TC 73/3(b) and TC 75/4

1 In accordance with the reporting requirements approved by the Technical Cooperation Committee (TCC) at its sixty-second session in June 2012, the Secretariat submits an annual report on the Organization's Integrated Technical Cooperation Programme (ITCP). Thus, this annual report for 2024 records the results of ITCP implementation in 2024, the first year of the 2024-2025 biennium, as well as information on the implementation of thematic long-term projects during 2024.

2 The annual report is structured in two annexes which distinguish between the implementation results in the field and the financial delivery outcomes, and a third annex with a graphical representation of the key numbers for 2024. The complete annual report for 2024, therefore, comprises the three segments under the annexes listed below:

- .1 annex 1 – a synopsis of the achievements of the ITCP and thematic long-term projects in 2024, with summaries and statistics of the ITCP activities delivered, including an appendix detailing the individual activity results of ITCP regional and global programmes;

- .2 annex 2 – an overview of the financial resource delivery of the ITCP and thematic long-term projects supported by statistical analysis, which displays long-term delivery trends, a profile of donor contributions to report the resources expended, as well as resource and expenditure data illustrated by region and maritime discipline. The appendix to annex 2 provides a list of expenditures against each programme/project delivered in 2024; and
- .3 annex 3 – a graphical representation of key data for 2024.

3 The preparation of annex 2 is dependent on the receipt of the audited financial figures, usually provided by the end of March, which provide the baseline data for expenditure analyses. For that reason, annex 2 is submitted independently under document TC 75/3(a)/Add.1. Annex 3 is also included in document TC 75/3(a)/Add.1.

Action requested of the Committee

4 The Committee is invited to consider the annexed Annual Report for 2024 and make such comments and decisions as it deems appropriate, which will be taken into account in the further development of technical cooperation activities.

ANNEX

ANNEX 1

TECHNICAL COOPERATION PLANNING AND REPORTING

Annual Report for 2024

Overview of ITCP and thematic long-term projects' delivery in 2024

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INTRODUCTION

1 IMO technical cooperation is to assist developing countries¹ to effectively implement international maritime rules and standards in a harmonized manner and in accordance with IMO's global mandate "to promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation". The types of interventions are developed in response to the technical assistance needs of Member States and address IMO's technical cooperation objectives of strengthening regional maritime capability and promoting maritime development across the globe.

2 There are two major components to IMO's technical cooperation, both of which are reported on in this annual report. Firstly, the Integrated Technical Cooperation Programme (ITCP) is an integrated framework of regional and global programmes, funded by IMO's dedicated Technical Cooperation Fund (TC Fund) and supplemented by donor contributions. The ITCP is planned and presented to the Technical Cooperation Committee (TCC) for approval each biennium. The annual programmes are planned through Programme Implementation Documents (PIDs) and are ready for delivery at the beginning of each calendar year. Systematic planning ensures the relevance, transparency, effectiveness and efficiency of the technical assistance provided.

3 In addition to the ITCP, IMO also provides technical assistance through thematic long-term projects, which are delivered using external funds obtained under IMO's resource mobilization strategy. These projects address global challenges, such as the reduction of greenhouse gas emissions and the enhancement of maritime security and safety, and are delivered with the support of national, regional and global stakeholders and strategic partners.

4 In 2024, the blended delivery approach of remote and in-person implementation remained in place to sustain opportunities for efficiency where appropriate, with a particular focus on expanding access to specialized maritime training across the regions through IMO's e-learning portal, which now has nine courses available in different languages.

5 IMO's ability to deliver technical assistance was enhanced through formal partnership agreements with many of its Member States and various international and regional organizations (see document TC 75/4). This demonstrates the value of continuing to develop formal partnerships to promote IMO's technical cooperation agenda.

6 While this report provides particulars of the activities delivered under the ITCP and thematic long-term projects, further operational details on specific elements of technical cooperation are submitted to TCC for consideration under separate agenda items. Where relevant, reference to such documents is made throughout the text of this report.

7 In the interests of clarity, the information in this report addresses expenditure on IMO's technical cooperation activities only. Full financial information will be available in the financial reports under agenda item 5(b) of C 134.

¹ 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.

PROGRAMME OVERVIEW AND EXECUTION

Overview of ITCP delivery in 2024

8 The ITCP activities delivered in 2024 covered a wide range of subject matters under the maritime disciplines of maritime safety, security, facilitation, legislation, marine environment protection, Member State audit, maritime training and general maritime sector.

9 The ITCP considered the objectives of the approved strategic directions and outputs of the *Strategic Plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)), as well as the Secretary-General's vision and policy directions on technical cooperation matters. Due regard was also given to the United Nations (UN) 2030 Agenda for Sustainable Development (2030 Agenda), regional and subregional strategies and the findings of the IMO Member State Audit Scheme (IMSAS) audits. In this respect, particular emphasis was placed on strengthening institutional capacities and human resource development in the regions.

10 To supplement the regional programmes, the global programmes are focused on addressing specific technical and emerging issues at a global level. This flexible structure of the ITCP provides a mechanism for funds to be targeted across a spectrum of subject matters. Member States gain from the symbiosis of regional and global programmes, which allows activities to be delivered to those countries which need them most, and also impacts positively on the sustainable development of the maritime community as a whole.

11 The results of the ITCP delivery in 2024 represent the collective effort of some 45 IMO implementing officers and their support staff at IMO Headquarters in London and in the Regional Presence Offices (RPOs), together with external partners and regional organizations.

12 A summary of all deliverables carried out under the programmes is presented in the tables and charts at the end of each regional and global overview section. Further details on the implemented activities, including outputs and participating countries, are presented in the appendix to this annex.

13 Details on the deliverables carried out under the thematic long-term projects in 2024 can be found in paragraphs 86 to 141.

Aggregates for 2024

14 Although IMO endeavours to deliver all activities programmed each year, it is inevitable that circumstances arise which necessitate the cancellation or postponement of activities. Reasons include requests by a host country, security concerns, the political situation, weather events, epidemics. For this reason, the delivery of programmed activities is unlikely to reach 100% in any given year.

15 In 2024, 181 activities were delivered out of a total of 226 programmed activities, a delivery rate of 80%. This represents an increase in the delivery rate as compared to 2023, when 206 activities were delivered out of 276 programmed, a delivery rate of 75%. In addition to the 181 activities completed in 2024, another 19 activities commenced in 2024 and will be completed in 2025. This would be equal to a delivery rate of 88% of the programmed activities in 2024. While these activities are not included in the 2024 figures for this annual report, they represent the actual work effort of the Secretariat in the 2024 calendar year and are worth noting.

16 Of the 181 activities delivered in 2024, 24 were advisory and needs assessment missions, an increase from 13 in 2023; and 79 were national, regional and global training courses, a decrease from 102 in 2023. Seventy-eight other activities were also delivered during 2024, including development and translation of training materials; meetings of heads of maritime administrations; conferences and other technical assistance, compared to 91 similar activities carried out during 2023. While there was a decrease in the total number of activities as compared to 2023, the 5% increase in the delivery rate reflects a more coordinated and targeted approach to the planning and programming of activities to ensure effective implementation.

17 IMO sponsored a total of 101 fellowships in the maritime sector in 2024. Of the 101 fellows, 37 qualified through the two IMO global maritime training institutions – the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI) – while 64 were sponsored by both IMO and donors to participate in courses delivered by other maritime training institutions, such as the Institut Portuaire d'Enseignement et de Recherche du Havre (IPER) in Le Havre, France, and the International Maritime Safety Security and Environment Academy (IMSSEA) in Italy. While the total number of fellowships is lower than in 2023, the number of WMU and IMLI fellowships is slightly higher than the one recorded in 2023. Document TC 75/10 provides further information on this.

18 Additionally, approximately 1,910² persons worldwide were trained through attendance at national and regional training workshops and seminars, a decrease from the 2,590 trained in 2023. This is likely due to the decrease in the total number of activities delivered. A further 655 senior officials attended events in 2024 aimed at developing and harmonizing regional strategies on maritime technical issues.

19 Table 1 displays the number of different types of ITCP activities delivered, as well as the number of trainees and fellows during 2024. Chart 1 indicates the number of activities and trainees (excluding fellows) by maritime discipline and chart 2 shows the geographical distribution of IMO-sponsored fellowships. For details on the specific beneficiary countries of fellowships, please refer to the appendix. If there is a number indicated in the "Fellows" column for a particular activity, the beneficiary countries can be found in the corresponding "Participating Countries/Territories" column.

Table 1: Summary of ITCP activities delivered, 2024

Activities	2024
Advisory/assessment missions	24
National training events	45
Regional training events	30
Global training events	4
Other activities	78
Total activities	181
Fellows	
Fellows (funded by IMO, in IMO global maritime training institutions)	37
Other fellows (funded by IMO and donors to other maritime training institutions)	64
Subtotal fellows	101
Trainees	
Trainees in IMO-sponsored training events	1,910
Total fellows and trainees	2,011
Other	
Strategy officials	655

² Please note these figures are indicative, and a number of officials may have attended two or more of the training workshops and seminars which took place on various issues.

Chart 1: ITCP total activities and trainees by maritime discipline, 2024

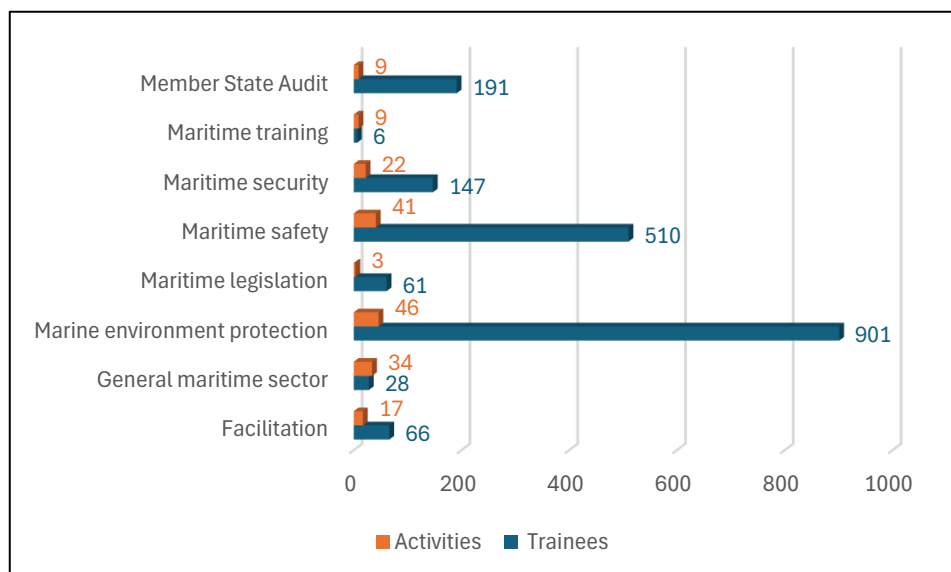
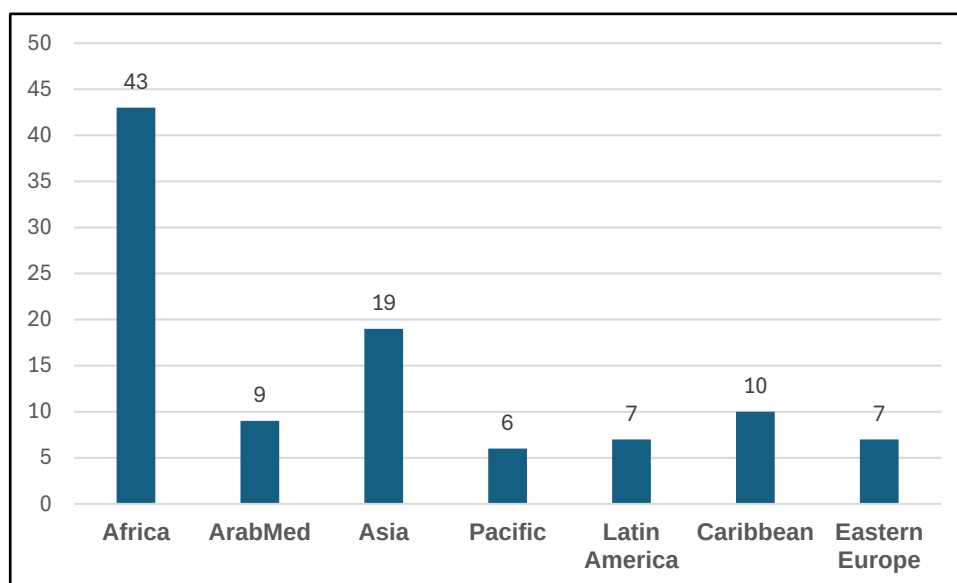


Chart 2: IMO-sponsored fellowships, 2024



Gender reporting for 2024

20 The IMO Women in Maritime (WIM) programme has promoted opportunities for women in the maritime sector for more than three decades. Document TC 75/9 reports in more detail on this programme, but in an effort to mainstream gender equality, gender statistics of ITCP activities are also included in the Annual Report. Participants at IMO-sponsored trainings and workshops are asked to include their gender when they register, with the options of "male", "female" and "not reported". This enables the Organization to compile data related to gender and, over time, to build a picture of the "gender participation" trends within IMO's technical cooperation work.

21 As per chart 3 below, 32% of ITCP participants were female, which is slightly higher than the 28% recorded in 2023. As can be seen from the further breakdown in chart 4, while the percentage of female trainees has increased from the 21% recorded in 2023, the percentage of female strategy officials and fellows has decreased compared to the 44% and 72%, respectively, recorded in 2023.

Chart 3: 2024 ITCP participants by gender

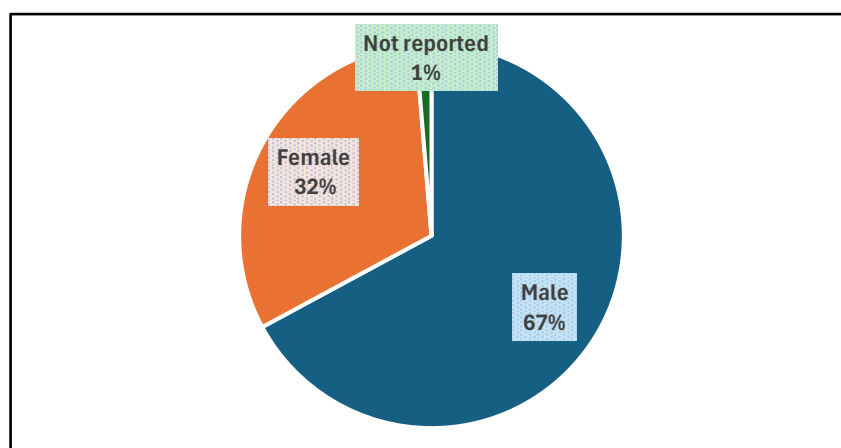
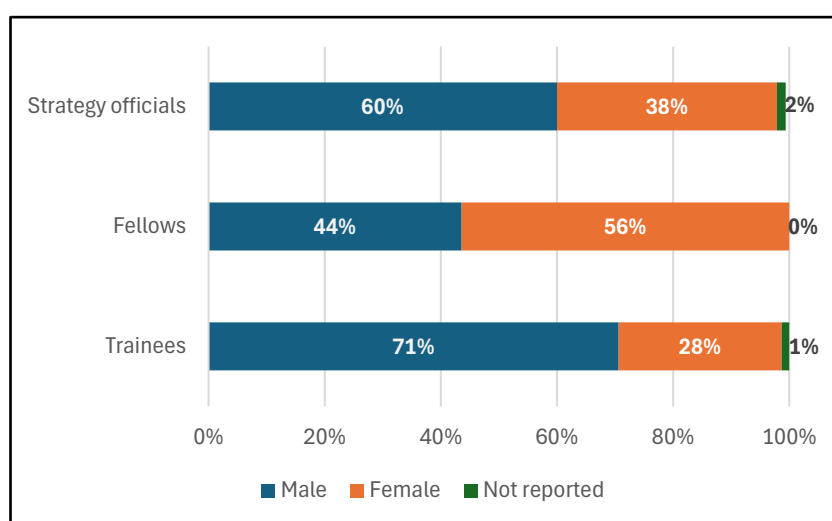


Chart 4: 2024 ITCP gender by type of participants

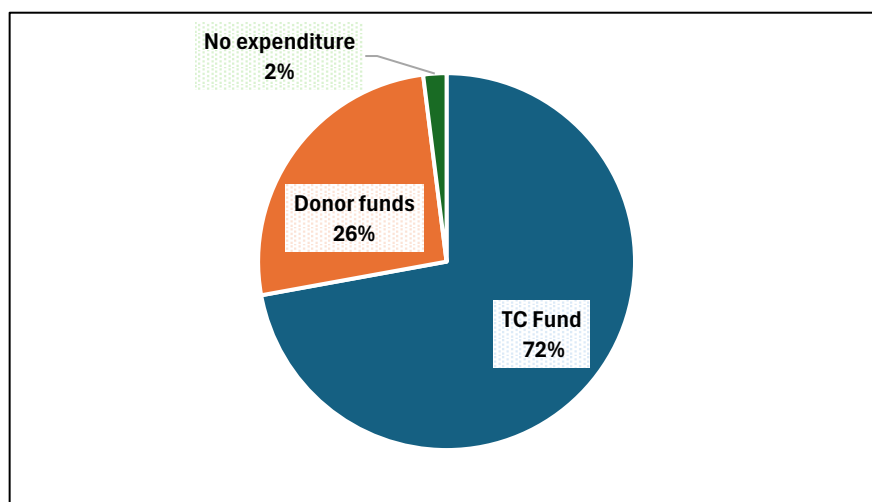


22 In line with the requirements of the UN system-wide Action Plan (UN-SWAP), in 2024, the Organization completed the development of gender equality markers (GEM), which will be applied to all ITCP and long-term thematic projects. GEMs are a tool to track financial allocations and expenditures according to their contribution to gender equality and/or women's rights, and have the potential to document investments being made in this field by both IMO and the United Nations (UN) system as a whole, as well as to help identify investment gaps to be addressed in the future. Starting in 2025, all technical cooperation activities will have a GEM assigned to them, and statistics on GEM will be reported to the Committee from TC 76 onward. Further information on the development of GEMs can be found in document TC 75/9.

Financial support for the delivery of the ITCP

23 As will be detailed further in the addendum to this document, the activities under the ITCP are financed through a combination of the TC Fund and donor funding. The table showing the full list of activities programmed in 2024 is included in the appendix to this document. Chart 5 below shows the proportion of completed and ongoing activities delivered under the ITCP that are financed in part or in full by the TC Fund, and those which were fully donor-funded.

Chart 5: Proportion of 2024 ITCP activities delivered by source of funding



OVERVIEW OF REGIONAL PROGRAMMES FOR 2024

Africa: regional overview 2024

24 IMO continued to focus on the delivery of the ITCP in the countries of the Africa region, of which 6 countries are categorized as small island developing States (SIDS) and 31 countries as least developed countries (LDCs), notably through the significant role played by the three Regional Presence Offices located in Abidjan, Côte d'Ivoire; Accra, Ghana; and Nairobi, Kenya. The Regional Coordinators implemented activities, provided support and contributed to the long-term goal of strengthening institutional and human capacities in Africa for the effective administration and oversight of the continent's maritime and port sectors and, by so doing, ensured compliance with relevant IMO instruments as well as maintaining high safety standards.

25 During the period under review, Africa benefited from a regional workshop on the Casualty Investigation Code and reporting addressed to the western and central Africa (Anglophone) region. Furthermore, two national activities on the same topic were further delivered for the benefit of Madagascar and Liberia.

26 With the Maritime Single Window (MSW) becoming mandatory from January 2024, four needs assessment missions on MSW were deployed to Liberia, Côte d'Ivoire, Guinea and Togo. Accordingly, detailed reports were generated on analysis of the current existing system and recommendations were made on the system architecture needed to meet the requirements of the Maritime Single Window system. Furthermore, a national seminar on the facilitation of international maritime traffic was delivered in South Africa.

27 Workshops and training activities on marine environmental sustainability were carried out in Africa to increase awareness on the implementation of the Ballast Water Management (BWM) Convention and the development of oil spill contingency plans. In the spirit of partnership development, IMO and IPIECA, 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 the West and Central Africa subregion. Furthermore, two national workshops on the implementation of the London Protocol (LP) were delivered in Kenya and Madagascar.

28 IMO supported the development of a Particularly Sensitive Sea Area (PSSA) proposal around the coasts of Mauritius and Rodrigues. This enhanced the understanding of the process for identification and designation of a PSSA, including the process for submitting a PSSA proposal to IMO.

29 Under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), a national train-the-trainer course for maritime English instructors was delivered in Ghana, and a national training on the instruments needed by managers for successful implementation of the STCW Convention was delivered in Cameroon.

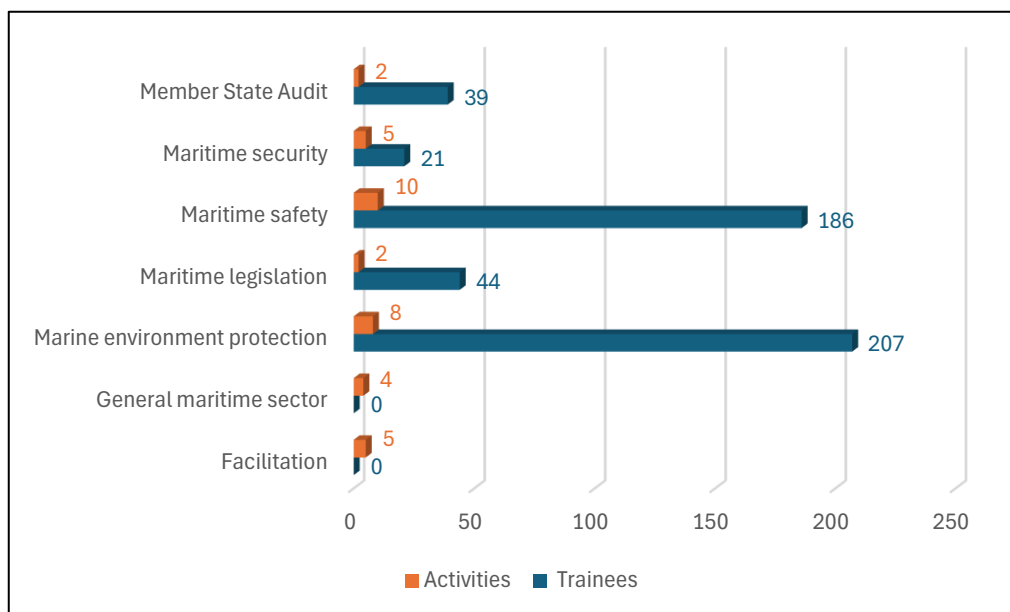
30 IMO continued to provide technical assistance on maritime legislation to African countries. A review and evaluation of the SOLAS legislation drafted by Mauritius was carried out. The feedback and recommendations were provided to the Member State for further drafting by its national drafters. Additionally, a national workshop was delivered in Cameroon on the principles of liability and compensation necessary for the treaties to be enacted fully and completely into national laws.

31 As part of IMO's support to maritime development in Africa, the Organization participated in and sponsored delegates to attend the seventh Conference of the Association of African Maritime Administrations (AAMA), held in Dar es Salaam, United Republic of Tanzania, in November 2024.

Table 2: Summary of deliverables in Africa, 2024

Activities	2024
Advisory/assessment missions	5
National training events	15
Regional training events	5
Other activities	11
Trainees and Fellows	
Trainees in IMO-sponsored training events	497
Fellows (funded by IMO, in IMO global maritime training institutions)	15
Other fellows (funded by IMO and donors to other maritime training institutions)	28
Other	
Strategy officials	366

Chart 6: Activities and trainees in Africa, 2024



Arab States and Mediterranean: regional overview 2024

32 The technical assistance provided during 2024 in the region primarily covered compliance with STCW 1978; MARPOL 1973/1978; OPRC 1990 and the FAL Convention. Cooperation with the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) continued through the jointly organized regional workshop on data sharing, monitoring and reporting in the field of Marine Oil and HNS pollution (MEDEXPOL 2024).

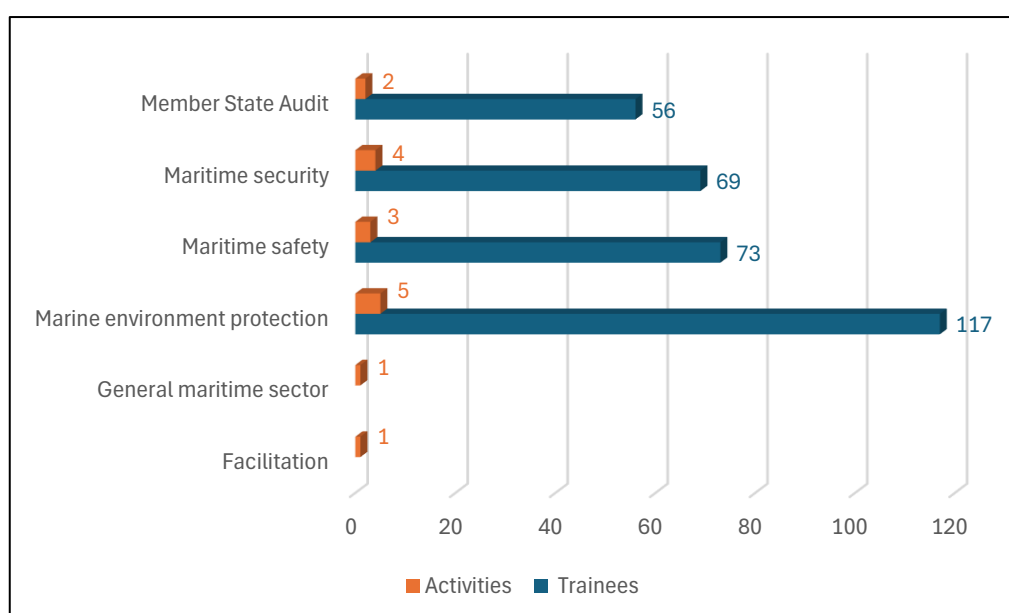
33 IMO conducted regional training courses on assessment, examination and certification of seafarers. The increased number of required officers and ratings by the growing national shipping companies within the region proved the need to focus on the effective and improved implementation of the STCW Convention by maritime administrations and training institutions in the region. Assistance included reviewing and updating training programmes; and enhancing the knowledge, skills and competence of trainers directly responsible for the education and training of seafarers in the participating countries. At the request of the United Arab Emirates, a national workshop was organized to assist their Administration with conducting and reporting an independent evaluation pursuant to regulation I/8, paragraph 3 of STCW 1978, as amended.

34 After the successful recruitment of the Regional Coordinator for the Middle East and North Africa (MENA) region, the Regional Presence Office (RPO) in Alexandria, Egypt, commenced operations in early January 2025. The RPO will play a central role in implementing IMO's technical cooperation activities in the MENA region, focusing on enhancing maritime safety, security and environmental sustainability. It would also act as a hub for monitoring progress, facilitating dialogue and delivering tailored solutions to address the region's unique maritime needs.

Table 3: Summary of deliverables in Arab States and Mediterranean, 2024

Activities	2024
Advisory/assessment missions	2
National training events	8
Regional training events	4
Other activities	2
Trainees and Fellows	
Trainees in IMO-sponsored training events	315
Fellows (funded by IMO, in IMO global maritime training institutions)	5
Other fellows (funded by IMO and donors to other maritime training institutions)	4
Other	
Strategy officials	0

Chart 7: Activities and trainees in Arab States and Mediterranean, 2024



Asia and Pacific: regional overview 2024

35 The IMO Regional Coordinator for East Asia and the IMO Technical Cooperation Officer at the Pacific Community (SPC) for the Pacific region continued their usual interaction with and provision of support to Member States in their respective regions, including advice and assistance with the implementation of national and regional activities. They were further supported by two Junior Professional Officers (JPOs) from Solomon Islands and Papua New Guinea, until January and April 2024, respectively.

36 The memorandum of understanding (MoU) with the Government of the Republic of Fiji on the establishment of the RPO for the Pacific Islands region was concluded in March 2024. Following the signature of the MoU, the recruitment of the Regional Coordinator commenced, while consultations on the housing of the Pacific RPO at SPC continued throughout the year. The expansion of the RPO in East Asia was also under discussion and consultations continued with the Government of the Philippines for the recruitment of JPOs, as well as the refurbishment of the current office to further enhance the support extended by the RPO to the implementation of capacity-building in the region. In this regard, the JPO for the RPO in East Asia will assume their duties in April 2025 while the recruitment process for the JPO in the Pacific Islands is ongoing, with an extended deadline of 31 May 2025 (Circular Letter No.4941).

37 From a general maritime sector perspective, targeted assistance was delivered in collaboration with Member States through:

- .1 the conduct of needs assessment missions, complemented by workshops on flag State implementation, for LDCs and developing countries in Asia. This assistance enabled an enhanced understanding of the flag State components of the IMSAS audit;
- .2 in the Pacific, assistance was provided to a maritime administration establishing their own internal IMSAS audit capability, as well as assistance to support staff becoming fully qualified auditors. This also included assistance for the review of the draft One Vanuatu Maritime Policy (OVMP) before its finalization and official launch, anticipated for 2025;
- .3 continued support to the technical staff of the Solomon Islands maritime administration, under the tripartite MoU between IMO, Belgium and Solomon Islands, to establish a programme on technical cooperation to enhance the maritime sector in Solomon Islands; and
- .4 the development of the Pacific One-Maritime Framework Strategy (POMF), initiated with the objective of creating a single framework, that articulates strategies to enhance the sustainable maritime sector of Pacific Island countries and territories (PICTs) in the context of Blue Pacific, and aligned with the support of regional and international maritime sector entities. Several meetings were convened in order to discuss and develop the draft POMF in 2024, with the work continuing in 2025.

38 From a maritime safety perspective, technical support focused on:

- .1 the new approach to marine casualty investigation on the conduct of no-blame safety investigations, which was started in 2023, and continued with delivery of a virtual foundation course on marine casualty investigation for two IMO Member States in Asia, supplemented by a three-day practical hands-on experience in conducting investigations. Such an approach not only promoted and enhanced effective implementation, through the development of institutional capacities and human resources in the field of casualty investigation and reporting, but also enabled the sharing of best practices and the latest methods in the conduct of such investigations;
- .2 a Pacific regional workshop on the effectiveness and effective implementation of the International Safety Management (ISM) Code, which, through open discussions, provided comprehensive recommendations to improve the ISM Code;
- .3 new initiatives on e-navigation and digitalization with global relevance, which were shared during a regional workshop on capacity-building for maritime digitalization in Asia; and
- .4 targeted assistance to seafarers in Asia, provided through a train-the-trainer workshop for seafarers on board liquefied natural gas (LNG) fuelled ships subject to the *International Code of Safety for Ships Using Gases or Other Low-flashpoint Fuels* (IGF Code). This three-year initiative included LNG bunkering simulator trainings and advanced emergency response exercises which the participants would be expected to replicate in their own training institutions, thus enhancing their own programmes;

- .5 on matters related to domestic ferry safety:
- .1 Two educational videos on domestic ferry safety were completed and are accessible from the [IMO e-learning portal](#) (*Introduction to Laws and Policies Related to the Safety Enhancement of Domestic Ferries in the Republic of Korea* and the *Operation Management System for Securing the Safety of Domestic Ferries in Korea since 1973*).
 - .2 Within the auspices of the Korea Maritime Week, the Small and Medium Ship Safety (3S) Forum provided information on policy implementation and best management practices in promoting small and medium sized-ship safety.
 - .3 The fourth Pacific domestic ship safety forum recognized the continuing commitment to enhance the safety of domestic vessels in the Blue Pacific (i.e. creation of mechanisms for coordination, cooperation and partnerships) through recommended strategic actions set out in the Nadi Action Plan.
 - .4 Management support was provided for:
 - .1 initiating a project on the enhancement of domestic ferry safety with the Lloyds Register Foundation (LRF), in collaboration with IMLI and WMU for the enhancement of domestic ferry safety in the Asia region;
 - .2 the promotion of the entry into force and implementation of the 2012 Cape Town Agreement; and
 - .3 supporting the enhancement of maritime safety in the Polar regions, including the ongoing collaboration with the Arctic Council, in particular the POLARIS Review Project.
 - .6 With a view to promoting the ratification and consequently the entry into force of the Cape Town Agreement, expert legal and technical assistance was extended to Indonesia through the conduct of a gap analysis of the existing legislation and safety requirements.

39 Regarding the protection of the marine environment, the following activities of note were delivered in Asia:

- .1 the partnership with the Global Initiative for Southeast Asia (GISEA) continued with the delivery of assistance to Member States in the effective implementation of the OPRC Convention, particularly enabling familiarization of the importance of effective national frameworks for preparedness, response and collaboration, including the development of national oil spill plans. Furthermore, under the subregional workshop on the development of dispersant usage policy, the guidelines on how to manage the use of chemical dispersants to respond to oil spills in countries in the Gulf of Thailand were finalized;

- .2 activities on the Ballast Water Management Convention (BWM) and the Hong Kong Convention both aimed at supporting increased ratification of the Conventions by Member States in Asia. Additionally, consultancy work commenced in 2024 with a view to harmonizing procedures in the Pacific pursuant to the BWM Convention; and
- .3 as part of the ship recycling assistance to Pakistan, through the establishment of a Steering Committee, the first steps were put in place to lead the coordination and provide guidance on activities and initiatives under the IMO SENSREC project in Pakistan.

40 From a facilitation (FAL) perspective, the following notable activities were held in the Pacific:

- .1 national seminars on FAL and MSW, which provided guidance and recommendations on the effective implementation of the FAL Convention as well as the benefits of using MSW and electronic data interchange; and
- .2 national consultations for accession to the FAL Convention, which supported national FAL/MSW agencies in the development of their national submissions and draft instruments of accession.

41 The Secretariat participated in regional meetings such as the forty-sixth and forty-seventh sessions of the Association of South-East Asian Nations Maritime Transport Working Group (ASEAN-MTWG), held in Brunei Darussalam, and several meetings of the Pacific Heads of Maritime Administrations in support to the POMF. The Secretariat also participated virtually in the twenty-first South West Pacific Hydrographic Commission meeting. Cooperation with other UN agencies also continued through the Secretariat's participation in the Expert Group Meeting on Synergies between the 2030 Agenda for Sustainable Development and the Paris Agreement on Climate Change, which was convened by the UN Department of Economic and Social Affairs and the UN Framework Convention on Climate Change; and the 2024 Asia-Pacific Regional Dialogue on Sustainable Maritime Connectivity organized by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP).

Table 4: Summary of deliverables in Asia and Pacific, 2024

Activities	Asia	Pacific
Advisory/assessment missions	4	4
National training events	7	3
Regional training events	5	1
Other activities	6	4
Trainees and Fellows		
Trainees in IMO-sponsored training events	338	54
Fellows (funded by IMO, in IMO global maritime training institutions)	6	3
Other fellows (funded by IMO and donors to other maritime training institutions)	13	3
Other		
Strategy officials	89	41

Chart 8: Activities and trainees in Asia, 2024

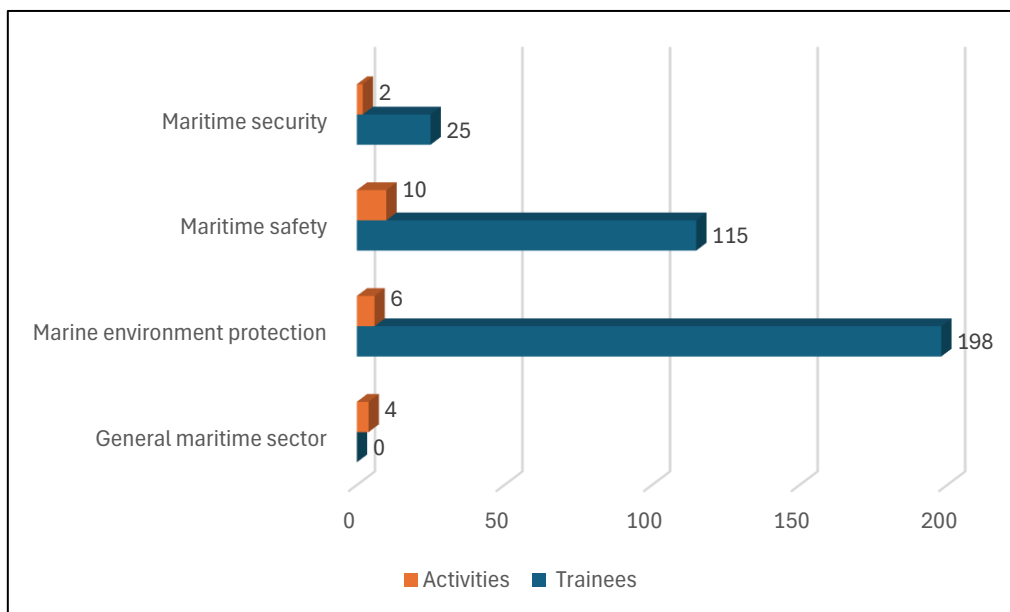
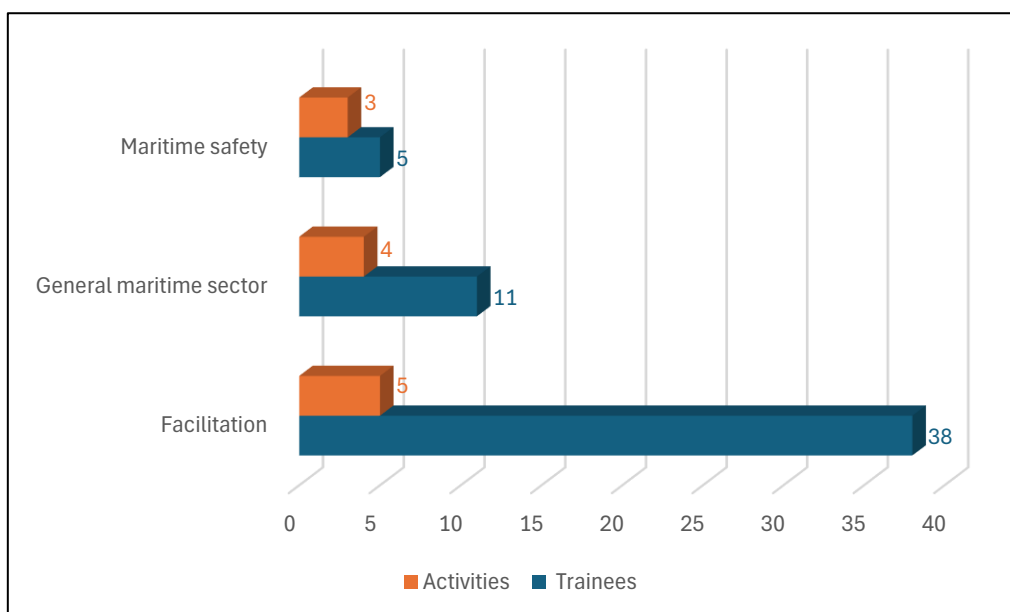


Chart 9: Activities and trainees in Pacific Islands, 2024



Eastern Europe: regional overview 2024

42 During 2024, the support for maritime development of the Member States within the region focused on the global demand for maritime transport and services and the potential action areas for policymakers and stakeholders in the region's maritime domain. Maritime administrations in the Eastern Europe region were updated on compliance with the STCW 1978, as amended, to strengthen reporting on the communication of information to IMO and conducting independent evaluation pursuant to the STCW Convention regulations I/7 and I/8.

43 Following the adoption of resolution A.1183(33) on *The Impact of the Russian armed invasion of Ukraine on international shipping*, a need assessment mission was delivered to Ukraine to assess and review the existing facilities and resources concerning the special maritime corridor established and operated by Ukraine in terms of implementation of relevant IMO instruments. In addition, a feasibility study was conducted to assess the readiness of Ukraine to accede to OPRC 1990 and OPRC/HNS 2000, based on whether there was adequate and up-to-date national legislation and necessary implementation infrastructure. Another contribution to the protection of the marine environment was the support to the implementation of the OPRC Convention, particularly the Aktau Protocol for the Caspian Sea littoral States. National and regional events were organized covering both the Black and Caspian Seas.

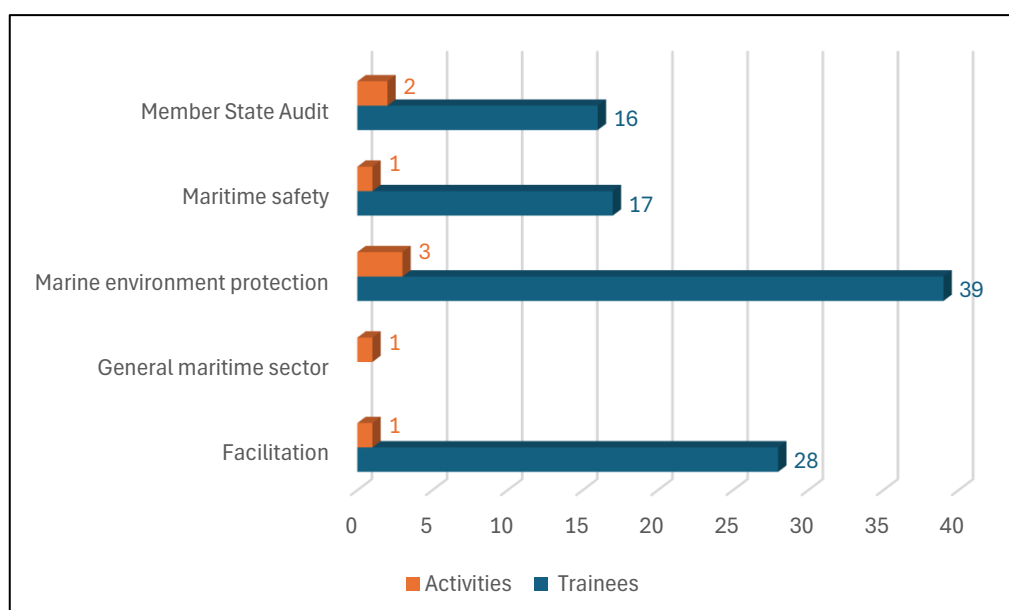
44 After the amendments to the FAL Convention (MSW) entered into force, priority was also given to streamlining procedures to clear the arrival, stay and departure of ships and enhance the efficiency of shipping within the region's maritime domain. A national seminar on facilitation of maritime traffic and MSW was delivered at the request of Turkmenistan.

45 Cooperation with the European Union Transport Community Treaty (TCT), REMPEC and the European Maritime Safety Agency continued through a series of online meetings and participation in the work of the Technical Committee on Waterborne Transport and Multimodality for the benefit of the Member States from the Western Balkans subregion.

Table 5: Summary of deliverables in Eastern Europe, 2024

Activities	2024
Advisory/assessment missions	3
National training events	1
Regional training events	4
Other activities	0
Trainees and Fellows	
Trainees in IMO-sponsored training events	100
Fellows (funded by IMO, in IMO global maritime training institutions)	2
Other fellows (funded by IMO and donors to other maritime training institutions)	5
Other	
Strategy officials	0

Chart 10: Activities and trainees in Eastern Europe, 2024



Latin America and Caribbean: regional overview 2024

46 As part of the thematic programmes implemented in Latin America on the Facilitation (FAL) and Search and Rescue (SAR) Conventions, a regional initiative was carried out in Central America between 2021 and 2024 to enhance maritime cooperation and compliance with international standards. Within this framework, the Maritime Authority of Guatemala announced the ratification of both IMO instruments during the meeting of Heads of Maritime Authorities held in Honduras in July 2024, marking a significant step towards strengthening its maritime governance and operational efficiency.

47 Additionally, Guatemala successfully launched its MSW, a digital platform aimed at streamlining maritime procedures by facilitating the electronic exchange of information between ships and ports. This system is expected to improve efficiency, reduce administrative burdens, and enhance compliance with international facilitation and safety standards. This milestone aligned with the commitments made during the 2022 meeting of maritime authorities in the Dominican Republic, where participating Member States set key objectives to advance regional implementation of IMO conventions.

48 With the aim of strengthening technical assistance for Spanish-speaking Member States, IMO, in collaboration with WMU, intensified its efforts to expand the availability of Spanish language e-learning courses. As part of this initiative, the e-learning course "Introduction to Marine Biofouling: Impacts and Management of Risks" was launched in Spanish in May 2024. This course was designed to provide essential knowledge on biofouling and its effective management. This achievement represents a significant step forward in ensuring that a greater number of Spanish-speaking professionals can access up-to-date, high-quality content in their own language.

49 Within the framework of the MoU between IMO and the Directorate General of the Merchant Marine of Spain to promote technical cooperation, signed in October 2019, distance training courses have been provided annually for Spanish-speaking Member States. This cooperation was further strengthened by the delivery of an in-person Maritime Traffic Services Instructor course for the benefit of the Prefectura Naval Argentina (PNA). The course, developed and conducted by the Jovellanos Centre, included a rigorous homologation process in accordance with the standards established by the Directorate General of the Merchant Marine of Spain, as well as a final examination for certification.

50 In alignment with IMO's Capacity-Building Decade 2021-2030 Strategy and in response to identified gaps and weaknesses, capacity-building efforts in the Latin America region have focused on a "strategic approach model" to enhance the ratification of IMO instruments. The second phase of this strategic approach was conducted between March and December 2024. This phase entailed the full development of this model within each Central American maritime authority, alongside the assessment of progress and compliance through key management indicators, implemented in a virtual working environment. The process culminated in an in-person subregional workshop, where participants applied the model's tools to formulate and implement the model within a ratification process, as well as to develop a Corrective Action Plan in response to IMSAS findings within a simulated maritime administration. To this end, a series of audit findings were simulated during the workshop, enabling teams to devise their own action plans based on the model's principles and concepts.

51 As a follow-up to the consultancy held in 2023 to Central American Member States and the Dominican Republic on the implementation of IMO instruments into national legislation, a subregional workshop on this matter was held in El Salvador from 9 to 13 December 2024. Its objective was to train lawyers responsible for implementing IMO instruments into their national legislation, focusing on legislative drafting techniques to ensure compliance with international maritime standards. During the workshop, a Mutual Assistance Agreement was signed between the Member States of the Operative Network of Regional Cooperation of Maritime Administrations in Central America (Red Operativa de Cooperación Regional de las Administraciones Marítimas de Centro América (ROCRAM-CA)) and the Dominican Republic, establishing the ROCRAM-CA Technical-Legal Affairs Network. This network aimed to promote cooperation, information-exchange and training on IMO-related topics, thus fulfilling the objective set during the Senior Maritime Administrators meeting held in Guatemala in 2023.

52 In the Caribbean, the Secretariat implemented a thematic programme on the Casualty Investigation Code (CIC), with three phases, taking into consideration the requests from Member States and the common findings from audits in the Caribbean region, among other factors. Phases one and two consisted of virtual need assessments and focused on considering identified strengths and weaknesses as well as possible ways to enhance cooperation and contribution to a potential sub-regional integrated effort on marine casualty. The third phase, in the form of an in-person regional workshop in Suriname, was intended to strengthen and harmonize the overall efforts of IMO Member States in developing their marine casualty investigation training capabilities. The workshop was a success, meeting the objectives of strengthening and harmonizing training capabilities.

53 As of 1 January 2024, all IMO Member States were required to implement MSW systems to streamline port procedures and enhance efficiency. The successful implementation of the IMO project, funded by the Government of Norway and developed in Antigua and Barbuda in 2017, led to the creation of an IMO Generic Maritime Single Window System. Subsequently, IMO, with support from the Organization of Eastern Caribbean States (OECS) Commission and the Government of Antigua and Barbuda, commenced the implementation of a project to establish MSW systems in five Eastern Caribbean States (Saint Vincent and the Grenadines, Saint Lucia, Dominica, Grenada, and Saint Kitts and Nevis). The MSW systems of all OECS Member States are intended to be connected to the regional repository of the Caribbean Community Implementation Agency on Crime and Security-Joint Region Communications Centre ([CARICOM IMPACS-JRCC](#)).

Table 6: Summary of deliverables in Latin America and Caribbean, 2024

Activities	Latin America	Caribbean
Advisory/assessment missions	6	0
National training events	5	6
Regional training events	7	3
Other activities	5	2
Trainees and Fellows		
Trainees in IMO-sponsored training events	251	270
Fellows (funded by IMO, in IMO global maritime training institutions)	3	3
Other fellows (funded by IMO and donors to other maritime training institutions)	4	7
Other		
Strategy officials	47	112

Chart 11: Activities and trainees in Latin America, 2024

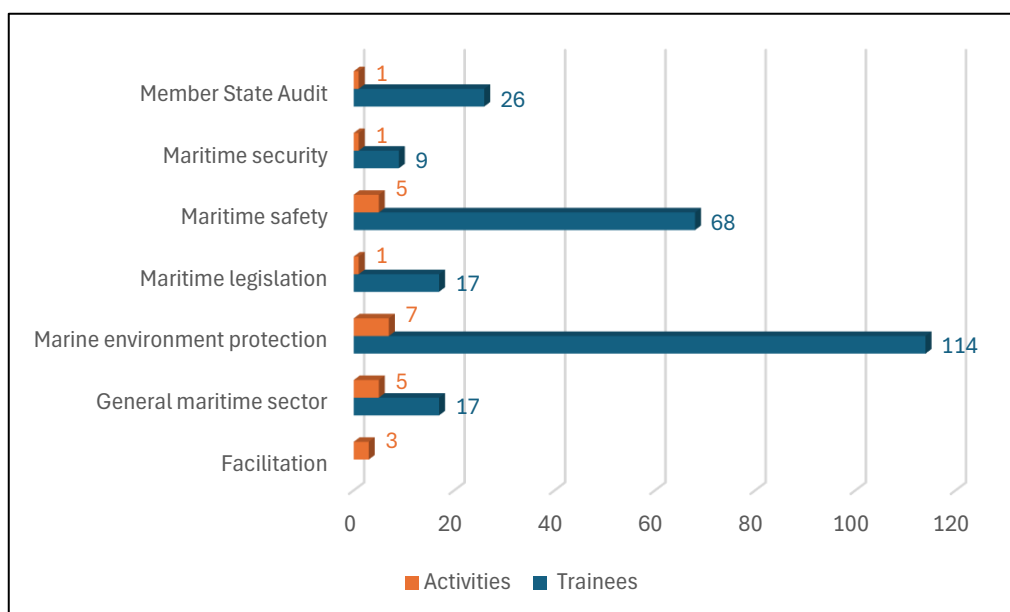
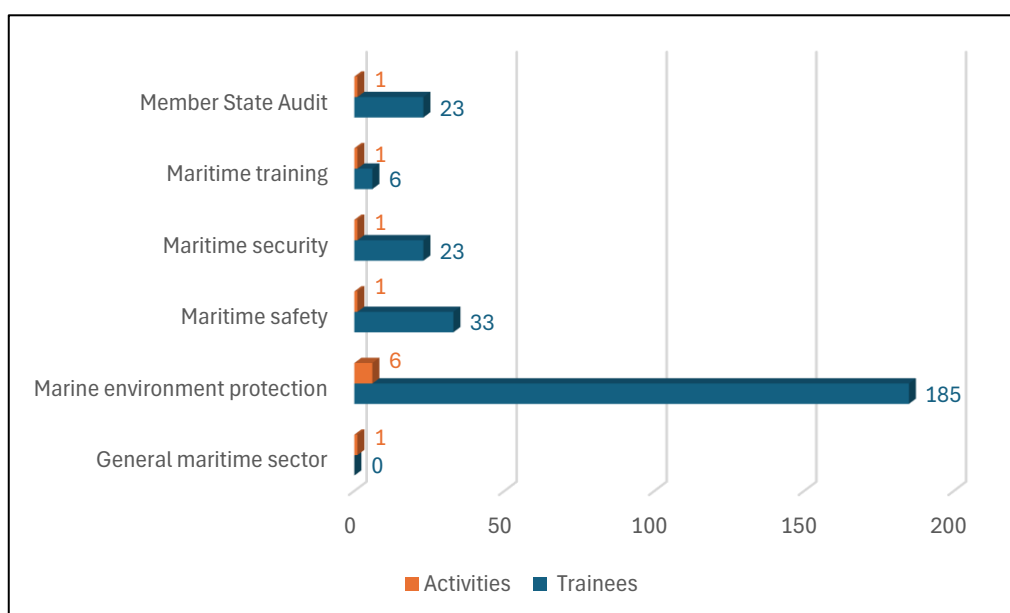


Chart 12: Activities and trainees in Caribbean, 2024



OVERVIEW OF GLOBAL PROGRAMMES FOR 2024

54 The **Technical Advisory Services programme**, through its flexible mechanism, aims to respond to emergency technical assistance requests, such as those related to marine pollution or maritime safety incidents. It also provides ad hoc legal and/or technical advisory missions to assist governments with addressing requests essential to the effective implementation of global maritime standards. In 2024, the programme provided support to national and UN inter-agency planning efforts, through the provision of technical guidance and expertise, to assess the impact from a possible oil spill in respect of the **MV Rubymar** in Yemen.

55 Under the **programme to Support the Special Shipping Needs of SIDS and LDCs**, activities were delivered to support Caribbean SIDS, namely Belize and Jamaica, with training on how to prepare for, and respond to, oil spills, including identifying gaps to assess their national levels of preparedness and response, so that improvements can be identified and implemented.

56 The programme also supported engagement with government officials from SIDS and LDCs to continue enhancing awareness and understanding of international maritime obligations and promoting the maritime sector. In support of this, the Secretariat attended, among others, the Fourth International Conference on SIDS held in Antigua and Barbuda from 27 to 30 May 2024 and Steering Committee Meetings for the Pacific One-Maritime Framework.

57 The **Women in Maritime programme** aims to achieve gender equality and empowerment of women within the maritime sector, through the fostering of an inclusive environment that supports women's growth, harnesses their talent and recognizes their contributions. In line with the requirements of the UN System-wide Action Plan on Gender Equality and the Empowerment of Women (UN SWAP), the programme focused, in 2024, on the integration of gender perspectives into all global and regional technical cooperation programmes and projects. This comprehensive, cross-cutting approach ensures that gender equality is considered a fundamental pillar of capacity-building efforts. More detailed information regarding the work carried out under the programme in 2024 can be found in document TC 75/9.

58 The **Capacity-building and Training programme** continued to contribute to the development of the global training network through a range of human resource and institutional capacity-building initiatives. In 2024, it funded 37 fellowships for maritime specialists to undertake postgraduate studies at WMU and IMLI, and 38 participants to attend short- and medium-term courses at IPER and IMSSEA. The programme also supported the academic programme of both WMU and IMLI by providing IMO staff to deliver lectures on a variety of maritime topics, as well as a WMU faculty staff member to deliver a seminar at IMLI on the development of National Maritime Transport Policies. Further, the programme continued to support the governance arrangements of both WMU and IMLI, including their annual schedule of governance meetings.

59 With regard to e-learning courses, this programme funded the development or translation of training material and course content for the following maritime themes:

- .1 ballast water management;
- .2 wildlife trafficking in the maritime supply chain;
- .3 London Protocol implementation; and
- .4 international safety management and ship operation.

60 Support costs for one JPO recruited under the gratis modality scheme were also covered under the programme.

61 The global programme on **Supporting climate action and clean air in shipping** was designed to assist Member States with the ratification and effective implementation of MARPOL Annex VI, the *IMO Strategy on Reduction of GHG Emissions from Ships* (2023 IMO GHG Strategy), the consistent implementation of IMO 2020, the sulphur/nitrogen oxide emission control areas (ECAs) and the NO_x Technical Code.

62 During 2024, the programme, through national and regional activities, continued to raise awareness on the need to reduce atmospheric emissions and decarbonize international shipping in line with MARPOL Annex VI. Notably, it provided an understanding of the decarbonization pathways, energy efficiency requirements, mandatory fuel consumption reporting and the zero and near-zero fuels and technologies that can be deployed, with a focus on fostering synergies between the decarbonization of international shipping and the green energy transition, including incentivizing investments in the production of sustainable fuels and associated infrastructure. These workshops provided good momentum for Member States from Arab States/Mediterranean and the Caribbean to develop their National Action Plans (NAPs) on reducing GHG emissions from ships, in line with resolution MEPC.327(75) on voluntary NAPs development, including lessons learned from other ECAs established by IMO. These events discussed what a "just and equitable transition" towards low-carbon shipping could mean and how this could accelerate progress towards the achievement of the United Nations Sustainable Development Goals (SDGs).

63 In May 2024, the programme supported a number of side events on decarbonization of the maritime transport sector, held within the margins of UNCTAD's Global Supply Chain Forum in Bridgetown, Barbados. Through two IMO-funded side events on decarbonization of the maritime transport sector, participants explored the underlying needs and gaps SIDS face and how these can be tackled through initiatives such as access to technology in the Global South, cooperation among all actors in the maritime supply chain, and appropriate training to seafarers and maritime workers on the handling of zero or near-zero GHG emission fuels. Discussions delved into practical solutions, such as building an enabling environment for the production and bunkering of zero or near-zero GHG emission fuels, mainstreaming IMO regulations into national legislation, and narrowing technology and infrastructure gaps. Both events focused on supporting SIDS in the implementation of the 2023 IMO GHG Strategy.

64 The programme also supported the translation of the climate-related pages of the Organization's website from English into French and Spanish. Additionally, the programme continued to support participation in relevant UN system meetings and activities on implementation of SDGs 13 and 14. In particular, within the margins of the UN Climate Change Conference (COP 29) held in Baku, Azerbaijan, from 11 to 22 November 2024, the programme supported attendance at COP 29 and provided an opportunity to report to the sixty-first session of the United Nations Framework Convention on Climate Change (UNFCCC) Subsidiary Body for Scientific and Technological Advice (SBSTA) on the progress made in delivering the 2023 GHG Strategy, including those related to ongoing negotiations towards a new set of binding economic and technical "mid-term GHG reduction measures" to decarbonize the maritime sector. An official side event during COP 29, organized by IMO in collaboration with the International Civil Aviation Organization (ICAO) and the United Nations Economic Commission for Europe (UNECE), explored policies and strategies for decarbonizing transport across aviation, maritime and land sectors.

65 The volume and complexity of recent amendments to MARPOL Annex VI, the growing number of State Parties, and the increased awareness of the need to reduce atmospheric pollution from ships have made it necessary to develop a publication aimed at supporting the consistent implementation of the Annex's provisions by flag, port and coastal States, while also encouraging compliance among industry stakeholders. In response, during 2024, the programme supported the development of a manual supporting the practical implementation of all provisions in MARPOL Annex VI. The manual is expected to be completed in the first half of 2025.

66 In 2024, REMPEC initiated technical and/or feasibility studies to examine the possibility of designating the Mediterranean Sea Emission Control Area for Nitrogen Oxides (Med NO_x ECA); on the readiness of the Mediterranean region to respond to a maritime pollution incident involving low sulphur fuels, including gap analysis; and on the environmental and legal impacts of the use of exhaust gas cleaning systems in the Mediterranean Sea. All three studies are expected to be completed in the first half of 2025.

67 IMO, in cooperation with the Maritime Just Transition Task Force (MJTTF) Secretariat, has been collaborating on a project entitled "Baseline Training Framework for Seafarers in Decarbonization", to develop training materials to help States and Maritime Education and Training (MET) institutions prepare seafarers for zero or near-zero emissions from ships for the decarbonization of the global shipping industry. In 2024, work progressed on the development of the training materials and an instructor's handbook, specific to the identification of the knowledge, understanding and proficiencies (KUPs) of each of the three alternative fuels: ammonia, methanol and hydrogen. In December 2024, WMU delivered the "Train-the-Trainer@WMU: Alternative Fuels for Sustainable Shipping" programme, which tested the training approach and received feedback from maritime professionals in developing countries. The train-the-trainer (TTT) programme will be trialled in Asia in April 2025 and will be implemented by WMU, with support from the IMO Maritime Technology Cooperation Centre (MTCC) Asia and other partners. More detailed information regarding this programme can be found in document TC 75/INF.3. Based on the outcomes of the rollout activity, consideration may be given to the expansion of the TTT Programme to other established MTCCs and other appropriate organizations at a later stage.

68 It is worth noting that the Organization also supports developing countries through the IMO Voluntary Multi-Donor Trust Fund, which was established to provide financial assistance to representatives of Member States that are developing countries, especially SIDS and LDCs, to attend IMO GHG-related meetings. In 2024, 58 delegates from 37 countries, primarily from SIDS and LDCs, received financial assistance under this fund to participate in IMO GHG-related meetings.

69 The global programme on the **Enhancement of Maritime Security** is committed to providing technical assistance to combat the rising threats of terrorism, piracy, armed robbery, smuggling and other illegal activities at sea. It proactively responds to the needs of Contracting Governments under the International Convention for the Safety of Life at Sea (SOLAS), focusing on its chapter XI-2, the International Ship and Port Facility Security Code (ISPS Code), and other key measures from IMO. This includes the enforcement of the long-range identification and tracking (LRIT) system, adherence to the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA Convention), and addressing security aspects of the Facilitation of International Maritime Traffic (FAL).

70 The activities under the programme were organized and/or co-organized with development partners and targeted Designated Authorities, port and ship security officials, managers, in collaboration with UN representatives, and other implementing partners who share an interest in enhancing maritime security worldwide. This included facilitating meetings with private and public sector stakeholders. The activities comprised two regional training courses for port facility security auditors, held in Morocco and Türkiye, as well as six national activities which focused on various topics including: national port facility security auditors; practical maritime personnel; baggage screening and searching; maritime security needs assessment; and guidance for the development of national maritime security legislation (MSC.1/Circ.1525) in Tunisia, Antigua and Barbuda, the Philippines, Viet Nam and Iraq. Additionally, an online presentation on maritime security capacity-building courses was given to the Designated Authorities from Ecuador under this programme.

71 The programme has significantly expanded the range of training offered to Member States, focusing on both national maritime security governance frameworks and security measures at the port and ship levels. In 2024, the programme introduced new training sessions on insider threats; practical maritime personnel; and baggage screening and searching. Additionally, the Secretariat is currently developing new training modules on security culture and cyber security.

72 In 2024, the programme supported the participation of IMO staff and an expert from the International Criminal Police Organization (INTERPOL) in the regional conference, "Safety First: Women Joining Hands to Shape the Future of Maritime in Africa", held in Sao Tome and Principe. More detailed information on this conference can be found in document TC 75/9.

73 Finally, in 2024, the programme supported IMO representation in the UN Counter-Terrorism Committee Executive Directorate (CTED) port visits to Montenegro, the United Republic of Tanzania, Côte d'Ivoire, Ghana and Mauritania, in order to assess their compliance with relevant international security instruments, namely SOLAS chapter XI/2, the ISPS Code and the SUA Convention.

74 The global programme on the **IMO Member State Audit Scheme (IMSAS)** successfully continued to support Member States in training new auditors and preparing for the audits. Effective implementation of resolution A.1067(28) on *Framework and Procedures for the IMO Member State Audit Scheme* was supported through the delivery of seven global, regional, subregional and national events across developing regions, resulting in 190 well-trained experts in IMSAS.

75 During 2024, the programme also facilitated the participation of an observer from Angola to the audit in Türkiye to assist the national maritime administration in preparing and following up on their IMSAS audit.

76 Under the **Technical cooperation outreach and emerging issues** global programme, technical assistance was provided across the board in the alignment and mainstreaming of the SDGs into national development plans and programmes. It also supported global interventions of the maritime thematic technical cooperation priorities, as agreed by each of the IMO Committees.

77 On environmental matters, the programme supported a number of initiatives to raise awareness of the obligations and requirements for key stakeholders under the Hong Kong Convention (HKC), notably, the development of a preliminary guidance manual on how to implement the Convention and a set of [FAQs on implementing the HKC](#), made available on the IMO website.

78 The programme also sponsored eight delegates from Latin America and the Caribbean to participate in the International Oil Spill Conference for the Americas (IOSC 2024), which enhanced participants' knowledge on topics related to oil pollution preparedness and response, with a view to improving their respective technical competencies and developing capacity at the national level.

79 The programme further supported the social media campaign and similar activities to promote the 2024 International Day of the Seafarer. The 2024 campaign highlighted seafarers' contribution to making the maritime sector a safer workplace. More information can be found here: [Day of the Seafarer spotlights safety at sea](#).

80 On matters relating to port State control MoUs, the programme sponsored trainers of PSCOs from developing PSC regimes to attend specialized training and receive updates on relevant instruments, in particular regarding tankers and PSC inspection techniques in accordance with global standards.

81 Through the support of the programme, work continued on the development, management and maintenance of the IMO Compendium on Facilitation and Electronic Business.

82 The first phase of an in-depth study on marine casualty data statistics and an analysis of trends of passenger ship casualties was completed in 2024. The analysis supported input to the III Sub-Committee as part of the rule-making process. The second phase of the study, with a focus on container ships, commenced in 2024 and is expected to be completed in the first quarter of 2025. The first report of this second phase supported the work of the CCC Sub-Committee with an in-depth analysis based on data extracted from GISIS and supplemented by data from the European Marine Casualty Information Platform (EMCIP).

83 The global programme on the **Promotion of the London Protocol (LP)** is supported by contributions to a dedicated, donor-funded [London Convention/Protocol TC-Trust Fund](#) (LC/LP TC Trust Fund). This programme provides technical assistance to developing countries (including prospective LP Parties) related to the LP. The Protocol plays a critical role in protecting the marine environment by preventing pollution caused by the dumping of wastes and other matter at sea.

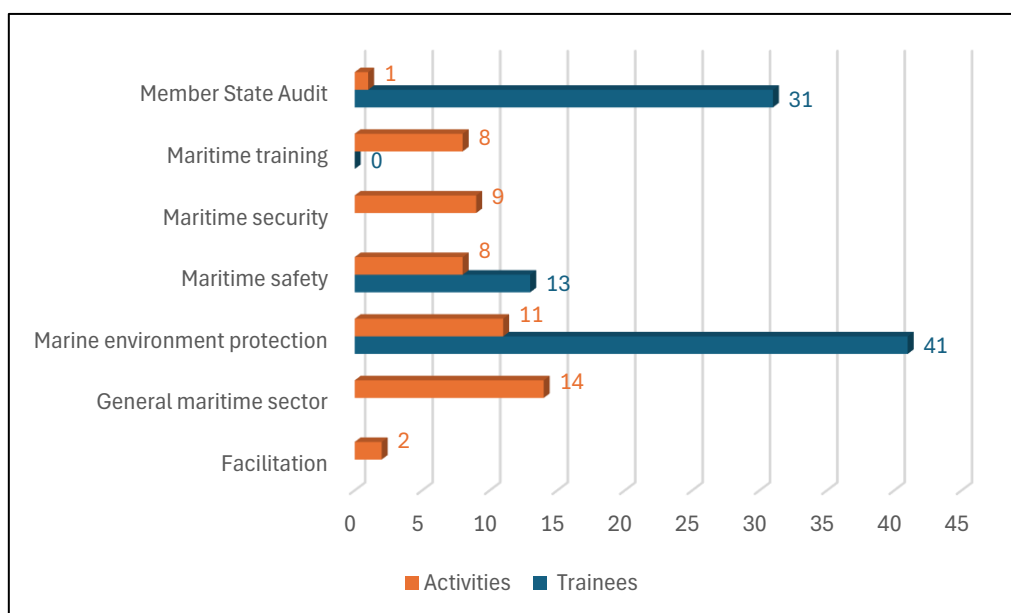
84 In 2024, the activities continued to target accession to, and implementation of, the LP and its climate change-related amendments, as well as the identification and removal of barriers for countries to achieve compliance with ocean disposal agreements as a crucial part of marine pollution management. Additionally, the programme continued to support the work of the Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) Working Group 43 on Sea-based sources of marine litter, which addresses information requests of the Scientific Groups of the LC/LP that will help identify priorities for addressing LC/LP waste streams, ship coatings and abandoned vessels as sources of plastic in the ocean.

85 The **IMO Model Courses programme**, which is now managed outside the framework of the ITCP, provides a framework for the development of new, and the revision of existing, IMO model courses, and for managing the production, editing and printing of these courses. In 2024, pursuant to this, five revised model courses were published: Operational use of integrated bridge systems including integrated navigational systems (KTA132E), Liquefied petroleum gas (LPG) tanker cargo and ballast handling simulator (KTA135E), Survey of machinery installations (KTB303E), SAR Administration (IAMSAR Manual Volume I) (KTC313E) and SAR on-scene coordinator (IAMSAR Manual, Volume III) (KTA315E).

Table 7: Summary of deliverables in global activities, 2024

Activities	2024
Advisory/assessment missions	0
National training events	n/a
Regional training events	n/a
Global training events	5
Other activities	48
Trainees and Fellows	
Trainees in IMO-sponsored training events	85
Fellows (funded by IMO, in IMO global maritime training institutions)	n/a
Other fellows	n/a
Other	
Strategy officials	0

Chart 13: Global activities and trainees, 2024



THEMATIC LONG-TERM PROJECTS

GHG projects portfolio

86 **IMO-GreenVoyage2050** successfully transitioned into phase 2 (2024-2030), evolving from a project to a full-scale programme with an expanded donor base growing to six Governments, including Norway, Denmark, Finland, France, Germany and the Kingdom of the Netherlands (and total funding of approximately \$27 million). Through an open call approach, issued via IMO Circular Letters No.4891 and No.4914, GreenVoyage2050 selected nine new partner countries for targeted support in developing National Action Plans (NAPs) for green shipping and pilot project feasibility studies. The programme facilitated a SIDS Roundtable providing a platform for SIDS to share best practices and challenges in developing NAPs; and a workshop hosted by the Port of Tanjung Pelepas, Malaysia, focused on optimizing tugboat deployment for CO₂ emission reduction. Additionally, GreenVoyage2050 launched a youth engagement initiative to inspire the next generation of maritime professionals, including outreach activities in Kenya and other partner countries.

87 The **GreenVoyage2050 Global Industry Alliance to Support Low Carbon Shipping (Low Carbon GIA)** initiated the development of a Wind Propulsion Technology (WPT) guide, which will provide practical guidance for shipowners and operators; as well as a guidance document for alternative fuel producers, aimed at helping small and start-up companies understand key considerations for scaling fuel production. The Low Carbon GIA has also launched an open call to support Just-In-Time (JIT) implementation in a selected developing country port, offering technical guidance, stakeholder engagement, and capacity-building activities to facilitate data-driven port call optimization and emissions reductions. The Low Carbon GIA's ongoing efforts continue to bridge knowledge gaps, facilitate public-private collaboration and provide technical guidance for maritime decarbonization.

88 Over six years, the **Global Maritime Technology Cooperation Centres (MTCC) Network project, GMN I**, established five MTCCs worldwide, enhancing maritime capacity with over 90 workshops and 10 pilot projects. Building on this success, the European Union has committed an additional €10 million for **GMN Phase II (2024-2027)** to scale up regional efforts focused on energy-efficient solutions for vessels and ports, driving further GHG reductions through technology demonstration pilot projects. The project also supports MTCCs in capacity-building, establishing Regional Industry Alliances (RIA), and advancing maritime decarbonization while aligning with other IMO projects and initiatives.

89 In the first year of the project (2024), and building on the work of the IMO CARES (Coordinated Actions to Reduce Emissions from Shipping) project, GMN II facilitated stakeholder engagements and site visits to develop implementation plans for identified technology demonstration projects. These initiatives included the deployment of vertical axis wind turbines to enhance the renewable energy mix in port operations in Saint Kitts and Nevis, implementing hull coating solutions for target vessels in Trinidad and Tobago, piloting a waste-to-energy hydrogen fuel cell system for port operations in Mauritius, and introducing a port call data-sharing solution in Namibia. The project also concluded agreements with implementing partners in the Caribbean and Latin America.

90 The Kingdom of Saudi Arabia-supported **IMO CARES** programme has brought together stakeholders to accelerate the transition towards greener shipping, particularly in developing regions.

91 In March 2024, virtual workshops co-organized by MTCC Africa and MTCC Caribbean highlighted the role of women in maritime decarbonization. These sessions emphasized gender equality and the need for greater female participation in technology-driven sustainability efforts, ensuring that the green transition was both inclusive and impactful. The project also delivered a global technology competition (IMO CARES Maritime Technology Global Challenge) aimed at the accelerated adoption of green maritime technologies in developing countries, especially SIDS and LDCs. The project funding supported the development of in-depth technical proposals by the winning technologies and host countries. The technology providers, working with MTCCs and beneficiaries in Africa and the Caribbean region, finalized pilot project proposals with quantifiable GHG emission reductions. As a result of this initiative, four technology demonstration pilot project proposals with scalable and measurable solutions were finalized in Mauritius, Namibia, Saint Kitts and Nevis, and Trinidad and Tobago.

92 The IMO CARES Forum, which was held from 24 to 26 June 2024, at IMO Headquarters in London, brought together a diverse group of stakeholders together with industry experts, MTCC representatives and winners of the IMO CARES Maritime Technology Global Challenge to advance the objectives of the domestic shipping decarbonization. Discussions centred on how market-ready solutions could help SIDS and LDCs accelerate their green transition. The conference discussions aligned with the broader efforts of the Report on decarbonizing domestic shipping, developed by the Project to highlight domestic shipping's role in developing countries and its contribution to global GHG emissions. The Report analyses domestic fleets in African and Caribbean regions and calls for tailored NAPs, enhanced stakeholder collaboration, investment in fleet renewal and sustainable port infrastructure, and capacity-building initiatives. It also evaluates green technologies such as wind, solar, battery power and alternative fuels, emphasizing the need for pilot programmes, financing mechanisms and policy support.

93 The **GHG-SMART** (Sustainable Maritime Transport Training Programme), supported by IMO and the Republic of Korea, continues to play a crucial role in building global capacity for maritime decarbonization as the only initiative dedicated exclusively to SIDS and LDCs. Through needs-based long-term training cycles, professional engagement platforms, academic opportunities and international collaboration, this unique initiative is equipping professionals from SIDS and LDCs with knowledge, resources and skills to lead the decarbonization agenda in the maritime sector. Since 2022, 38 SIDS and LDCs have benefited from the GHG-SMART programme. In 2024, nominees from 13 SIDS and LDCs across Africa, Asia, the Caribbean and the Pacific regions were trained on the regulatory, policy, technological and financial aspects of maritime decarbonization, including NAPs, port and ship efficiency and climate finance. This was implemented through an online foundational course, followed by engagement webinars, in-person practical training and a study visit in the Republic of Korea.

94 To enable continued advanced learning and development opportunities, the first edition of the GHG-SMART WMU Recognition Scheme was launched in 2024, enabling its first scholars from the 2023 cohort to pursue a master's degree in Maritime Affairs – Maritime Energy Management at WMU in recognition for performance. The inaugural recipients of this academic opportunity are from Uganda and Zambia, reflecting the project's focus on expanding expertise in maritime decarbonization, including also from landlocked LDCs.

95 The **Fourth IMO-UNEP-Norway Innovation Forum** took place on 24 and 25 October 2024 at IMO Headquarters in London and online. It served as a global platform to promote innovation and accelerate maritime decarbonization, particularly in developing countries. Organized by IMO, the United Nations Environment Programme (UNEP), and the Government of Norway, the forum focused on key recommendations for Governments, industry and maritime stakeholders, addressing finance, seafarer training, regulatory frameworks and national innovation strategies.

96 The **Future Fuels and Technology for low- and zero-carbon shipping Project (FFT Project)** is a partnership project between IMO and the Government of the Republic of Korea aiming to support regulatory decision-making discussions at MEPC and its subsidiary bodies. In April 2024, the project launched the FFT website, which works as an online information portal for promoting and sharing the latest information on zero and near-zero marine fuels and technologies, particularly accelerating access to information on the latest developments in decarbonization of international shipping for developing States, and promoting how to get involved in a just and equitable transition.

Oceans portfolio

97 In February 2024, Ecuador became the final lead partnering country (LPC) to successfully complete the "Introduction to Marine Biofouling: Impacts and Management of Risks" course, marking the conclusion of its delivery across all 12 partnering countries. A second course on Biofouling Management Plans and Record Books, essential for implementing IMO's Biofouling Guidelines, was delivered throughout 2023 and 2024, with Madagascar being the final LPC to complete the training in March 2024.

98 A pilot training on dry-dock operations for biofouling management was launched in Mauritius (27-28 June 2024), featuring a site visit to two dry-docks in Port Louis, where participants gained practical insights into biofouling control. Following this pilot delivery, the course was delivered to participants from all 11 remaining LPCs through 10 in-person trainings.

99 The third **GloFouling Partnerships R&D Forum**, held in Busan, the Republic of Korea (4-8 November 2024), gathered more than 250 participants to discuss the impact of invasive aquatic species and showcase cutting-edge biofouling management technologies such as anti-fouling coatings, in-water cleaning, marine growth prevention systems and digital tools. The event also addressed fuel efficiency, biofouling management in marine protected areas and shared seas, and gender equality in the sector and incorporated technology demonstrations of in-water cleaning technologies and hull maintenance strategies.

100 The **TEST Biofouling** project, funded by the Norwegian Agency for Development Cooperation (Norad), complements and builds upon the achievements of the GloFouling Partnerships by providing hands-on training to the same LPCs and partnering countries (PCs) and puts the emphasis on technology demonstration pilot projects for biofouling management, prevention and control at the national and regional levels. This approach prioritizes the needs of the Africa, Asia, Caribbean and Pacific regions working closely with the project's implementing partners. Running from January 2022 to December 2026, the project received a one-year extension following a no-cost agreement with Norway on 10 April 2024, ensuring the continued implementation of key demonstration activities and long-term objectives.

101 In April 2024, a training course on Marine Biofouling Risk Assessments and Inspections Methodologies was delivered for countries in the Latin America region, bringing together participants from Argentina, Chile and Panama. With this, 10 out of 14 PCs across three regions (Africa, the Caribbean and the Pacific) have now benefited from capacity-building initiatives on biofouling management.

102 In July, a Regional Technology Demonstration Pilot showcased innovative biofouling solutions in Panama combined with a training course on biofouling risk assessment and inspections methodologies and a Women in Maritime Biofouling Workshop for the beneficiary countries of the Latin America and the Caribbean regions.

103 The TEST Biofouling project website was also launched, providing access to pilot project updates, training materials, a technology portal and a video library.

104 The **OceanLitter Programme on Sea-Based Sources of Marine Plastic Litter** houses three projects. Firstly, the IMO-FAO **GloLitter Partnerships Project** (\$5.5 million, 2020-2025), funded by the Government of Norway with additional support from the Government of Australia and the Kingdom of Saudi Arabia, leads global efforts to address sea-based marine litter to support implementation of MARPOL Annex V and the IMO Strategy and Action Plan on Marine plastic Litter from ships in 30 countries. Secondly, the **RegLitter Project**, funded by the Republic of Korea (\$5.5 million, 2023-2027), builds upon

GloLitter results and focuses on Asia, providing technical assistance for improved management of marine plastic litter from shipping and fisheries and supporting regional progress and cooperation. Thirdly, the **PRO-SEAS** Project (\$7.1 million, 2025-2029), funded by the Global Environment Facility (GEF), titled Plastic Reduction in the Oceans: Sustaining and Enhancing Actions on Sea-based Sources, builds on the success of GloLitter in four specific countries with a focus on supporting associated activities addressing sea-based sources of marine plastic litter in surrounding Large Marine Ecosystems.

105 During 2024, key knowledge products and training materials were completed that directly supported the implementation of several actions under the IMO Action Plan on marine plastic litter from ships (e.g. actions 5, 6, 16 and 30). An updated MARPOL Annex V training package was produced and a partnership with WMU was established to create an e-learning course based on this updated package. In addition, several webinars were held on the development of national legislation as well as developing port waste management plans. As the OceanLitter Programme was established in 2024, all the recordings for these webinars are currently on the GloLitter website; however, this website will be revamped in 2025 as the OceanLitter website which will house all the projects under the programme, including GloLitter, RegLitter and PRO-SEAS.

106 With the support of GloLitter, and led by Costa Rica, the Central America Regional Action Plan on marine plastic litter was drafted. In addition, twinning/partnerships proposals in Africa and South America were developed by the beneficiary countries that will bring the countries together to implement:

- .1 joint regional activities with a train-the-trainer (TTT) approach;
- .2 capacity-building workshops on waste management in ports including port facilities and port waste management;
- .3 a TTT workshop on identification and marking of fishing gear;
- .4 delegate exchange visits to ports between countries for knowledge and expertise sharing;
- .5 a regional workshop on the domestication of IMO conventions; and
- .6 other priority actions identified by the countries.

107 In March 2024, the GloLitter and RegLitter partnering countries in the Asia region met in Hanoi, Viet Nam, during the GloLitter-RegLitter Asia Regional Task Force Meeting to define priority actions for tackling sea-based marine plastic litter at both national and regional levels that resulted in developing twinning proposals to be supported by the RegLitter project. In April 2024, the GloLitter Latin America Regional Task Force Meeting was held in Brasilia, Brazil, bringing together maritime and fisheries representatives from the region to identify national sea-based sources of marine plastic litter priorities and develop regional partnerships for collaborative action.

108 Throughout the year the GloLitter project supported 11 selected countries with their legal reforms. Through a co-funded arrangement between the project and the ITCP, the GloLitter project supported the Kenya Stakeholder Meeting, in August 2024, to secure public participation relating to the legal drafts relating to sea-based sources of marine plastic litter.

109 In September 2024 the RegLitter Project was formally introduced at the SMART-C Conference in Busan, the Republic of Korea, during Korea Maritime Week, showcasing its objectives and strategies for tackling marine plastic litter from sea-based sources in Asia. In November 2024, the OceanLitter Programme was unveiled at the first part of the fifth session of the Intergovernmental Negotiating Committee on Plastic Pollution (INC-5.1) in Busan, with a dedicated promotional booth engaging 2,000 participants from over 170 countries to highlight IMO and FAO initiatives to prevent and reduce sea-based sources of marine plastic litter from the shipping and fisheries sectors.

110 In December 2024, the GloLitter project held national and regional workshops on port waste management plan development and training on port State control (PSC) in Maceio, Brazil and Kingston, Jamaica.

111 In December 2024, the GEF announced that the PRO-SEAS **project** (\$7.1 million, 2025-2029) proposed by IMO and FAO had been approved. This project would build on the GloLitter achievements and would specifically support the implementation of national priorities in Kenya, Costa Rica, Vanuatu and Jamaica in the prevention and reduction of marine plastic litter from the shipping and fisheries sectors.

SENSREC: Expanding ship recycling portfolio

112 During April and May 2024, IMO's **SENSREC Bangladesh** project, which promotes safe and sustainable ship recycling with the support of Norway, conducted training and national workshops to enhance awareness of safe and environmentally sound ship recycling. The workshops, attended by more than 200 stakeholders, covered the Hong Kong Convention standards, hazardous waste management, and the Decent Work Programme by the International Labour Organization (ILO), which allowed for discussions on key aspects in relation to the safety and well-being of the workforce.

113 In June 2024, at a side event during TC 74, the project released the Gender Sensitization Manual for the ship recycling industry, promoting women's inclusion. In July 2024, SENSREC organized a career fair in Bangladesh to encourage ship recycling companies to adopt more inclusive recruitment policies and hasten progress towards gender parity in the industry.

114 At an international conference on business and investment opportunities for the ship recycling industry in Chattogram on 3 and 4 July 2024, Bangladesh's banking sector was called upon to engage in action on ship recycling, highlighting the need for financial support to ensure environmental and social sustainability in ship recycling. This event was replicated at a side event entitled "Waste to Wealth: Unlocking Investment Opportunities in Ship Recycling" during the Eighth Hong Kong Maritime Week in November 2024.

115 Beyond Bangladesh, Pakistan and IMO-ILO launched the **SENSREC Pakistan** project, with the support of Norway and China, to mirror best practices and the success of SENSREC Bangladesh and to support Pakistan in the implementation of the Hong Kong Convention. The Pakistan project will be carried out in collaboration with ILO.

Addressing underwater radiated noise (URN): GloNoise

116 The GEF-UNDP-IMO **GloNoise Partnership project** was officially launched with an inception workshop in early March 2024, where all participating countries contributed to preparations and discussed the project's focus on addressing underwater radiated noise (URN) from shipping.

117 In its first year of implementation, the GloNoise Partnerships project laid a solid foundation for addressing the growing environmental concern of URN from shipping, delivering sustainable and impactful outcomes. By leveraging significant co-financing amounting to \$19.1 million, the project has established national task forces to ensure effective URN governance through a transdisciplinary approach. Policy analyses at global, regional and national levels have been conducted, covering more than 500 pieces of legal acts, and the policy recommendations have been prepared to be presented after approval of the Project Board at relevant platforms to shed light on future regulatory steps but also provide a solid "as is" case on the URN matter. In parallel, the project has initiated the development of an online toolkit to assist six beneficiary countries, namely Argentina, Chile, Costa Rica, India, South Africa, and Trinidad and Tobago, together with twining countries Georgia, Madagascar and Malaysia, in assessing the impact of URN and defining national baselines. Beyond policy and technical advancements, the project has made substantial efforts in awareness-raising and stakeholder engagement, organizing 10 events at global and national levels that reached over 700 participants from 50 countries, with strong female involvement.

118 Project key milestones also contribute to the IMO Action Plan to further prevent and reduce underwater radiated noise (URN), especially to its experience-building phase (EBP), in light of which project outputs and technical insights were presented at the meetings and seminars of various IMO sub-committees and committees. This process has gained significant momentum within the IMO regulatory framework, leading to the establishment of a correspondence group to contribute to the implementation of IMO's URN Action Plan intersessionally, where the project is actively supporting four key tasks outlined in the plan. Additionally, the project has generated growing interest from industry stakeholders, leading to the establishment of a potential partnership network for the creation of a GIA in the possible next phase of the project.

A new model for collaboration: IMO-RoK SMART-C Programme

119 At the end of 2023, IMO and the Republic of Korea formalized the IMO-Korea Sustainable Maritime Transport Cooperation (**SMART-C**) Programme, financed by KRW 25.5 billion (US \$20 million). The initiative aims to advance sustainable maritime transport and environmental protection by enhancing knowledge and technical capacity in developing countries through long-term projects. During 2024, five projects were launched: SMART-C Women, Traffic, GHG, Leaders and RegLitter.

120 The **SMART-C Women project** (2023-2026) aims to increase gender equality and employment opportunities for women in the maritime sector, particularly in developing countries in the Asia-Pacific region. It provides training on maritime digitalization and marine environmental protection to enhance women's competencies, preparing them for emerging maritime opportunities. The project also offers fellowships at WMU for further educational qualifications.

121 The first online training session took place from 17 to 21 June 2024, followed by a second session from 1 to 5 July 2024, with 25 maritime professionals from five Asian countries. The topics included IMO's GHG regulations, gender mentoring and challenges for women in the maritime sector. Following the online training, the project successfully carried out the in-person "The SMART-C Women Empowerment Training" in Busan, during the 2024 Korea Maritime Week, covering topics such as women's leadership, eco-friendly technologies and port digitalization, thus providing participants with key skills for career advancement.

122 **SMART-C Traffic** (2023-2026) aims to develop and pilot a SMART-Maritime Traffic Management System in the Philippines, a pilot developing country. The project's goal is to create and operate a Web-based e-Navigation service designed to efficiently analyse and manage maritime safety information in an Internet-based environment. The project has been laying down groundwork in collaboration with the Philippines, initiating a needs assessment in this area.

123 **SMART-C GHG** (2023-2027) focuses on capacity-building in two Asian pilot countries (Viet Nam and the Philippines) to develop NAPs and implement the IMO GHG Strategy. The project aims to support the implementation of maritime GHG reduction regulations by strengthening capacity for baseline emission data collection, management, and analysis, in line with the 2023 IMO GHG Strategy. The project was officially launched at inception meetings held in February in the Philippines and Viet Nam, both of which have now appointed national focal points for project implementation.

124 As part of the SMART-C GHG Project, a Gender Action Plan has been developed to ensure that gender equality is embedded in maritime decarbonization efforts. The plan focuses on capacity-building, leadership development, financial access and gender-sensitive data collection to empower women in the maritime and climate sectors. Key initiatives include targeted training programmes, mentorship opportunities and the establishment of the "Women in GHG Community" to foster knowledge exchange. The project also promotes 30% female representation in decision-making bodies and supports the development of Women's Climate Champions to advocate for inclusive climate policies. Additionally, gender-disaggregated data collection mechanisms will track women's participation in GHG reduction strategies, ensuring that climate action benefits are equitably distributed. Through these efforts, the SMART-C GHG Project is actively contributing to a more inclusive and sustainable maritime future.

125 **SMART-C Leaders** (2023-2027) focuses on capacity-building for Pacific SIDS to strengthen their ability to implement IMO conventions. The project specifically targets the enhancement of skills in ship inspection, PSC, flag State inspection (FSI) and assisting countries in implementing their corrective action plans (CAPs) following audits carried out under the IMSAS. In November 2024, public officials from 11 Pacific Island countries participated in a regional workshop in Fiji, organized by IMO and SPC under the SMART-C Leaders Project. The workshop focused on IMSAS audit findings, CAPs and compliance with the IMO Instrument Implementation (III) Code, promoting regional cooperation and strengthening maritime governance in the Pacific.

126 **The SMART-C Conference**, held in Busan, the Republic of Korea, on 11 November 2024, spotlighted beneficiary countries' progress in maritime sustainability. At the event, international delegates highlighted solutions for a greener global shipping industry. Delegates from Indonesia, the Philippines, Sri Lanka, Tonga, Vanuatu and Viet Nam presented on the progress made in their countries with the support of IMO's SMART-C Programme, in the areas of gender equality, leadership development, prevention of marine accidents and reducing greenhouse gas emissions from shipping. The event, organized by IMO in collaboration with the Republic of Korea's Ministry of Oceans and Fisheries (MOF), spotlighted the SMART-C Women, Traffic, Leaders and GHG projects, which work to enhance technical capacity in developing countries. Country presentations focused on issues such as maritime training for women, nurturing future maritime leaders and national strategies for reducing GHG emissions from ships. Participants shared knowledge and exchanged views. IMO reaffirmed its commitment to continued collaboration with beneficiary countries to ensure the effective implementation of SMART-C projects on the ground.

Maritime security projects

127 The **West and Central Africa Maritime Security Programme** continues to deliver capacity-building activities focusing on providing direct assistance to Member States in the region with a view to developing and enhancing their ability to address security threats and challenges in their maritime domains. The programme is funded by contributions to the IMO West and Central Africa Maritime Security Trust Fund and bilateral contributions.

128 Thanks to a contribution from the Government of the United Kingdom, IMO continues to provide an expert to support Member States in the Gulf of Guinea through the continued implementation of the Yaoundé Code of Conduct (YCoC), signed by the 25 Member States of the Economic Community of West African States (ECOWAS), the Economic Community of Central African States (ECCAS) and the Gulf of Guinea Commission (GGC) on 25 June 2013. The key focus is building sustainable regional maritime security cooperation through improved security governance – which will enable an enhanced response against maritime criminality, and effective and efficient legal adjudication of piracy and armed robbery incidents against ships. This effort utilizes a whole-of-Government approach, ongoing support for the YCoC regional architecture, and effective coordination of regional and international partner efforts. In 2024, IMO teamed with the United Kingdom Department for Transport to conduct a Maritime Security Strategy workshop with the Nigerian Maritime Administration and Safety Agency (NIMASA) in Lagos, Nigeria, in which the IMO Risk Register was presented as a tool to update strategies, and implementation plans, to account for the latest maritime security threats.

129 Additionally, thanks to a contribution from the Republic of Korea, IMO enhanced communication between the ECOWAS Zone F Multinational Maritime Coordination Centre (MMCC Accra) and Zone F Maritime Operations Centres (MOCs), as well as high frequency (HF) communications with merchant vessels operating in the Gulf of Guinea. This project is aimed at addressing an HF capability gap in the Gulf of Guinea, and promotes maritime safety and security within the maritime domain in West and Central Africa. A follow-on project utilizing this Republic of Korea funding is under way in ECCAS Zone D (MMCC Douala and MOCs); HF equipment has been delivered, and installation is planned for the second quarter of 2025.

130 On 8 and 9 October 2024, IMO organized the international conference "Maritime Security 2024: Innovations and Partnerships for the Future". The conference was funded by the Government of Germany under the "Boosting African Implementation of the YCoC" (BAY) project, and was hosted by the Government of Cabo Verde, along with participation by the United Nations Institute for Training and Research (UNITAR) and the Atlantic Centre. In 2024, the BAY project also supported the writing of GGC's regional maritime strategy, as well as focused maritime security advisory missions to Angola, Ghana and Sierra Leone.

131 In December 2024, IMO signed a €2 million agreement with the EU to fund the Safe Seas for Africa Project, Strategic Objective 4: "Maritime Unity – Strengthening Coordination in the Gulf of Guinea". With a 36-month duration, the project's objective is to contribute to effective and sustainable maritime security in Africa through the development of a comprehensive Gulf of Guinea engagement plan for high-level support.

132 The **Implementation of the Djibouti Code of Conduct (DCoC)** continued to support Member States in the Western Indian Ocean and the Gulf of Aden in building capacity to counter piracy and other threats to maritime security. Since November 2023, the DCoC has been concerned with the escalating security situation in the Red Sea area and aiming to find sustainable solutions; thereby the year 2024 began with the urgent need to address the root causes of these maritime threats.

133 The focus during 2024 was on implementing priorities agreed upon at the high-level meeting in Cape Town (October 2023), including the eight-point action plan which highlighted the priority needs and areas for the holistic implementation of the Code. This includes implementation of the strategy and road map for the development of the DCoC information-sharing network including linkage of the national centres to the regional centres and the need to encourage coordination of operations at sea for a comprehensive maritime domain picture and chain of action; improved coordination of capacity-building efforts, including the new sub thematic areas; and taking action to address new and emerging threats, more specifically the Red Sea crisis and the resurgence of piracy in the region. The eight-point action plan also includes the development of the Regional Maritime Security Strategy, which is a key aspect to ensuring vulnerabilities are categorized and assessed using uniform criteria in the region. As a priority, participating States have continued working to build national capabilities through the implementation of the "IMO model on the whole-of-Government approach."

134 Signatory States maintained a lively calendar of activities, including meetings of the Steering Committee, with Working Group 1 spearheading the development of the DCoC information-sharing network, including for the establishment of multi-agency national maritime information-sharing centres in all participating States. Working Group 2 on capacity-building coordination was expanded to cover the various thematic areas envisioned in the Jeddah Amendment. 2024 was a unique year as the Signatory States also actively participated in developing proposals and participating in fundraising initiatives as the DCoC Trust Fund was depleted.

135 Signatory States maintained good collaboration with international partners through the "Friends of DCoC" forum to ensure that technical assistance and support are based on the identified gaps and priorities highlighted in the DCoC capacity-building coordination matrix hosted on the Members-only portal of the DCoC website. The Signatory States also, through the support of the IMO Secretary-General, held their first ever donor round table alongside MEPC 82, where fruitful deliberations and tangible support were received from most of the partners in support of the implementation of the Code. In November 2024, the high-level meeting held in Dar-Es-Salaam agreed on the establishment of an additional Working Group 3 on Coordination of operations at sea, which would be able to bring in the Chief of Navies and International Naval Partners for the practical area of operations coordination when incidents happen at sea. In addition, the 2024 High-Level Meeting reiterated the need for the Signatory States to finalize the development of the DCoC regional maritime security strategy and agreed on the need to encourage coordination and maximum synergies when addressing the increasing threats to maritime security.

136 The **Regional Programme for Maritime Security in the Red Sea Area**, which is funded by the EU (€5.25 million total funding for IMO), was launched in February 2021 in Djibouti. Under this programme, IMO is engaged in coordinated actions with INTERPOL, the United Nations Office on Drugs and Crime (UNODC) and the Intergovernmental Authority on Development (IGAD), in support of participating countries, namely Djibouti, Ethiopia, Somalia, Sudan and Yemen, to develop capacities and promote adequate security and safety standards for maritime, port and land-based law-enforcement authorities, in line with the objectives of the 2050 Africa's Integrated Maritime Strategy.

137 Under this programme, IMO provides targeted assistance to respond to increasing threats posed by terrorism, piracy, armed robbery, smuggling and other illicit activities at sea, and take measures that protect ships and ports in the Red Sea area. The programme, inter alia, responds to SOLAS Contracting Governments' requests related to the implementation of the requirements set out in SOLAS chapter XI-2, the ISPS Code and other IMO maritime security measures.

138 During 2024, IMO's work focused on enhanced ISPS Code implementation at the strategic level, namely supporting participating countries in the establishment of a whole-of-Government approach towards maritime security, which promotes cooperation between government agencies with an interest in maritime security. Activities promoted the establishment of national maritime security committees in Somalia and Yemen, enhancing maritime security decision-making, policy development and implementation. Expert support was also provided in the development of port facilities security assessments and plans across selected Red Sea ports, including the port of Aden, Yemen, and in training port facility security officers using the train-the-trainer approach for Djibouti, as well as port personnel with designated security duties. On-site security surveys of designated port facilities within the Ports of Berbera and Bossaso for Somalia helped to enhance the implementation of SOLAS chapter XI-2 and the ISPS Code and to establish Port Security Committees. A joint Maritime Law Enforcement and Dialogue Forum involving all three implementing partners (IMO, UNODC and INTERPOL) and Djibouti, Ethiopia, Sudan, Somalia and Yemen, improved awareness of the regional maritime domain and promoted dialogue and information-sharing in the Southern Red Sea and Gulf of Aden.

139 Since 2020, when IMO signed a UN to UN Agreement with UNODC, under which IMO became an implementing partner (alongside UNODC and INTERPOL), IMO has been delivering activities under the EU-funded project on **Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean**.

140 Having completed its fourth year, the Port Security Project was extended to May 2026. The focus of implementation during 2024 was upon training in the area of control and compliance with regard to SOLAS chapter XI-2 and the ISPS Code (with reference to port State control requirements), delivered in Madagascar and Namibia, as well as provision of support to the conduct of Port Facility Security Assessments (PFSAs) and the formulation of Port Facility Security Plans (PFSPs), as delivered in Angola. Further training was provided to port personnel at various levels, including Port Facility Security Officers (PFSO level), as well as port personnel both with and without designated security duties (PPSD and Security Awareness, respectively), for Angola, Comoros, Kenya, Madagascar, Mauritius and the United Republic of Tanzania.

141 Participating countries took part in national tabletop exercises and ISPS Security Audit training, with support also provided to National Maritime Security Committees. Additionally, a joint table-top exercise was held in Kenya, delivered by all three implementing partners (IMO, UNODC and INTERPOL) to highlight the importance of the whole-of-Government approach to maritime security and information-sharing, and attended the Indian Ocean Commission and participating countries.

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Planned ITCP activities for 2024

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Activity Title	Status	Month delivered	Location	Outputs	Participating countries/Territories	Trainees	Fellows	Strategy Officials	Discipline	TC Fund*
REGIONAL PROGRAMMES										
Support to maritime development, Africa (Anglophone)										
Regional workshop on the Casualty Investigation Code and reporting	Completed	October	Lagos, Nigeria	The activity allowed the promotion and enhancement of effective implementation through the development of institutional capacities and human resources in the field of casualty investigation and reporting as well as enhanced cooperation among Member States.	Cabo Verde, Equatorial Guinea, Gambia, Liberia, Nigeria, Sao Tome and Principe, Sierra Leone	24	0	0	Maritime safety	Yes
Cancelled - Production of e-learning course "Introduction to the ISM Code" in English	Cancelled		Home-based, Sweden						N/A	
Provision of IMO publications to maritime institutes	Cancelled		London, United Kingdom						N/A	
Regional seminar on domestic ferry safety	Completed	April	Dar es Salaam, United Republic of Tanzania	Participants were introduced to relevant IMO guidelines and the importance of the safety of domestic ferries and non-Convention ships.	Cabo Verde, Cameroon, Democratic Republic of the Congo, Ethiopia, Gabon, Ghana, Kenya, Madagascar, Morocco, Nigeria, Senegal, South Africa, Togo, Uganda, United Republic of Tanzania	0	0	83	Maritime safety	Yes
National workshop on the Casualty Investigation Code and reporting	Completed	April	Virtual	Participants were updated on the latest developments of casualty investigation, which would enhance the effective and systematic conduct and reporting of marine accident investigation in the region.	Liberia	18	0	0	Maritime safety	Yes
Cancelled - National workshop on alternative uses to dumping of waste under the London Protocol	Cancelled		Cape Town, South Africa		South Africa				N/A	
National workshop on the implementation of the London Protocol	Completed	December	Mombasa, Kenya	Participants sensitized in all matters (legal, technical, administrative) to support implementation of the London Protocol, with a focus on climate change aspects.	Kenya	24	0	0	Marine environment protection	Yes
Needs assessment on Maritime Single Window	Completed	August	Monrovia, Liberia	A detailed report was generated on analysis of the current existing system and recommendations on the system architecture to meet the requirements of the Maritime Single Window system.	Liberia				Facilitation	No
Train-the-trainer course for Maritime English Instructors	Completed	September	Accra, Ghana	Verifiable capacity enhancement in implementing the 1978 STCW Convention through the essential knowledge gained by the participants.	Ghana	24	0	0	Maritime safety	No
National Seminar on Facilitation of the International Maritime Traffic	Completed	September	Durban, South Africa	Participants' knowledge enhanced to solve the problems detected by the South African Department of Transport, through capacity-building and building the necessary inter-institutional cooperation, thus facilitating the early implementation of the Maritime Single Window system.	South Africa	0	0	43	Facilitation	Yes
7th conference of the Association of African Maritime Administrations (AAMA) – Support for the participation of Member States in Africa	Completed	November	Dar es Salaam, United Republic of Tanzania	The conference focused on enhancing knowledge and progress in maritime shipping, IMO instruments, and the AU 2050 AIM Strategy. It also included a progress review, adoption of new resolutions, capacity building roadmaps, strategic partnerships, and regional cooperation. The goal was to align Africa's maritime sectors with global standards, strengthen technical cooperation and promote regional cooperation.	Angola, Benin, Cabo Verde, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Egypt, Equatorial Guinea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Liberia, Madagascar, Malawi, Mauritania, Mauritius, Morocco, Mozambique, Nigeria, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Togo, Uganda, United Republic of Tanzania, Zambia, Zimbabwe	0	0	51	General maritime sector	Yes
Cancelled - National workshop on port, flag and coastal State duties and responsibilities	Cancelled		Banjul, Gambia		Gambia				N/A	
Translation of the e-learning course "Introduction to ISM Code" into English	Cancelled		Home-based, France						N/A	
Supporting the development of a PSSA proposal around the coasts of Mauritius and Rodrigues	Completed	September	Home-based, United Kingdom	Enhanced understanding of the process for identification and designation of a PSSA, including the process for submitting a PSSA proposal to IMO.	Mauritius				Marine environment protection	Yes
Technical assistance to Mauritius – Review of draft SOLAS legislation	Completed	April	Home-Based, United Kingdom	The effectiveness of the draft SOLAS legislation provided by Mauritius was considered and evaluated. Feedback and recommendations were provided to the Member State for further drafting by the national drafters.	Mauritius				Maritime legislation	Yes
Support to maritime development, Africa (Francophone)										
Needs assessment mission on Maritime Single Window	Completed	June	Abidjan, Côte d'Ivoire	A detailed report on analysis of the existing system and recommendations on the system architecture has been produced to assist the Member State in meeting the requirements of the Maritime Single Window system.	Côte d'Ivoire				Facilitation	Yes

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Needs assessment mission on Maritime Single Window	Completed	October	Conakry, Guinea	A detailed report on analysis of the existing system and recommendations on the system architecture has been produced to assist the Member State in meeting the requirements of the Maritime Single Window system.	Guinea				Facilitation	Yes
National workshop on the safety of non-Convention ships, domestic ferries, and fishing vessels	Completed	August	Abidjan, Côte d'Ivoire	The workshop contributed to the promotion and enhancement of maritime safety aspects related to ships not covered by chapter 1 of the 1974 SOLAS Convention in relation to aspects of domestic ferry safety.	Côte d'Ivoire	26	0	0	Maritime safety	Yes
Promotional materials to raise awareness on maritime matters, as well as technical cooperation activities and projects	Completed	December	London, United Kingdom	Funds were used to cover the cost of banners for the informal workshop and exhibition held within the margins of TC 74.					General maritime sector	Yes
National workshop supporting implementation of the Ballast Water Management Convention and Anti-fouling Systems Convention	Completed	May	Antananarivo, Madagascar	Enhanced the awareness, knowledge and skills of participants on relevant aspects of implementation of the BWM and AFS Conventions.	Madagascar	30	0	0	Marine environment protection	Yes
National workshop supporting implementation of the Ballast Water Management Convention	Completed	May	Edea, Cameroon	Enhanced the awareness, knowledge and skills of participants on relevant aspects of the BWM Convention, with a view to supporting effective implementation and enforcement of the BWM Convention, as well as implementation of the related Guidelines. An increased network of trained experts in ballast water management and control.	Cameroon	31	0	0	Marine environment protection	Yes
IMO support to the GI WACAF regional conference on oil spill preparedness and response	Completed	November	Lome, Togo	Significant improvement in the capacities of GI WACAF Project countries to deal with marine oil spills. Participants enhanced their knowledge on topics related to oil pollution preparedness and response, as well as marine governance, with a view to improving their respective technical competencies and developing capacity at the national level. In addition, the participants benefited from networking with experts from around the world, facilitating the establishment of collaborative relations and information exchange on oil spill response.	Angola, Benin, Cabo Verde, Cameroon, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mauritania, Namibia, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, South Africa, Togo	76	0	0	Marine environment protection	Yes
National workshop on development of a GHG shipping strategy and implementation plan	Cancelled		Yaounde, Cameroon		Cameroon				N/A	
National OPRC Level 3 and contingency planning workshop	Completed	June	Moroni, Comoros	Participants familiarized with the importance of an effective national framework for preparedness and response to oil spills, including communication, as well as the roles and responsibilities that need to be addressed prior to, and during, an oil spill, in particular, the importance of effective collaboration among numerous different stakeholders. An action plan was produced to facilitate ongoing development of an effective national oil spill preparedness and response framework.	Comoros	24	0	0	Marine environment protection	Yes
National workshop on the liability and compensation regime	Completed	October	Yaounde, Cameroon	The participants were provided with a complete overview of the liability and compensation conventions. The workshop enhanced their awareness and knowledge of the principles of liability and compensation necessary for the treaties to be enacted fully and completely into national law. The workshop included a visit to the newly established port of Kribi to meet port authorities and to discuss receipts of HNS cargo – an important feature regarding the entry into force of the 2010 HNS Convention.	Cameroon	44	0	0	Maritime legislation	Yes
National training on the instruments needed by the managers for a successful implementation of the STCW Convention	Completed	May	Yaounde, Cameroon	Enhanced skills in implementing the 1978 STCW Convention through the essential knowledge gained by the participants.	Cameroon	31	0	0	Maritime safety	Yes
IMO support to the workshop on the safety of non-Convention ships, domestic ferries and small fishing vessels implemented by MOWCA	Completed	July	Libreville, Gabon	IMO funded the participation of an expert to promote and enhance maritime safety aspects related to ships not covered by chapter 1 of the 1974 SOLAS Convention in relation to aspects of domestic ferry safety.	Angola, Benin, Burkina Faso, Cabo Verde, Cameroon, Central African Republic, Chad, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Liberia, Mauritania, Mozambique, Niger, Nigeria, Sao Tome and Principe, Senegal, Sierra Leone, Togo				Maritime safety	Yes
National training on the Casualty Investigation Code and reporting	Completed	December	Antananarivo, Madagascar	The workshop allowed the promotion and enhancement of effective implementation through the development of institutional capacities and human resources in the field of casualty investigation and reporting, as well as the enhancement of cooperation among Member States.	Madagascar	31	0	0	Maritime safety	Yes
National workshop on the London Protocol	Completed	May	Antananarivo, Madagascar	The participants were sensitized in all matters (legal, technical, administrative) to support implementation of the London Protocol, with a focus on climate change aspects.	Madagascar	22	0	0	Marine environment protection	No

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National training on Flag State Implementation	Completed	March	Antananarivo, Madagascar	This activity allowed the participants to gain the essential skills and knowledge required to fulfil the duties and obligations of a flag State, as contained in the respective IMO conventions.	Madagascar	32	0	0	Maritime safety	Yes
Needs assessment mission on Maritime Single Window	Completed	January	Lome, Togo	A detailed report containing an analysis of the current existing Maritime Single Window (MSW) system and recommendations on the system architecture has been produced to assist the Member State in meeting the requirements of the system.	Togo				Facilitation	Yes
Translation of the e-learning course "Introduction to the ISM Code" into French	Completed	January	Home-based, France	The e-learning course "Introduction to the ISM Code" was translated from Spanish into French.					Maritime safety	Yes
Technical backstopping for the revision and finalization of the e-learning course "Introduction to the ISM Code" in English and French	Ongoing		Home-based, France						N/A	Yes
Support to maritime development, Arab States/Mediterranean										
Regional Presence - Support to IMO Regional Presence Office in the Middle East and North Africa (MENA) region	Completed	December	Alexandria, Egypt	The recruitment process for the Regional Coordinator (RC) position for MENA has been completed. A preparatory mission by an IMO delegation is scheduled to visit Alexandria, Egypt, to ensure that all recommendations from the UNDSS report have been fulfilled and that the premises for the Regional Presence Office (RPO) are fit for purpose, and to formally introduce the RC to the relevant maritime authorities, UNDP and UN Resident Coordinator to ensure efficient future collaboration. The Secretary-General will formally inaugurate the RPO on 20 January 2025, to mark the start of a new era in delivering technical assistance for Arab States in MENA.	Algeria, Bahrain, Djibouti, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, Tunisia, United Arab Emirates, Yemen				General maritime sector	Yes
Regional training course on assessment, examination and certification of seafarers (IMO Model Course 3.12)	Completed	November	Manama, Bahrain	Effective and improved implementation of the STCW Convention by maritime administrations and training institutions in the region. Reviewed and updated training programmes; enhanced the knowledge, skills and competence of trainers directly responsible for the education and training of seafarers in the participating countries.	Bahrain, Egypt, Iraq, Jordan, Libya, Morocco, Oman, Saudi Arabia, Tunisia	20	0	0	Maritime safety	Yes
National OPRC Level 3 workshop	Completed	August	Virtual	Participants were familiarized with the potential impacts of major oil pollution incidents and the importance of having an effective national framework in place for responding to oil spills. Discussions also took place regarding the status of implementation of Lebanon's national oil spill contingency plan and recommendations were produced on the way forward. The workshop provided participants with a valuable networking opportunity to enhance cooperation and to stimulate a collaborative approach to oil spill preparedness and response.	Lebanon	21	0	0	Marine environment protection	Yes
Regional workshop on data sharing, monitoring, and reporting in the field of Marine Oil and HNS pollution (MEDEXPOL 2024)	Completed	September	Floriana, Malta	Enhanced cooperation in the field of preparedness for and response to marine pollution from ships (oil and hazardous and noxious substances (HNS)), as well as the monitoring of acute pollution in the Mediterranean region, with the input of attendees' expertise and experience, which could eventually lead to the adoption of a set of manual, tools and templates.	Belgium, Bosnia and Herzegovina, Croatia, Cyprus, Egypt, France, Greece, Israel, Italy, Libya, Malta, Montenegro, Morocco, Slovenia, Tunisia, United Kingdom	19	0	0	Marine environment protection	Yes
Needs assessment mission on Maritime Single Window	Completed	July	Basra, Iraq	The mission conducted by consultants resulted in the comprehensive analysis of current formalities and procedures linked to ships' clearance and stakeholders' engagement at the Port of Umm Qasr. Key findings indicate a need for improved visibility, digitalization and stakeholder coordination. Recommendations include a phased implementation of Maritime Single Window, Port Community System and National Single Window, supported by strong political will, stakeholder engagement, a robust legal framework and advanced digital technologies.	Iraq				Facilitation	Yes
National workshop on awareness for the implementation of the communication of information provisions set out in regulations I/7 and I/8 of STCW 1978, as amended	Completed	June	Dubai, United Arab Emirates	This workshop gave participants the skills to assist their Administration with conducting and reporting an independent evaluation pursuant to regulation I/8, paragraph 3, of STCW 1978, as amended.	United Arab Emirates	25	0	0	Maritime safety	No
Regional training course on assessment, examination and certification of seafarers (IMO Model Course 3.12)	Completed	February	Aqaba, Jordan	Participants updated their knowledge in administering, supervising and monitoring the training, assessment and certification of seafarers, in accordance with the relevant provisions of the STCW Convention and Code.	Egypt, Iraq, Jordan, Lebanon, Libya, Saudi Arabia, Yemen	28	0	0	Maritime safety	Yes
Support to maritime development, Asia										
Foundation course on marine casualty investigation for IMO Member States (abridged programme based on IMO Model Course 3.11)	Completed	October	Virtual	The activity allowed the promotion and enhancement of effective implementation through the development of institutional capacities and human resources in the field of casualty investigation and reporting as well as enhancement of cooperation among Member States.	Malaysia	10	0	0	Maritime safety	Yes

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Foundation course on marine casualty investigation for IMO Member States (abridged programme based on IMO Model Course 3.11)	Completed	October	Virtual	The activity allowed the promotion and enhancement of effective implementation through the development of institutional capacities and human resources in the field of casualty investigation and reporting as well as enhancement of cooperation among Member States.	Indonesia	8	0	0	Maritime safety	No
Supplementary attachment programme to the Foundation course on marine casualty investigation for Member States	Completed	November	Singapore, Singapore	This activity updated participants on the latest and best practices for casualty investigators. It enhanced the practical skills and knowledge of marine casualty investigators, as well as strengthening peer-to-peer collaboration among marine casualty investigation units to improve national compliance with the Casualty Investigation Code.	Indonesia, Malaysia	4	0	0	Maritime safety	Yes
IMO participation in the 46th and 47th sessions of ASEAN Maritime Transport Working Group	Completed	September	Bandar Seri Begawan, Brunei Darussalam	IMO participation in the forty-sixth and forty-seventh sessions of ASEAN MTWG in which participants were updated on IMO's capacity-building work through the ITCP and the thematic long-term projects which support the work of the ASEAN MTWG under the Kuala Lumpur Transport Strategic Plan (2016-2025) and the ASEAN Blue Economy and Circular Economy programmes. A key focus was the implementation of IMO's Biofouling Guidelines, wherein the Regional Strategy and Action plan on Biofouling Management was approved by the ASEAN Member States for implementation in the region with further support from IMO.					General maritime sector	Yes
Provision of publications	Cancelled								N/A	
National workshop to support implementation of the OPRC Convention	Completed	September	Bangkok, Thailand	Participants were familiarized with the importance of an effective national framework for preparedness and response to oil spills, including communication, as well as the roles and responsibilities that need to be addressed prior to, and during, an oil spill, in particular the importance of effective collaboration amongst numerous different stakeholders. This enhanced awareness and understanding of handling and administering claims arising from oil pollution damage and enhanced national preparedness in addressing oil spill-related liabilities and compensation.	Thailand	43	0	0	Marine environment protection	Yes
National workshop to support accession to the OPRC Convention	Completed	July	Manila, Philippines	Participants were familiarized with the importance of an effective national framework for preparedness and response to oil spills, including communication, as well as the roles and responsibilities that need to be addressed prior to, and during, an oil spill, in particular, the importance of effective collaboration amongst numerous different stakeholders. This enhanced awareness and understanding of the complexities of marine spills involving hazardous and noxious substances (HNS), as the Philippines prepares to develop its national HNS contingency plan.	Philippines	50	0	0	Marine environment protection	Yes
Subregional workshop on the development of dispersant usage policy	Completed	November	Bangkok, Thailand	Enhanced participants' knowledge and skills to develop and implement policies on the use of dispersants in countries part of the Gulf of Thailand (GoT) Cooperation. Participants were familiarized with the benefits of regional cooperation, with an increased understanding of how to effectively respond to a pollution incident by further developing their own national and a regional strategy on dispersant use. Finalized guidelines were developed on how to manage the use of chemical dispersants to respond to oil spills in GoT countries.	Cambodia, Thailand, Viet Nam	31	0	0	Marine environment protection	Yes
Regional workshop supporting implementation of the Ballast Water Management Convention in East Asia	Completed	November	Singapore, Singapore	Enhanced the awareness, knowledge and skills of participants on relevant aspects of the BWM Convention, with a view to supporting increased ratification, effective implementation and enforcement of the BWM Convention, as well as implementation of the related Guidelines. Increased the network of trained experts in ballast water management and control.	Brunei Darussalam, Cambodia, China, Hong Kong, China, Indonesia, Lao People's Democratic Republic, Malaysia, Mongolia, Philippines, Singapore, Thailand, Timor-Leste, Viet Nam	33	0	0	Marine environment protection	Yes
Subregional workshop on the ratification and effective implementation of the Hong Kong Convention	Completed	November	Manila, Philippines	Awareness raised on the Hong Kong Convention to support Member States' Governments, shipowners, ship recycling yards and related industries, contributing to an improved understanding of the responsibilities and technical requirements for key stakeholders under the Hong Kong Convention. Increased awareness and capacity for the effective implementation of the Hong Kong Convention. Site visits to two ship recycling yards in Manila provided valuable on-site training opportunities for participants to better understand ship recycling activities and the Convention's requirements. Recommendations were provided to the ship recycling yards on areas for improvement. A resolution was adopted on how to facilitate the accession of and ensure compliance with the Convention.	Bangladesh, China, India, Pakistan, Philippines	41	0	0	Marine environment protection	Yes
Subregional workshop on the effective implementation of IMO conventions relating to oil pollution, liability and compensation	Cancelled		Kuala Lumpur or Klang, Malaysia		Brunei Darussalam, Indonesia, Malaysia, Philippines, Thailand				N/A	

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4th regional Pacific domestic ship safety forum	Completed	November	Nadi, Fiji	The forum noted the primary role of PICTs in implementing their obligations as flag States over domestic vessels, of their achievements, and continuing commitment to enhance the safety of domestic vessels, including the importance of creating mechanisms for coordination, cooperation and partnerships within their own jurisdictions, across the region and internationally in their efforts to enhance safety of domestic vessels in the Blue Pacific and recommended strategic actions for the enhancement of safety of domestic vessels as set out in the Nadi Action Plan.	Cook Islands, Fiji, Kiribati, Marshall Islands, New Zealand, Palau, Papua New Guinea, Samoa, Solomon Islands, Tokelau, Tonga, Tuvalu, United Kingdom, United States, Vanuatu	0	0	41	Maritime safety	Yes
Regional foundation course on marine casualty investigation	Postponed		Nadi, Fiji		Cook Islands, Fiji, Kiribati, Marshall Islands, Micronesia, Nauru, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu				N/A	
Attachment programme for marine casualty investigators	Cancelled		TBC, Australia		Cook Islands, Fiji, Kiribati, Marshall Islands, Micronesia, Nauru, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu				N/A	
Support to the harmonization of procedures in the Pacific pursuant to the Ballast Water Management Convention	Ongoing		Home-based, Australia		Australia, Cook Islands, Fiji, Kiribati, Marshall Islands, Micronesia, Nauru, New Zealand, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu				N/A	Yes
IMO participation in the 21st South West Pacific Hydrographic Commission meeting	Completed	February	Virtual	IMO participation in the South West Pacific Hydrographic Commission (SWPHC) meeting where participants were informed about the relevant work of IMO as well as an update on the establishment of the IMO Regional Presence Office in the Pacific Islands region.					Maritime safety	N/A
National seminar on Facilitation of International Maritime Traffic and Maritime Single Window	Completed	November	Nuku'alofa, Tonga	Hosted by the Ministry of Infrastructure and the Ports Authority Tonga, this seminar included participation from relevant ministries (Ministry of Infrastructure, Ministry of Agriculture, Food and Forest, Ministry of Revenue and Customs) with responsibilities for the clearance of ships, cargoes and persons, and private stakeholders. Participants benefited from guidance on how to implement the FAL Convention more effectively and the benefits of using Maritime Single Window and Electronic Data Interchange in facilitating ship clearance in Tonga's ports. A number of recommendations on legislation and on facilitation and Maritime Single Window implementation were adopted.	Tonga	18	0	0	Facilitation	Yes
National seminar on Facilitation of International Maritime Traffic and Maritime Single Window	Completed	November	Funafuti, Tuvalu	Hosted by the Ministry of Infrastructure and the Ministry of Transport, Energy, Communication and Innovation of Tuvalu included participants from relevant ministries (Ministry of Transport, Energy, Communication and Innovation, Tuvalu Revenue and Customs Department, Ministry of Natural Resources Development and Immigration Department) with responsibilities for the clearance of ships, cargoes and persons, and private stakeholders. Participants benefited from guidance on the FAL Convention and the accession process, as well as on the benefits of using Maritime Single Window and Electronic Data Interchange in facilitating ships' clearance in Tuvalu's ports. A number of recommendations on legislation, and on facilitation and maritime single window implementation were adopted.	Tuvalu	20	0	0	Facilitation	Yes
National consultation for accession to the Convention on Facilitation of International Maritime Traffic and the International Convention on Search and Rescue	Completed	December	Yaren District, Nauru	Awareness raised among national FAL agencies on the requirements for the establishment of a good maritime facilitation system for Nauru, as well as the requirements for the country's accession to the FAL Convention, including the establishment of a National Facilitation Committee. Awareness raised among national SAR agencies about the requirements for the country's accession to the SAR Convention, including the establishment of a National SAR Committee.	Nauru				Facilitation	No
National consultation for accession to the Convention on Facilitation of International Maritime Traffic	Completed	May	Port Moresby, Papua New Guinea	National FAL/MSW agencies were supported in the development of national submissions for the Cabinet's approval to accede to the FAL Convention and in the development of the draft instrument of accession for forwarding to the Ministry of Foreign Affairs to transmit to IMO.	Papua New Guinea				Facilitation	Yes
National consultation for accession to the Convention on Facilitation of International Maritime Traffic	Completed	May	Honiara, Solomon Islands	National FAL/MSW agencies were supported in the development of national submissions for the Cabinet's approval to accede to the FAL Convention and in the development of the draft instrument of accession for forwarding to the Ministry of Foreign Affairs to transmit to IMO.	Solomon Islands				Facilitation	Yes

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Regional workshop on the effectiveness and effective implementation of the ISM Code	Completed	July	Brisbane, Australia	The workshop brought together active participants from a diverse range of stakeholders on the implementation of the ISM Code from across the maritime industry. Participants developed a greater understanding and knowledge of the ISM Code, related instruments and how it can be implemented effectively. Meanwhile, the workshop successfully provided comprehensive recommendations to improve the ISM Code. The open discussions among participants were instrumental to identifying the necessary changes and enhancements.	Fiji, Kiribati, Marshall Islands, Papua New Guinea, Vanuatu	5	0	0	Maritime safety	No
National consultations on the draft One-Vanuatu Maritime Transport Policy	Completed	October	Port Vila, Vanuatu	A revised draft One Vanuatu Maritime Policy (OVMP) expected to be reviewed by the VMSA Team.	Vanuatu				General maritime sector	Yes
Regional workshop on flag State implementation	Cancelled		tbc, Australia		Australia, Cook Islands, Fiji, Kiribati, Marshall Islands, Micronesia, Nauru, New Zealand, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu				N/A	
Technical assistance for the development of a maritime audit programme	Completed	March	Rarotonga, Cook Islands	The maritime auditing capacities of the country were strengthened to assist the maritime administration to set up its own audit programmes to allow for a more effective and efficient way of conducting audits and for trainee auditors to complete the practical requirements for progressing into fully qualified auditors.	Cook Islands	11	0	0	General maritime sector	No
Capacity-building of the Solomon Islands Maritime Authority (SIMA)										
Capacity development of SIMA's officers	Completed	December	Honiara, Solomon Islands	Capacity-building of SIMA through supporting its technical staff through enrolment in training courses and attachment programmes based on the needs identified by SIMA in consultation with IMO, as well as other technical assistance needs identified, including attendance to meetings.	Solomon Islands				General maritime sector	No
Support the establishment of the new IMO Regional Presence Office Pacific Islands										
Development of a One-Maritime Framework for the Pacific	Ongoing		Home-based, Fiji	By 31 December 2024, extensive consultations took place to develop the POMF as well as an agreed timeline for completion of the POMF	Australia, Cook Islands, Fiji, French Polynesia, Kiribati, Marshall Islands, Micronesia, Nauru, New Zealand, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tokelau, Tonga, Tuvalu, Vanuatu, Wallis and Futuna Islands				N/A	No
Supporting the transition to and the establishment of the IMO Regional Presence Office in the Pacific Islands	Completed	April	Home-based, Multiple	Supported the transition towards the establishment of the RPO for the Pacific Islands as well as the implementation of activities aimed at strengthening IMO's presence in the region, through the recruitment of two Junior Professional officers from Papua New Guinea and Solomon Islands.	Cook Islands, Fiji, Kiribati, Marshall Islands, Micronesia, Nauru, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, Vanuatu				General maritime sector	No
Support to maritime development, Eastern Europe										
Regional awareness workshop on STCW 1978, as amended – Reg. 1/7 and 1/8	Completed	September	Bar, Montenegro	Enhanced the knowledge and understanding of personnel in the maritime administrations who are tasked with the responsibility for conducting and reporting on communication of information and independent evaluation pursuant to STCW Convention, regulations 1/7 and 1/8, by the participating Member States that are Party to the STCW Convention. The participants gained knowledge of the various elements for training, certification, monitoring and assessing of the STCW Convention, including the 2010 Manila amendments, and the procedures and requirements for compiling and submitting initial communication of information, as well as conducting independent evaluation and submitting its report.	Albania, Bosnia and Herzegovina, Montenegro, Republic of Moldova, Serbia	17	0	0	Maritime safety	Yes
Subregional workshop to support the implementation of the Aktau Protocol concerning OPRC	Completed	October	Aktau, Kazakhstan	Enhanced understanding of the benefits of ratification and effective implementation of the OPRC Convention at the national and subregional level. Establishment of an action plan agreed by all relevant stakeholders, which will assist in the finalization of a national framework on spill preparedness and response, as well as the strengthening of regional cooperation in the framework of the OPRC Convention.	Azerbaijan, Kazakhstan, Turkmenistan	25	0	0	Marine environment protection	yes
Subregional workshop on Oil Pollution Preparedness Response and Co-operation	Completed	July	Bucharest, Romania	Enhanced awareness and understanding of the need for greater cooperation among countries in the region on oil spill preparedness matters. An action plan was developed to enhance medium and long-term technical cooperation in the region, highlighting the need for regional and subregional agreements and alignment in planning, in accordance with the OPRC Convention.	Bulgaria, Georgia, Republic of Moldova, Romania, Türkiye, Ukraine	14	0	0	Marine environment protection	Yes
TEN-T workshop and the 12th Technical Committee meeting	Cancelled		Brussels, Belgium		Albania, Bosnia and Herzegovina, Georgia, Montenegro, North Macedonia, Republic of Moldova, Serbia, Ukraine				N/A	

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Needs assessment mission in accordance with resolution A.1183(33)	Completed	May	Kyiv, Ukraine	In consultation with Ukraine and the IMO Secretariat, the consultants assessed and reviewed the existing facilities and resources concerning the operation of the special maritime corridor established and operated by Ukraine. Information was collected from relevant documents and databases during on-line interviews with relevant Ukrainian officials and from answers to written questions. Based on the collected information, the implementation of the most relevant IMO instruments was assessed. Bearing in mind that operations are carried out in a war zone, a number of measures have been implemented to safeguard the safety of navigation, which are not fully in line with IMO instruments. However, the special maritime corridor helps to keep the ports open and maintains the safety and security of international shipping.	Ukraine					General maritime sector	yes
National seminar on facilitation of maritime traffic and maritime single window	Completed	October	Ashgabat, Turkmenistan	Participants from different governmental authorities involved in clearing ships' arrival/departure in ports and various private stakeholders were trained to understand the concepts, processes and procedures associated with electronic data exchange through a maritime single window. Senior management personnel with decision-making responsibilities attended the seminar. The Maritime and River Transport Agency submitted the necessary documentation to the National Legislative Body to ratify the FAL Convention.	Turkmenistan	28	0	0		Facilitation	Yes
Feasibility study to support Ukraine's accession to the OPRC Convention	Completed	December	Home-based, Ukraine	Study and recommendations aimed at facilitating Ukraine's ability to implement the provisions of IMO instruments, particularly the OPRC Convention and OPRC-HNS Protocol, based on adequate and up-to-date national legislation and the necessary implementation infrastructure. The study will also provide a better understanding of the obligations and responsibilities of the State as a Party to OPRC/OPRC-HNS, enhance the knowledge of necessary elements of the ratification/accession process, and increase the capacity for effective implementation.	Ukraine					Marine environment protection	Yes
Post-audit assistance	Completed	November	Chisinau, Republic of Moldova	Following the Republic of Moldova audit under IMSAS carried out from 1 to 10 April 2023, this activity provided the Naval Agency of Moldova with the technical advice and assistance required to draft and submit a Corrective Action Plan.	Republic of Moldova					Member State Audit	Yes
Support to maritime development, Latin America											
Regional workshop for senior maritime administrators ROCRAM-CA	Completed	July	Roatan, Honduras	Participants were informed of the activities carried out by the Technical Cooperation and Implementation Division using the long-term strategy under the Thematic Programmes.	Colombia, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua, Panama	0	0	12		General maritime sector	Yes
Revision of SAR national plans of Cuba, Ecuador, Mexico and the Bolivarian Republic of Venezuela	Ongoing		Home-based, Chile		Cuba, Ecuador, Mexico, Venezuela (Bolivarian Republic of)					N/A	Yes
Distance course for the uniform implementation and control of the 0.50% sulphur limit under MARPOL Annex VI	Completed	June	Virtual	Enhanced knowledge of participants to apply the set of provisions relating to the limit on the sulphur content of ships' fuel.	Bolivia (Plurinational State of), Costa Rica, Honduras, Mexico, Nicaragua, Peru, Uruguay, Venezuela (Bolivarian Republic of)	11	0	0		Marine environment protection	N/A
Distance training course on the implementation of the Cape Town Agreement of 2012	Completed	June	Virtual	Enhanced knowledge of participants on the implementation of the Cape Town Agreement.	Argentina, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay	16	0	0		Maritime safety	N/A
National consultancy on the FAL Convention	Completed	October	Home-based, Israel	Evaluation of the progress made by Guatemala addressing the findings identified in the needs assessment carried out in 2021. In April 2024, Guatemala fully implemented their Maritime Single Window. Tailor-made technical assistance was defined, including capacity-building of the national competent authorities of Guatemala to address deficiencies with respect to compliance with and implementation of the FAL Convention.	Guatemala					Facilitation	Yes
National consultancy on the FAL Convention	Completed	September	Home-based, Chile	Evaluation of the progress made by El Salvador addressing the findings identified in the needs assessment carried out in 2021. Tailor-made technical assistance defined, including capacity-building of the national competent authorities of El Salvador to address deficiencies with respect to compliance with and implementation of the FAL Convention.	El Salvador					Facilitation	Yes
Regional workshop on flag State responsibilities	Completed	June	Virtual	Development of harmonized training tools for PSC and flag State officers in the region completed. Increased knowledge of assessing a ship's conformity with the global 0.50% sulphur requirement under MARPOL Annex VI in accordance with the PSC Guidelines for MARPOL Annex VI chapter 3.	Argentina, Bolivia (Plurinational State of), Chile, Colombia, Cuba, Dominican Republic, Ecuador, Mexico, Panama, Paraguay, Uruguay, Venezuela (Bolivarian Republic of)	23	0	0		Maritime safety	N/A
National consultancy on Vessel Traffic Service (VTS)	Completed	April	Puerto Limon, Costa Rica	Costa Rica completed the process of addressing the findings identified in the consultancy. Tailor-made technical assistance, including capacity-building for Costa Rica's national competent authorities, has been provided to fully implement the Vessel Traffic Service (VTS) at the Moin Port Complex.	Costa Rica					Maritime safety	Yes

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National workshops to support accession to the OPRC Convention (phase II)	Cancelled		Multiple		Costa Rica, Nicaragua, Panama				N/A	
Subregional workshop on promotion of the London Protocol (phase II)	Postponed		Guatemala City, Guatemala		Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua, Panama				N/A	Yes
Subregional needs assessment to support the uniform application of MARPOL Annex VI (phase II)	Ongoing		Home-Based, Nicaragua		Dominican Republic, El Salvador, Guatemala				N/A	Yes
National workshop on implementation of the London Protocol	Cancelled		Lima, Peru		Peru				N/A	
National workshop on the London Protocol	Completed	November	Bogota, Colombia	Participants sensitized in all matters (legal, technical, administrative) to support implementation of the London Protocol, with a focus on climate change aspects.	Colombia	71	0	0	Marine environment protection	Yes
National workshop supporting implementation of the Ballast Water Management Convention	Completed	June	Lima, Peru	Enhanced awareness, knowledge and skills of participants on relevant aspects of the BWM Convention, with a view to supporting effective implementation and enforcement of the BWM Convention, as well as implementation of the related Guidelines. An increased network of trained experts in ballast water management and control.	Peru	32	0	0	Marine environment protection	Yes
Assessment of the implementation of the Polar Code training requirements on board the Icebreaker Almirante Irizar navigating in Polar waters	Completed	April	Buenos Aires, Argentina	The experience of the IMO officer on board the icebreaker navigating in the Antarctic waters enhanced the knowledge of how the training requirements of the Polar Code are being implemented on ships navigation in polar waters. This familiarization training helped to identify the important trends in polar operations that may affect Polar Code training requirements and potential future revision of model courses and the STCW Convention.	Argentina				Maritime safety	Yes
Strategic approach for the ratification of IMO Instruments and Amendments phase III.	Completed	December	Home-based, Chile	A model to promote the process of adoption and implementation of IMO instruments at national level with a strategic approach was developed.	Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua, Panama				General maritime sector	Yes
Support to the XXIII ordinary meeting of ROCRAM	Completed	October	Veracruz, Mexico	Inclusion of maritime sector issues in national and regional development plans and the identification of the requirements for technical assistance in the region for the 2025-2026 biennium.	Argentina, Bolivia (Plurinational State of), Brazil, Chile, Colombia, Cuba, Dominican Republic, Ecuador, Panama, Paraguay, Peru, Uruguay	0	0	21	General maritime sector	Yes
Support participation in Train-the-Trainer Workshop on Maritime Traffic Services for the Argentine Naval Prefecture	Completed	November	Gijón, Spain	The activity allowed development of a pool of certified trainers in Argentina capable of independently conducting IALA-compliant VTS training, thereby enhancing national and regional capacity in maritime traffic management.	Argentina	8	0	0	Maritime safety	Yes
Sub-regional workshop on the implementation of IMO instruments in the national legislation in countries of Central America and the Dominican Republic	Completed	December	San Salvador, El Salvador	As a result of this activity, lawyers and drafters acquired a better understanding of the conventions covered in the workshop, as well as of the drafting techniques and mechanisms that should be applied when developing and updating national legislation to implement IMO conventions. The activity contributed to the improvement of the implementation of IMO instruments, in line with SD 1.	Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Panama	17	0	0	Maritime legislation	Yes
National workshop on awareness for the implementation of the communication of information provisions set out in regulations I/7 and I/8 of the 1978 STCW Convention	Completed	December	Valparaíso, Chile	The workshop trained participants to assist the Administration with conducting and reporting an independent evaluation pursuant to regulation I/8, paragraph 3 of STCW 1978.	Chile	21	0	0	Maritime safety	Yes
Regional Workshop on Strategic Approach for the Ratification and Implementation of IMO Instruments	Completed	November	Guatemala City, Guatemala	The workshop allowed the completion of the strategic management model that will guide the ratification process of an IMO instrument and its amendments, in order to facilitate the implementation of the proposed model within the respective administrations.	Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Panama	17	0	0	General maritime sector	Yes
Subregional needs assessment for the London Protocol - ROCRAM-CA	Completed	February	Home-based, Nicaragua	Inclusion of maritime sector issues in national and regional development plans and policies and the identification of the requirements for technical assistance in the region. Assessment undertaken and recommendations produced on the real needs of the region to support the uniform application of the London Protocol.	Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua, Panama				Marine environment protection	Yes
Needs assessment, part II, on the implementation of measures to facilitate international maritime traffic in Latin American countries, including their readiness to implement electronic data exchange	Completed	April	Home-based, multiple	Assessment of the level of implementation of measures to facilitate international maritime transport and in particular of digital solutions in the ship/port interface to facilitate clearance processes and port calls in South America.	Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay				Facilitation	Yes
Translation into Spanish of e-learning course on biofouling management and invasive aquatic species	Completed	April	Multiple, Home-based	E-learning course on biofouling management and invasive aquatic species translated into Spanish.					Marine environment protection	Yes
Regional needs assessment on OPRC in Latin America	Completed	January	Home-based, Portugal	Report produced outlining recommendations and a roadmap for harmonized and effective implementation of the OPRC Convention in Latin America.	Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua				Marine environment protection	Yes

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Diagnosis and design of the ROCRAM website	Completed	March	Home-based, Chile	The analysis concluded that ROCRAM's website lacked usability, engagement and search engine visibility due to its outdated design, lack of fresh content and minimal use of engaging multimedia elements. To address these issues, the report suggested enriching the site's content and interactivity. A proposed graphic mock-up was delivered that could serve as the foundation for a redesign in 2024.					General maritime sector	Yes
Support to maritime development, Caribbean										
Regional Meeting for Directors and Heads of Maritime Administrations	Completed	May	Christ Church, Barbados	Maritime sector topics were included in national and regional development plans and policies. Participants were updated on the work of IMO, RAC/REMPEITC-Caribe, the Maritime Technology Cooperation Centre (MTCC) Caribbean, UNEP Caribbean Regional Coordination Unit, Caribbean MoU, WIMAC, regional training institutions and latest developments by Member States. Needs and requirements for technical assistance in the region were identified.	Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, British Virgin Islands, Cayman Islands, Curaçao, Dominica, Grenada, Guyana, Haiti, Jamaica, Martinique, Montserrat, Netherlands (Kingdom of the), Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Saint-Martin, Sint Maarten, Suriname, Trinidad and Tobago, Turks and Caicos Islands	0	0	64	General maritime sector	Yes
Regional workshop on the Casualty Investigation Code and reporting	Completed	November	Paramaribo, Suriname	The activity allowed the promotion and enhancement of effective implementation through the development of institutional capacities and human resources in the field of casualty investigation and reporting, as well as enhanced cooperation amongst Member States in the region.	Antigua and Barbuda, Bahamas, Barbados, Belize, Curaçao, Dominica, Guyana, Haiti, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname, Trinidad and Tobago	33	0	0	Maritime safety	Yes
National workshop on spill contingency planning with RETOS assessment	Completed	August	Georgetown, Guyana	Participants familiarized with the importance of an effective national framework for preparedness and response to oil spills, including communication, as well as the roles and responsibilities that need to be addressed prior to, and during, an oil spill. Enhanced awareness and understanding of the benefits of the RETOS tool.	Guyana	53	0	0	Marine environment protection	Yes
National workshop supporting implementation of the Ballast Water Management Convention	Completed	October	Havana, Cuba	Enhanced awareness, knowledge and skills of participants on relevant aspects of the BWM Convention, with a view to supporting effective implementation and enforcement of the BWM Convention, as well as implementation of the related Guidelines. An increased network of trained experts in ballast water management and control.	Cuba	25	0	0	Marine environment protection	Yes
Development of maritime single window for the independent Member States of the Organisation of Eastern Caribbean States (OECS)	Ongoing		Multiple		Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines				N/A	Yes
Onboard Training as a Joint Technical Cooperation Programme under IMO	Completed	November	Busan, Republic of Korea	The onboard training improved the skills and competencies of cadets, including female cadets, enabling them to meet the minimum requirements for seafarer qualifications under the STCW Convention.	Antigua and Barbuda, Bahamas, Jamaica, Suriname	6	0	0	Maritime training	No
National workshop on OPRC Level II	Completed	January	Port of Spain, Trinidad and Tobago	Personnel trained in pollution response. Enhanced their knowledge and skills to prepare for, and respond to, oil spills, and a thorough understanding of the common challenges and complexities in implementing an effective spill response.	Trinidad and Tobago	44	0	0	Marine environment protection	Yes
GLOBAL PROGRAMMES										
Technical Advisory Services, including immediate response to maritime incidents										
IMO support to MV RUBYMAR	Completed	December	Aden, Yemen	IMO support to national and UN Inter-Agency contingency planning efforts to support the Government of Yemen in responding to a potential spill from MV RUBYMAR, together with an assessment and strengthening of Yemen's oil spill preparedness and response capacity and any identified follow-up actions.	Yemen				Marine environment protection	Yes
Support to Small Island Developing States and Least Developed Countries for their Shipping Needs										
Thematic analysis report on the specific maritime needs of SIDS and LDCs, including partnership plans to address findings and a holistic IMO Programme of related activities and programmes (Phase II)	Cancelled		Multiple, United Kingdom						N/A	
Engagement with government officials from SIDS and LDCs to continue enhancing awareness and understanding of international maritime obligations, and promoting the maritime sector	Completed	December	Multiple	Attendance of IMO staff and consultants to meetings relevant to SIDS and LDCs, including the Fourth International Conference on SIDS held in Antigua and Barbuda from 27 to 30 May 2024 and Steering Committee Meetings for the Pacific One-Maritime Framework. Held a side event in the margins with the Antigua and Barbuda Maritime Administration on the importance of ship and ports for SIDS' sustainable development, specifically through showcasing the main challenges and opportunities related to the implementation of the 2023 IMO Strategy on Reduction of GHG Emissions from Ships and the related necessary energy transition of shipping.					General maritime sector	Yes

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National workshop on oil spill contingency planning with RETOS assessment	Completed	February	Kingston, Jamaica	Participants familiarized with the importance of an effective national framework for preparedness and response to oil spills, including communication, as well as the roles and responsibilities that need to be addressed prior to and during an oil spill, in particular, the importance of effective collaboration amongst numerous different stakeholders. Enhanced the awareness and understanding of the benefits of the RETOS tool to assist Jamaica in identifying gaps to assess its levels of preparedness and response.	Jamaica	16	0	0	Marine environment protection	Yes
National workshop on Oil Pollution Preparedness, Response and Cooperation - Level 2	Completed	February	Belmopan, Belize	Personnel trained in pollution response. Enhanced their knowledge and skills to be able to prepare for, and respond to, oil spills, and enabled a thorough understanding of the common challenges and complexities in implementing an effective spill response.	Belize	47	0	2	Marine environment protection	Yes
24th session of Asia-Pacific Heads of Maritime Safety Agencies Forum: Capacity building for SIDS and LDCs	Postponed		Fuzhou, China		Cambodia, Cook Islands, Fiji, Kiribati, Marshall Islands, Micronesia, Nauru, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Timor-Leste, Tonga, Tuvalu, Vanuatu				N/A	
Women in Maritime										
Activities to promote IMO's Women in Maritime programme	Completed	December	Multiple	Participation of IMO staff in two WISTA conferences, as well as production of communication materials for the WIM Programme and purchase of ICS Diversity and Inclusion Toolkit.					General maritime sector	Yes
Support to the regional Women in Maritime Associations (WIMAs)	Ongoing		Multiple	Participation of three representatives from regional WIMAs in Africa in the seventh Association of African Maritime Administrations (AAMA) General Assembly Conference, which supported the inclusion of gender matters into the Conference's agenda, as well as the development of four formal WIMA websites to increase their visibility and publicize regional initiatives.					N/A	Yes
International Day for Women in Maritime 2024 and Gender Equality Award Ceremony 2024	Completed	May	London, United Kingdom	Half-day symposium organized to recognize the crucial role women play in enhancing safety measures, whether through their roles as seafarers, maritime professionals, or in leadership positions.					General maritime sector	Yes
21st Training course on Women in Port Management held at IPER	Completed	June	Le Havre, France	26 women from developing countries trained in Port Management at IPER, covering security, marketing, tariffs and logistics, facilitation of maritime traffic, ship/port interface and concession contracts.	Antigua and Barbuda, Argentina, Cambodia, Cameroon, Comoros, Côte d'Ivoire, Djibouti, Dominica, Egypt, Ethiopia, Georgia, Guatemala, Jamaica, Madagascar, Malaysia, Maldives, Mexico, Mongolia, Morocco, Pakistan, Philippines, Somalia, Thailand, Togo, Tonga, Viet Nam	0	26	0	Maritime training	Yes
Second IMO/WISTA Women in Maritime Survey	Ongoing		London, United Kingdom	Completion of second Women in Maritime Survey with 95 Member State responses and 650 industry responses received, representing a 110% and 30% increase in responses from 2021 Survey, respectively.					N/A	Yes
AWIMA Strategy and structure revision workshop and AGM	Cancelled				Algeria, Bahrain, Djibouti, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Syrian Arab Republic, Tunisia, United Arab Emirates, Yemen				N/A	
WIMA Asia Regional Conference and AGM	Completed	September	Busan, Republic of Korea	Enhanced the implementation of the Global Strategy for the IMO Women in Maritime Association. Strengthened the cooperation network among women in the national chapters and at the regional level, as well as fostering the creation of new national chapters. Increased the awareness of the challenges and opportunities for women associated with the digitalization and decarbonization of the maritime sector. Familiarized participants with the work of MTCC Asia, the SMART-C Women project and the gender work carried out within the IMO Project portfolios to improve future collaboration.	Bangladesh, Cambodia, Indonesia, Malaysia, Maldives, Mongolia, Nepal, Philippines, Republic of Korea, Thailand, Timor-Leste, Viet Nam	0	0	26	General maritime sector	No
Joint Conference of the West-Central and Eastern-Southern Africa WIMAs and respective AGMs	Completed	September	Sao Tome, Sao Tome and Principe	Enhanced the implementation of the Global Strategy for the IMO Women in Maritime Association. Strengthened cooperation among three regional WIMAs operating in the African continent, as well as incentivizing the creation of new national chapters. Increased the awareness of maritime safety and security matters and the specific challenges and opportunities in the region. Familiarized participants with training opportunities available through IMO technical cooperation regional and global programmes and WMU.	Angola, Benin, Cabo Verde, Cameroon, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Equatorial Guinea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Liberia, Madagascar, Malawi, Mauritius, Mozambique, Namibia, Nigeria, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Togo, Uganda, United Republic of Tanzania, Zambia, Zimbabwe	0	0	91	General maritime sector	Yes
Enhancement of Maritime Speakers Bureau	Completed	December	London, United Kingdom	Changes made to Maritime Speakers Bureau website, improving functionality and increasing transparency for both speakers and organizers.					General maritime sector	Yes
Development of gender markers and training modules on their application	Completed	October	London, United Kingdom	Successful development of IMO Gender Equality Markers, alongside a guidance document on their implementation, and roll out of training to staff, providing a mechanism to track and monitor IMO's investment in gender equality initiatives					General maritime sector	Yes

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Capacity-building and Training										
Fellowships to the World Maritime University (WMU)	Ongoing		Malmö, Sweden	11 IMO funded fellows will graduate with a Master of Science in maritime affairs (academic year 2024-2025).				N/A	Yes	
Delivery of lectures, seminars and workshops at the World Maritime University (WMU)	Completed	December	Malmö, Sweden	IMO staff delivered virtual lectures to WMU students or in person at the University.				General maritime sector	Yes	
Fellowships to the IMO Maritime Law Institute (IMLI)	Ongoing		Valetta, Malta	11 IMO fellows will graduate with a Master of Laws or Master of Humanities, with training on the drafting of national maritime legislation and incorporating IMO instruments into their national legal frameworks (academic year 2024-2025).				N/A	Yes	
Delivery of lectures, seminars and workshops at the IMO International Maritime Law Institute (IMLI)	Completed	December	Valetta, Malta	IMO staff delivered virtual lectures to IMLI students or in person at the Institute.				General maritime sector	Yes	
Support to the governance of WMU and IMLI	Completed	December	London, United Kingdom	Support provided to governance meetings and arrangements of both institutions.				General maritime sector	Yes	
IMSSEA Flag State Implementation course (fellowships)	Completed	October	Genoa, Italy	Maritime administrators trained through a short upgrading course on Flag State Implementation.	Cook Islands, Ghana	0	2	0	Maritime training	Yes
IMSSEA Port State Control course (fellowships)	Completed	October	Genoa, Italy	Maritime administrators trained through a short upgrading course on Port State Control.	Azerbaijan, Comoros, Honduras, Jamaica	0	4	0	Maritime training	Yes
IMSSEA ISPS Code course (fellowships)	Completed	November	Genoa, Italy	Maritime administrators trained through a short upgrading course on the International Ship and Port Facility Security Code.	Algeria, Cameroon, Georgia, Kenya, Mauritius, Thailand, Ukraine	0	7	0	Maritime training	Yes
IMSSEA Marine Accidents Investigation Procedures course (fellowships)	Completed	November	Genoa, Italy	Maritime administrators trained through a short upgrading course on Marine Accident Investigation Procedures.	Azerbaijan, Belize, Egypt, Jamaica, Malaysia, Nigeria, Papua New Guinea	0	7	0	Maritime training	Yes
IPER 38th course on port operations and management (fellowships)	Completed	October	Le Havre, France	Reinforced skillsets for officials involved with port operations and management through a short course.	Angola, Cameroon, Comoros, Djibouti, Guinea, Kenya, Madagascar, Mauritania, Mauritius, Mongolia, Namibia, Philippines, Senegal, Somalia, Suriname, Thailand, Togo	0	18	0	Maritime training	Yes
Support costs of JPOs recruited under the gratis modality	Completed	December	London, United Kingdom	Supplemented the support costs for one person from Brazil to participate in the Junior Professional Officer (JPO) scheme.				General maritime sector	Yes	
Production of e-learning course "Introduction to the ISM Code" in English and French	Ongoing		Malmö, Sweden	Commenced the development of the ISM Code e-Learning course in English and French, after its original launch in Spanish.				N/A	Yes	
Workshop on the general principles of drafting national legislation to implement IMO conventions	Postponed		Valetta, Malta	Delivered in January 2025 instead of during 2024.	Azerbaijan, Bahamas, Bolivia (Plurinational State of), Brazil, Colombia, Comoros, Curaçao, Ethiopia, Fiji, Gambia, Ghana, Guinea-Bissau, Guyana, Haiti, Honduras, India, Italy, Jordan, Kenya, Liberia, Maldives, Malta, Mexico, Montenegro, Morocco, Namibia, Nigeria, Panama, Philippines, Qatar, Rwanda, Saudi Arabia, Sierra Leone, Solomon Islands, Somalia, Sri Lanka, Tunisia, Tuvalu, United Republic of Tanzania				N/A	
Fellowships to the World Maritime University (WMU)	Completed	October	Malmö, Sweden	17 IMO fellows graduated with an Master of Science in maritime affairs (academic year 2023-2024).	Azerbaijan, Cambodia, Ethiopia, Fiji, Georgia, Ghana, Guatemala, Guyana, Iraq, Jordan, Liberia, Malawi, Mozambique, Papua New Guinea, Sri Lanka, Suriname, Tonga	0	17	0	Maritime training	Yes
Fellowships to the IMO Maritime Law Institute (IMLI)	Completed	June	Valetta, Malta	20 IMO fellows graduated with a Master of Laws or Master of Humanities and trained to draft national maritime legislation and incorporate IMO instruments into their national legal frameworks (academic year 2023-2024).	Bahamas, Cameroon, Ghana, India, Kenya, Liberia, Malawi, Malaysia, Mexico, Namibia, Palestine, Peru, Philippines, Senegal, Seychelles, Somalia, Sri Lanka, Tunisia, United Republic of Tanzania, Yemen	0	20	0	Maritime training	Yes
Development of an e-learning course on the London Protocol and its implementation	Ongoing		Multiple						N/A	Yes
Production of the Introductory e-learning course to counter wildlife trafficking in the maritime supply chains	Completed	October	Home-based, Multiple	Launch of the course on the IMO e-learning platform to raise awareness of the guidelines developed by the FAL Committee to prevent wildlife trafficking in the maritime supply chains					Facilitation	Yes
Development of an e-learning course on the Ballast Water Management Convention	Completed	May	Malmö, Sweden	Launch of the BWM e-learning course in English. Increased awareness and capacity at national, regional and global levels of the BWM Convention and related Guidelines.					Marine environment protection	No
Supporting climate action and clean air in shipping										

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IMO side events on the development of a basket of mid-term GHG reduction measures held within the margins of UNCTAD's Global Supply Chain Forum	Completed	May	Bridgetown, Barbados	Through two side events on decarbonization of the maritime transport sector, participants explored the underlying needs and gaps SIDS face and how these can be tackled through initiatives such as access to technology in the Global South, cooperation among all actors in the maritime supply chain, and appropriate training for seafarers and maritime workers on the handling of zero or near-zero GHG emission fuels. Discussions delved into practical solutions, such as building an enabling environment for the production and bunkering of zero or near-zero GHG emission fuels, mainstreaming IMO regulations into national legislation, and narrowing technology and infrastructure gaps. Both events focused on supporting SIDS in the implementation of the 2023 IMO GHG Strategy.					Marine environment protection	Yes
IMO support to relevant UN system meetings and activities on implementation of the UN Sustainable Development Goals, notably SDGs 13 and 14	Completed	December	Multiple	IMO attendance to a seminar on greener shipping transition in Pakistan; an Expert Group Meeting on SDG 13, prior to the High Level Political Forum (HLPF) 2024; a panel on Energy efficiency: Overview of regulatory framework for Energy Efficiency, held within the margins of Singapore Maritime Week, and COP 29. IMO's multilingualism strategic framework was strengthened through translation of the climate-related pages of the Organization's website.					Marine environment protection	Yes
Support to GloLitter Partnerships: Develop national institutional arrangements and draft national regulations - Kenya stakeholders meeting	Completed	August	Mombasa, Kenya	The participants of the Kenya Stakeholders Meeting were sensitized to the need and importance of the draft legal regulations on addressing sea-based marine plastic litter, as well as the process. This was an important step in Kenya's legal process to amend its relevant national laws to better align with the IMO Action Plan to address sea-based marine plastic litter, IMO conventions and FAO instruments.	Kenya	0	0	72	Marine environment protection	Yes
Support to GloLitter Partnerships: Form twinning relationships between LPCs with regional PCs in order to promote regional working relationships (IMO)–Latin America Regional Task Force	Completed	April	Brasilia, Brazil	Regional workshop in Brasilia. Lead Partner Country presentation of National Action Plans. Partner countries' identification of shared priorities and development of twinning proposals.	Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay	0	0	14	Marine environment protection	Yes
Workshop on the consistent implementation of IMO 2020 under MARPOL Annex VI and the 0.10% sulphur limit in the Mediterranean Sea Emission Control Area for Sulphur Oxides and Particular Matter (Med SOx ECA)	Completed	May	Floriana, Malta	Enhanced the awareness, knowledge and skills of participants on relevant aspects of MARPOL Annex VI and related Guidelines, notably the consistent implementation of IMO 2020 and the 0.10% sulphur limit in the Med SOx ECA. Increased ratification, effective implementation and enforcement of MARPOL Annex VI. Exchange of best practices, including lessons learned from other ECAs established by IMO. Effective application of the Med SOx ECA facilitated. Draft guidance on the consistent implementation of the 0.10% sulphur limit under MARPOL Annex VI in the Med SOx ECA reviewed.	Belgium, Bosnia and Herzegovina, Croatia, Cyprus, Egypt, France, Greece, Israel, Lebanon, Libya, Malta, Monaco, Montenegro, Morocco, Portugal, Slovenia, Tunisia, Türkiye	33	0	0	Marine environment protection	Yes
Technical and feasibility study to examine the possibility of designating the Mediterranean Sea Emission Control Area for Nitrogen Oxides (Med NOx ECA)	Postponed		Home-based, Malta		Albania, Algeria, Bosnia and Herzegovina, Croatia, Cyprus, Egypt, France, Greece, Israel, Italy, Lebanon, Libya, Malta, Monaco, Montenegro, Slovenia, Spain, Syrian Arab Republic, Tunisia, Türkiye				N/A	
Development of a manual on MARPOL Annex VI - How to Do It	Ongoing		Home-based, France						N/A	Yes
Regional workshop on the IMO 2023 GHG Strategy to Reduce Shipping Emissions in the Caribbean	Completed	July	Belize City, Belize	Awareness raised on the need to decarbonize shipping as well as related opportunities, including an understanding of decarbonization pathways and the fuels and technologies that can be deployed. The event provided a good momentum for countries from the Caribbean to develop their National Action Plans on reducing GHG emissions from shipping in line with IMO resolution MFPC.327(75).	Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, Cayman Islands, Dominica, Grenada, Guyana, Haiti, Jamaica, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Sint Maarten, Suriname, Trinidad and Tobago	0	0	46	Marine environment protection	Yes
National workshop on ratification and effective implementation of MARPOL Annex VI, with specific reference to the Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter	Completed	November	Alexandria, Egypt	Enhanced the awareness, knowledge and skills of participants on relevant aspects of MARPOL Annex VI and related Guidelines. Increased ratification, effective implementation and enforcement of MARPOL Annex VI, with a view to building Egypt's capacity to ultimately ratify MARPOL Annex VI. Exchange of best practices, including lessons learned from other Emission Control Areas (ECAs) established by IMO.	Egypt	40	0	0	Marine environment protection	Yes

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National workshop on ratification and effective implementation of MARPOL Annex VI, with specific reference to the Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter	Completed	December	Rabat, Morocco	Enhanced the awareness, knowledge and skills of participants on relevant aspects of MARPOL Annex VI and related Guidelines. Increased ratification, effective implementation and enforcement of MARPOL Annex VI, with a view to building Morocco's capacity to ultimately ratify MARPOL Annex VI. Exchange of best practices, including lessons learned from other Emission Control Areas (ECAs) established by IMO.	Morocco	37	0	0	Marine environment protection	Yes
Study on the readiness of the Mediterranean region to respond to a maritime pollution incident involving low sulphur fuels, including gap analysis	Ongoing		Home-based, Malta		Albania, Algeria, Bosnia and Herzegovina, Croatia, Cyprus, Egypt, France, Greece, Israel, Italy, Lebanon, Libya, Malta, Monaco, Montenegro, Morocco, Slovenia, Spain, Syrian Arab Republic, Tunisia, Türkiye				N/A	Yes
Study on the environmental and legal impacts of the use of exhaust gas cleaning systems in the Mediterranean Sea	Ongoing		Home-based, Malta		Albania, Algeria, Bosnia and Herzegovina, Croatia, Cyprus, Egypt, France, Greece, Israel, Italy, Lebanon, Libya, Malta, Monaco, Montenegro, Morocco, Slovenia, Spain, Syrian Arab Republic, Tunisia, Türkiye				N/A	Yes
Project to establish a "Baseline Training Framework for Seafarers in Decarbonization"	Ongoing		Multiple	Development of the training materials and instructor's handbook specific to the identification of knowledge, understanding and proficiencies (KUPs) to each of the three alternative fuels: ammonia, methanol and hydrogen. Delivery of the "Train-the-Trainer@WMU: Alternative Fuels for Sustainable Shipping" programme by WMU in December 2024, which tested the training approach and received feedback from maritime professionals in developing countries.					N/A	Yes
Enhancement of Maritime Security										
Presentation at the Maritime Security Centre of Excellence (MARSEC COE)	Completed	February	Istanbul, Türkiye	IMO delivered a presentation regarding IMO's regulatory framework on maritime security, addressing emerging trends and patterns in maritime criminal and terrorist activities, focusing on preventative security through effective ISPS Code implementation, as well as capacity-building initiatives including the Enhanced IMO Maritime Security Programme and the Red Sea project.					Maritime security	No
IMO representation in the 73rd meeting of the Stakeholders Advisory Group on Maritime Security (SAGMAS)	Completed	June	Brussels, Belgium	IMO delivered a presentation regarding the latest developments in capacity-building under its Enhancement of Maritime Security Global Programme.					Maritime security	No
IMO representation in the 12th Regional MARSEC Practitioner Programme (RMPP)	Completed	July	Singapore	IMO delivered a briefing on global trends in maritime security and the latest developments in capacity-building under the IMO Enhancement of Maritime Security Global Programme, in order to promote the work of IMO with all stakeholders in the Asia-Pacific region.					Maritime security	No
Presentation at the Maritime Security Centre of Excellence (MARSEC COE)	Completed	November	Istanbul, Türkiye	At the Maritime Security Centre of Excellence (MARSEC COE) during the NATO Comprehensive Maritime Security Operations Course, IMO delivered a lecture on IMO's regulatory framework on maritime security, with a focus on its maritime security assessment framework as provided in MSC.1/Circ.1283, chapter 5 of the IMO Guide to Maritime Security and the ISPS Code 2021 Edition.					Maritime security	No
National training course for port facility security auditors	Completed	March	Tunis, Tunisia	Enhanced the port facility security audit skills of participants in order to consolidate the ability of the Designated Authorities to fulfil their audit obligations under SOLAS chapter XI-2 and the ISPS Code, ensuring the effective application of the ISPS Code at the Tunisia port facilities.	Tunisia	25			Maritime security	No
IMO practical maritime person and baggage screening and searching workshop	Completed	March	Saint John's, Antigua and Barbuda	Enhanced the skills and knowledge of the participants to enable them to calibrate, maintain and effectively operate walk-through metal detectors (WTMD), x-ray and explosive trace detection (ETD) equipment in accordance with the provisions of SOLAS chapter XI/2 and the ISPS Code.	Antigua and Barbuda	23			Maritime security	Yes
National training course for Port Facility Security Auditors	Completed	May	Manila, Philippines	Enhanced the port facility security audit skills of participants in order to consolidate the ability of the Designated Authorities to fulfil their audit obligations under SOLAS chapter XI-2 and the ISPS Code, ensuring the effective application of the ISPS Code at the Philippines port facilities.	Philippines	25			Maritime security	No
Maritime Security Capacity Building Online Workshop for Ecuador	Completed	September	Virtual	IMO provided an online presentation to the Designated Authority of Ecuador to showcase the capacity development assistance offered under the Enhancement of Maritime Security Global Programme; addressed queries related to programme activities; and assisted in the identification of any immediate capacity development needs.	Ecuador	9			Maritime security	No
Maritime Security Needs Assessment	Completed	October	Hanoi, Viet Nam	Identified specific needs related to the implementation of relevant requirements set out in SOLAS chapter XI-2 and the ISPS Code, including gaps related to national organization, legislation and physical security and operational aspects aiming at enhancing maritime security on a long-term and sustained basis.	Viet Nam				Maritime security	No

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National workshop on IMO Guidance for the development of national maritime security legislation (MSC.1/Circ.1525)	Completed	December	Basra, Iraq	Supported the maritime administration of Iraq in the process of transposition and implementation in national law of SOLAS chapter XI-2 and the ISPS Code, in particular through the use of IMO circular MSC.1/Circ.1525.	Iraq	23			Maritime security	Yes
Maritime Strategy engagements with the Nigerian Maritime Administration and Safety Agency (NIMASA) (IMO/UK/IMSOT)	Completed	December	Abuja, Nigeria	Supported the implementation of the IMO model of the whole of government approach to maritime security to the Nigerian Maritime Administration and Safety Agency.	Nigeria				Maritime security	No
IMO support to technical assistance plan to Benin	Completed	March	Virtual	IMO delivered a project proposal for funding as part of the UN Global Counter-Terrorism Coordination Compact (UN COMPACT), and coordinated and prioritized the Counter Terrorism/Preventing and Countering Violent Extremism technical assistance plan for Benin.	Benin				Maritime security	Yes
IMO representation in UN CTED missions	Completed	December	Multiple	IMO assessed, alongside UN CTED, the compliance with various international security instruments, namely SOLAS chapter XI/2, the ISPS Code and the SUA Convention, in missions to Montenegro, the United Republic of Tanzania, Cote d'Ivoire, Ghana and Mauritania.					Maritime security	Yes
IMO representation at Workshop to raise awareness and launch the roadmap on countering terrorist threats against vulnerable targets in Mauritania	Completed	November	Nouakchott, Mauritania	IMO raised awareness on the importance of effective maritime security measures to the protection of critical national infrastructure in Mauritania and to assist with the launch of the roadmap on countering terrorist threats against vulnerable targets.					Maritime security	No
IMO representation in the maritime security conference of the Combined Maritime Forces (CMF)	Completed	April	Manama, Bahrain	IMO attendance highlighted the support being provided to the DCoC implementation and provided an opportunity to discuss fundraising options with all international partners, including Bahrain, following its recent signature of the DCoC.					Maritime security	No
15th Industry Strategic Meeting/Maritime Security Dialogue of EUNAVFOR ATALANTA	Completed	May	Madrid, Spain	IMO participated in discussions on the rise of the maritime security challenges in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea, as well as promoting the work of the DCoC and its sustainability.					Maritime security	No
IMO representation in the maritime security conference of the Combined Maritime Forces (CMF)	Completed	December	Manama, Bahrain	IMO representation at the annual Shared Awareness and Deconfliction (SHADE) Conference organized by the Combined Maritime Forces (CMF) and EUNAVFOR ATALANTA.					Maritime security	No
Material and publications in support of maritime security capacity-building	Completed	December	Multiple, United Kingdom	Promotion and visibility of IMO maritime security capacity-building work. Dissemination of IMO maritime security measures and promotion of the IMO Guide to Maritime Security and the ISPS Code in order to enhance the capacity of SOLAS Contracting Governments to implement SOLAS chapter XI-2 and the ISPS Code. Improvement in the planning and delivery of technical cooperation and capacity-building activities in connection with the enhancement of maritime security.					Maritime security	yes
IMO participation in WOMESA / NPWMP-WCA / WIMOWCA Joint Conference "Safety first: Women joining hands to shape the future of Maritime in Africa"	Completed	August	São Tomé and Príncipe	IMO served as a moderator at the WOMESA/NPWMP-WCA/WIMOWCA Joint Conference titled "Safety First: Women Joining Hands to Shape the Future of Maritime in Africa." The purpose of this conference was to promote the participation of women in maritime security from various international organizations, thereby enhancing IMO's regulatory framework on maritime security.					Maritime security	No
Regional training course for port facility security auditors	Completed	September	Istanbul, Türkiye	Enhanced the port facility security audit skills of participants in order to consolidate the ability of the Designated Authorities to fulfil their audit obligations under SOLAS chapter XI-2 and the ISPS Code, ensuring the effective application of the ISPS Code at the participants' port facilities.	Algeria, Egypt, Jordan, Libya, Morocco, Oman, Qatar, Tunisia, Türkiye.	21			Maritime security	No
Drafting of fundraising proposals for implementation of IMO Maritime Security instruments and recommendations	Completed	December	Home-based, Canada	Drafted proposals for the implementation of IMO maritime security instruments, including the completed description of the action (DoA), logical framework matrix (Logframe), activities budget, IMO project organogram and any other related documentation required by the EU and in accordance with EU guidelines for Specific Objective 3 (SO 3 – "The capacities and capabilities of national and regional maritime security centres are strengthened") and Specific Objective 4 (SO 4 – "Intra-national/inter-agency and inter-regional coordination and cooperation are developed") of Component 2 (Gulf of Guinea) of EU Enhancing Maritime.					Maritime security	No
Regional training course for port facility security auditors	Completed	January	Casablanca, Morocco	Enhanced the port facility security audit skills of participants in order to consolidate the ability of the Designated Authorities to fulfil their audit obligations under SOLAS chapter XI-2 and the ISPS Code, ensuring the effective application of the ISPS Code at the participants' port facilities.	Mauritania, Morocco and Tunisia	21			Maritime security	No
IMO Member State Audit Scheme (IMSAS)										
Regional training course for auditors	Postponed		Tunis, Tunisia		Algeria, Benin, Cameroon, Comoros, Congo, Côte d'Ivoire, Democratic Republic of the Congo, Djibouti, Gabon, Guinea, Madagascar, Mauritania, Senegal, Togo				N/A	

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Regional workshop for maritime administrators on the implementation of IMO Member State Audit Scheme (IMSAS)	Completed	April	Kingston, Jamaica	The regional workshop increased the knowledge and understanding of maritime administrators providing the structure and mechanisms necessary for enhancing the capacity and effectiveness of the implementation and enforcement of the provisions of the mandatory IMO instruments and the III Code, through PowerPoint presentations, group and individual exercises.	Antigua and Barbuda, Bahamas, Belize, Jamaica, Saint Kitts and Nevis, Saint Vincent and the Grenadines, Trinidad and Tobago	23	0	0	Member State Audit	Yes
Regional training course for auditors	Completed	March	Constanta, Romania	The regional course combined in-person teaching and tailored online learning via the IMO e-learning platform. It aimed to improve the auditing skills of Member States' internal auditors, focusing on the effective implementation of IMO instruments within maritime administrations. It also provided up-to-date auditing techniques based on the latest practices from IMO's MSAT.	Azerbaijan, Georgia, Israel, Lithuania, Poland, Republic of Moldova, Romania, Turkmenistan, Türkiye	16	0	0	Member State Audit	No
Subregional workshop for maritime administrators on the implementation of the IMO Member State Audit Scheme (IMSAS)	Completed	October	Virtual	On completion of the five-day online sub-regional workshop on the IMO Member State Audit Scheme (IMSAS) for maritime administrators, the participants gained knowledge on the Framework and Procedures for IMSAS and the audit standard (III Code), which could be used for preparing their maritime administration for IMSAS audits and to carry out post-audit activities. In addition, the workshop provided the participants with details on pre-audit and post-audit processes that would prepare them for carrying out internal audits under the III Code. Furthermore, the participants learnt about the structure and mechanisms necessary for enhancing the capacity and effectiveness of their maritime administrations in the implementation and enforcement of the provisions of the mandatory IMO instruments and the III Code.	Azerbaijan, Iraq, Islamic Republic of Iran, Libya, Pakistan, Yemen	31	0	0	Member State Audit	No
National workshop on the audit	Completed	May	Basra, Iraq	The national workshop was crafted around PowerPoint presentations, desk workshops, class exercises and quizzes, all based on revised and enriched course material. The workshop enhanced the knowledge and understanding of Administrators and provided the tools and mechanisms necessary for enhancing the capacity and effectiveness of implementation and enforcement of the provisions of the mandatory IMO instruments and the III Code. Moreover, the workshop provided participants with information on the Framework and Procedures of the Scheme, as well as updated information on the III Code Implementation Guidance.	Iraq	27	0	0	Member State Audit	No
Participation of observer in IMSAS audit	Completed	September	Ankara, Türkiye	Training for one observer under the IMO Member State Audit Scheme.	Angola	1	0	0	Member State Audit	No
National workshop for maritime administrators under the IMO Member State Audit Scheme (IMSAS)	Completed	September	Luanda, Angola	The national workshop was crafted around PowerPoint presentations, desk workshops, class exercises and quizzes based on revised and enriched course material. The workshop enhanced the knowledge and understanding of Administrators. It provided the tools and mechanisms necessary for enhancing the capacity and effectiveness of and enforcement of the provisions of the mandatory IMO instruments and the III Code. Moreover, the workshop provided participants with information on the Framework and Procedures of the Scheme, as well as updated information on the III Code Implementation Guidance.	Angola	38	0	0	Member State Audit	No
National workshop for maritime administrators under the IMO Member State Audit Scheme (IMSAS)	Completed	November	Bogota, Colombia	The participants were trained based on the audit scheme developed by IMO. The training course provided the participants with advice on the structure and mechanisms necessary for enhancing the overall capability and effectiveness of a maritime administration in the implementation and enforcement of IMO mandatory instruments and the III Code, as well as assisting the Member States in their preparation for IMSAS audits and follow-up audits. Special emphasis was placed on practical activities, such as pre- and post-audit activities.	Colombia	26	0	0	Member State Audit	No
National workshop on the audit	Completed	February	Rabat, Morocco	The national workshop was crafted around PowerPoint presentations, desk workshops, class exercises and quizzes based on revised and enriched course material. The workshop enhanced the knowledge and understanding of Administrators. It provided the tools and mechanisms necessary for enhancing the capacity and effectiveness of implementation and enforcement of the provisions of the mandatory IMO instruments and the III Code. Moreover, the workshop provided participants with information on the Framework and Procedures of the Scheme, as well as updated information on the III Code Implementation Guidance recently considered by III.9.	Morocco	29	0	0	Member State Audit	yes
TC outreach and emerging issues										
IMO participation and engagement with the broader UN system and other relevant stakeholders to advocate strategic maritime issues and the Blue Economy	Completed	December	Multiple	IMO attendance at relevant meetings, including the thirty-first meeting of the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue (JWG), held in Dublin, Ireland, from 4 to 8 November 2024.					General maritime sector	yes

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Promotional materials to raise awareness on maritime matters, as well as technical cooperation activities and projects	Completed	December	London, United Kingdom	Promotional materials related to technical cooperation produced.					General maritime sector	Yes
Social media campaign to promote the 2024 Day of the Seafarer	Completed	June	London, United Kingdom	Social media campaign and other similar activities carried out to promote the 2024 international Day of the Seafarer. The 2024 campaign highlighted seafarers' contribution to making the maritime sector a safer workplace.					General maritime sector	No
Knowledge partnership workshop – East and Southern Africa	Completed	November	Mombasa, Kenya	IMO's resource mobilization strategy was shared with the participants. Discussions were held on potential cooperation opportunities. The participants gained an understanding about both the donors' and the recipients' mechanism for development/technical cooperation activities, as well as enhancing their maritime network.	Angola, Comoros, Djibouti, Ethiopia, Kenya, Madagascar, Malawi, Namibia, Seychelles, Somalia, South Africa, Sudan, Uganda, United Republic of Tanzania, Zambia, Zimbabwe			26	General maritime sector	yes
Identification of new projects and development of existing partnership arrangements	Ongoing		Multiple						N/A	Yes
Monitoring and reporting of the implementation of the Capacity- Building Decade 2021-2030 Strategy workplan	Completed	December	London, United Kingdom	Procurement of software for the IMO TC Space					General maritime sector	Yes
Strategic evaluation of IMO's technical cooperation, as informed by the evaluability assessment of the ITCP	Ongoing		Home-based, multiple						N/A	Yes
Project on the IMO Compendium on Facilitation and Electronic Business	Completed		Home-based, multiple	The IMO Compendium publication in HTML and Excel formats, approved by FAL 48, which includes the updated IMO data set on the Ballast water report, the new IMO data set on Noon data report and the new Just in Time sub-model.					Facilitation	No
Participation of countries in the International Oil Spill Conference for the Americas (IOSC 2024)	Completed	May	New Orleans, United States	Participants gained knowledge on topics related to oil pollution preparedness and response, as well as marine governance, with a view to improving their respective technical competencies and developing capacity at the national level. In addition, participants benefited from networking with experts from around the world, facilitating the establishment of collaborative relations and information exchange on oil spill response.	Argentina, Chile, Colombia, Guyana, Peru, Saint Kitts and Nevis, Saint Lucia, Trinidad and Tobago	8	0	0	Marine environment protection	yes
Support to TEST Biofouling: Awareness-raising workshop on ships' biofouling for women in the maritime sector	Completed	July	Panama City, Panama	Travel costs for an IMO staff member to present the IMO Women in Maritime programme. Additionally, women in maritime from the Caribbean and Latin America gained enhanced knowledge on the challenges posed by invasive aquatic species introduced through biofouling and strengthened their understanding of effective biofouling management practices.					Marine environment protection	Yes
Promoting and enhancing the effective implementation of and compliance with the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships	Completed	September	Home-based, United Kingdom	Awareness raised on the Hong Kong Convention via the IMO website as well as the development of a brief guidance manual to support Member States, shipowners, ship recycling yards, crew members and related industries for an improved understanding of the obligations and requirements for key stakeholders under the Hong Kong Convention. Increased the capacity of the Member States on the implementation of the Hong Kong Convention.					Marine environment protection	Yes
Tokyo MoU – 12th General Training Course for Port State Control Officers (GTC 12)	Completed	September	Yokohama, Japan	PSC officers were trained with comprehensive knowledge on PSC and provided with onboard exercises to help them gain practical experiences.	Antigua and Barbuda, Argentina, Bahrain, Guinea-Bissau, Jordan, Seychelles, Türkiye	7	0	0	Maritime safety	No
The Human Element – Paris MoU	Completed	October	The Hague, Netherlands (Kingdom of the)	PSC officers were trained with comprehensive knowledge on PSC. The activity provided, in particular, insights and knowledge on the Code of Good Practice, Operational Controls and Personal Inspection Styles, specifically relating to issues on communication, conversation, interview techniques and conflict handling. This is to enhance the harmonization of port State control activities across different regions.	Bangladesh, Congo, Guadeloupe, Peru, Türkiye	6	0	0	Maritime safety	Yes
Marine Casualty data statistics and trend analysis (phase II)	Ongoing		Home-based, Sweden						N/A	No
IMO participation in a joint collaboration meeting with the Indian Ocean MoU (IOMoU) and Indian Ocean Tuna Commission (IOTC) in cooperation with FAO/ILO/IMO on port State control (PSC) and PSMA	Completed	April	Cape Town, South Africa	The representative from IMO gave a presentation on the "2012 Cape Town Agreement and port State control" and provided comments throughout the session. Participants discussed harmonious implementation between PSC and PSM by boarding two fishing vessels and conducting mock port State inspections.					Maritime safety	No
Second Joint WMO/IMO international symposium on extreme maritime weather: bridging the knowledge gap towards safer shipping	Completed	September	London, United Kingdom	Improved the collaboration between shipping and met-ocean communities. Promotion of a greater number of high-quality weather observations at sea. New technologies were explored for dissemination of information to ships. Options for strengthening training for seafarers and weather forecasters and to improve products and services were discussed.					Maritime safety	No

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Development of a policy framework for the engagement of consultants	Cancelled		Home-based						N/A	
Campaign to combat violence and harassment in the maritime sector	Cancelled		Home-based						N/A	
Promotional material related to technical cooperation	Completed	December	London, United Kingdom	Procurement of World Maritime theme pins. New technical cooperation strategic brochure and annual report publications for 2021 and 2022 produced.					General maritime sector	Yes
Marine Casualty data statistics and trend analysis	Completed	October	Home-based, Sweden	Provision of in-depth data statistics and trend analysis of passenger ship casualties on the data extracted from the IMO GISIS MCI module, supplemented by data from EMCIP, for the period 2011-2022. The analysis supported input to the III Sub-Committee as part of the rule-making process.					Maritime safety	No
Promotion of the London Protocol										
Identification and removal of barriers to countries achieving compliance with ocean disposal agreements	Completed	December	Multiple	Raised awareness of the benefits of the London Protocol through the provision of experts to support national authorities in their compliance with ocean disposal agreements.					Marine environment protection	No
IMO participation in conferences, seminars, workshops on LP-related matters	Completed	December	Multiple	Increased the awareness and understanding of participants at selected conferences, seminars and workshops on the London Protocol and its climate change related amendments. Opportunities for future cooperation identified.					Marine environment protection	No
Support from Canada to the GESAMP Working Group 43 meeting	Completed	December	Multiple	Finalization of the report of GESAMP WG 43.					Marine environment protection	No

*This column indicates whether the activity was financed in part or in full by the TC Fund (cell marked "Yes"), whether it was fully funded by donors (cell marked "No") or whether there was no expenditure associated with the activity (cell marked "N/A").