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TECHNICAL COOPERATION PLANNING AND REPORTING

(b) Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund allocation for 2024 and 2025

Note by the Secretariat

SUMMARY

<i>Executive summary:</i>	This document presents the proposed Integrated Technical Cooperation Programme (ITCP) and the annual allocations from the TC Fund to support the delivery of the core activities of the ITCP for 2024 and 2025.
<i>Strategic direction, if applicable:</i>	1, 3, 4, 5, 8 to be adopted at the thirty-third session of Assembly (December 2023)
<i>Output:</i>	To be proposed at the 130th session of Council (November 2023) and adopted at the thirty-third session of Assembly
<i>Action to be taken:</i>	Paragraph 12
<i>Related documents:</i>	TC 73/4(a), TC 73/4(c); C 129/4(a), C 129/WP.7, C 129/D and III 7/17

Introduction

1 The primary objective of the Integrated Technical Cooperation Programme (ITCP) is to assist States, which are either IMO Member States or Parties to the various international multilateral treaties, enhance their human and institutional capacities to implement IMO's regulatory framework. It is also aimed at ensuring uniform and effective implementation of the provisions of those treaties, thus ensuring that Parties adequately discharge their rights, duties and responsibilities as flag, port and coastal States. The ITCP follows a biennial cycle and is prepared on the basis of the programme-building directives approved by the Technical Cooperation Committee (TCC).

2 The proposed ITCP for 2024 and 2025 is the culmination of collective efforts of Member States, the Secretariat and technical cooperation (TC) development partners. Through the programme, Member States will also continue to be assisted in order to prepare for the IMO Member State Audit Scheme (IMSAS) and to address audit findings (resolution A.1067(28)).

3 Every biennium, the ITCP is developed taking into consideration several important inputs to ensure that the real needs of Member States are effectively addressed through targeted assistance. These factors are listed in the annex (paragraph 8).

4 The proposed ITCP and TC Fund allocation, which is attached in the annex, contains four parts. Part 1 provides the ITCP rationale, mandate, guiding principles, vision and strategy. Part 2 provides an overview of ITCP as a management and planning tool. Part 3 provides the TC Fund allocation for 2024 and 2025. Part 4 contains a summary of the core activities proposed under each regional and global programme for 2024 and 2025, subject to availability of funds.

5 Appendices 1 and 2 expand in more detail the regional and global programmes described in part 4, including the immediate objectives, expected outputs and activities proposed to be implemented in 2024 and 2025, as well as the estimated funding required for each of the Regional and Global programmes, respectively. Appendix 3 is a glossary of terms.

6 The proposed ITCP for 2024 and 2025 outlines a realistic and feasible programme of assistance whose objectives will be achieved if the required funding level, estimated at some \$28,414,670 million for the entire ITCP, is secured from IMO's internal resources (TC Fund) and external donor contributions, in the form of financial and in-kind support.

7 It should be noted that the TC Fund allocation amounts to \$13.4 million (USD) for the next biennium, which is 9% less than the allocation of \$14.8 million for the current biennium. This is due to the exchange rate applied of \$1.25 to £1.0 as per the Council budget document (C 129/6) compared with \$1.38 to £1.0 for the current biennium.

8 This has required the ITCP to be planned in consideration of greater efficiency measures, resulting in an increased focus on e-learning projects in the Capacity Building and Training Global Programme, as well as remote delivery where possible, utilizing the success of recent e-learning courses in the current biennium. It will also increase the reliance on external sources of funding for the full implementation of the proposed ITCP programme.

9 The proposed allocation of TC Fund resources to support the delivery of core ITCP activities for 2024 and 2025 is submitted for the Committee's consideration. This is in compliance with rule 4 of the *Revised Rules of Operation of the TC Fund*, which requires that the resources of the TC Fund "shall be used to finance or co-finance activities that support the objectives, priorities and key principles of the ITCP" (TC.1/Circ.76). Accordingly, the proposals identify the components of the new ITCP to be supported through the annual allocations, including objectives, expected outputs and activities.

10 The budgetary projections ensure that sufficient funds are apportioned, from the outset, to implement an activity in its entirety, as a method of ensuring the full delivery of the priority activities for the biennium. However, cost-sharing and supplementary donor support, either in the form of financial allocations or through in-kind support, are actively encouraged.

11 Furthermore, the technical cooperation activities set out in this document have been selected on the basis of a certain prioritization criteria under the respective regional and global programmes over the biennium in question, taking into consideration emerging needs of Member States in regard to technical assistance, the 2030 Agenda, and available funds allocated for this period.

Action requested of the Committee

- 12 The Committee is invited to:
- .1 consider and approve ITCP for the 2024-2025 biennium;
 - .2 approve the proposed annual allocations from the TC Fund (paragraph 16 and table 2 of the annex) and their programmed use during 2024 and 2025; and
 - .3 transmit its views and recommendations to the 130th session of the Council for final endorsement of the proposal.

ANNEX

TECHNICAL COOPERATION PLANNING AND REPORTING

**Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund
allocation for 2024 and 2025**

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PART 1 – INTRODUCTION

Rationale, mandate and guiding principles

1 Maritime transport is an essential and integral part of the global economy. Given the fact that more than 80% of volume of global trade is carried by sea, waterborne transport is, by far, the most cost-effective means of moving a large volume of goods and raw materials around the world. As the United Nations' (UN) regulatory agency for the maritime sector, IMO's mission statement is "to promote safe, secure and environmentally sound, efficient and sustainable shipping through cooperation". This is accomplished by adopting the highest practical standards of maritime safety and security, efficiency of navigation and prevention and control of pollution from ships, as well as through consideration of the related legal matters and effective implementation of IMO instruments, with a view to their universal and uniform application.

2 However, many IMO Member States cannot yet give full and complete effect to major IMO instruments. In this regard, as mandated in Articles 2(e) and 15(k) of the IMO Convention, the Organization has established an Integrated Technical Cooperation Programme (ITCP), to assist countries, particularly developing countries, enhance their human and institutional capacities for the uniform and effective compliance with the international multilateral treaties adopted under the auspices of the Organization.

3 The ITCP fosters capacity-building in the maritime domain of the recipient countries, thereby augmenting the level of implementation and compliance with IMO's international multilateral and shipping-related treaties and supports IMO Member States in fulfilling their obligations emanating from those instruments. The proposed ITCP for 2024-2025 also aims to support the implementation of the technical cooperation aspects of the proposed draft on the Organization's Strategic Plan for the six-year period 2024 to 2029, thus also contributing to the implementation of the UN Sustainable Development Goals (SDGs). It is to be noted that at the time of preparing this document, the draft proposed by the Intersessional Working Group on the Strategic Plan (C 129/WP.7) during the 129th session of Council is pending final approval and draft resolution by the next Assembly, nonetheless its principles and strategic directions are expected to match the identified areas of focus.

4 Amendments to existing conventions, together with the development of new instruments by IMO, result in the creation of new capacity-building implications which need to be taken into consideration in the ITCP (resolution A.998(25) on *Need for capacity-building for the development and implementation of new, and amendments to existing, instruments* refers). It is, therefore, crucial that the Organization maintains and strengthens its capacity to meet the historical and growing technical assistance needs of its Member States, with focus on the needs of small island developing States (SIDS) and least developed countries (LDCs).

5 ITCP's role in promoting sustainable development was officially affirmed in 1999 through the adoption of resolution A.900(21) on *Objectives of the Organization in the 2000s* and resolution A.901(21) on *IMO and Technical Cooperation in the 2000s*. The latter resolution was replaced by resolution A.1127(30) on *Guiding principles of IMO's Integrated Technical Cooperation Programme in support of the 2030 Agenda for Sustainable Development*, adopted in 2017, to take into consideration the adoption of the 2030 Agenda.

6 The table below provides the guiding principles governing IMO's technical assistance as a means to promote the 2030 Agenda (resolution A.1127(30)), giving priority to meeting the special assistance needs of Africa, SIDS and LDCs, and empowering women as key maritime resources.

ITCP STRATEGIC AND IMPLEMENTATION PRINCIPLES
• Ownership of the development and implementation process by the beneficiary countries. • Promotion of the 2030 Agenda, through the delivery of the SDGs identified as relevant to IMO's technical assistance work. • Contribution to the work of the United Nations Development Group (UNDG) and the UNDG Working Group in the development of specific performance indicators against which will be determined the success of maritime technical assistance activities. • Priority to meeting the special assistance needs of Africa, LDCs and SIDS, and empowering women as key maritime resources. • Integration of IMO's regulatory priorities into the programme-building process. • Development of human resources and institutional capacities on a sustainable basis, including the integration of women as key stakeholders in the maritime sector. • Integration of South-South and Triangular Cooperation into IMO's programmes. • Development and enhancement of effective partnership arrangements, both financial and in-kind, in order to ensure the long-term and sustainable delivery of ITCP activities. • Promotion of the use of Country Maritime Profiles and formulation of National Maritime Transport Policies (NMTPs). • Delivery of technical assistance through knowledge-sharing; technical advisory services; and maritime training events. • Delivery of ITCP activities through modern and digital technology. • Mobilization of regional expertise and resources for technical assistance activities. • Coordination with other development aid programmes in the maritime sector. • Application of monitoring and evaluation systems to measure the effectiveness of ITCP against programme targets.

Vision and strategy of ITCP

7 The Organization's strategic plan, which is revised every six-year period, identifies the vision statement for IMO's technical cooperation work, in order to increase its effectiveness. Thus, the proposed ITCP for the next biennium supports the implementation of the technical cooperation aspects of the draft Organization's Strategic Plan for the next six-year period 2024-2029, through the proposed development of methodologies and tools aimed at improving and harmonizing the delivery and assessment of technical cooperation activities. The proposed ITCP has also taken into consideration the key elements of the "Capacity-building Decade 2021-2030" Strategy (resolution A.1166(32)). Furthermore, as much as possible, the proposed ITCP uses a structured top-down approach, promoting and prioritizing maritime governance and structures (not individual end users), whilst bearing in mind the specificities and real needs of the different regions, Member States and global priorities.

8 In formulating the ITCP 2024-2025, apart from the aforementioned resolutions, the following was taken into account, to the extent possible:

- .1 recommendations of previous IMO missions and outcomes of evaluations from technical assistance activities;
- .2 written requests for technical assistance of Member States and those formulated through the Country Maritime Profile (CMP) module in GISIS;
- .3 thematic priorities established by the IMO Committees;
- .4 the proposed *Strategic Plan for the Organization for the six-year period 2024 to 2029* by the Intersessional Working Group on the Strategic Plan (C 129/WP.7) for resolution draft and approval by the thirty-third session of the Assembly;
- .5 *Linkages between the technical assistance work of IMO and the United Nations (UN) 2030 Agenda for Sustainable Development* (resolution A.1126(30));
- .6 *Guiding principles of IMO's Integrated Technical Cooperation Programme in support of the 2030 Agenda* (resolution A.1127(30));
- .7 *Capacity-building Decade 2021-2030 Strategy* (resolution A.1166(32));
- .8 the recommendations of the 2020 Evaluation of the ITCP for 2016-2019, particularly the following:
 - .1 integrate ITCP interventions within larger multi-year projects;
 - .2 development of country partnership plans; and
 - .3 help enable maritime issues to be given due weight at the highest political levels;
- .9 the support for Member States to facilitate their achievement of the Sustainable Development Goals and the 2030 Agenda;
- .10 regional and subregional strategies for the development of maritime domain (adopted at conferences, symposiums, etc., as resolutions, declarations, etc.);
- .11 findings of the IMO Member State Audit Scheme audits;
- .12 technical assistance to Member States as a follow up to the analysis of the IMSAS Consolidated Audit Summary Reports (CASRs);
- .13 lessons learned during the COVID-19 pandemic, including but not limited to the increased development of e-learning courses; and
- .14 the preliminary assessment of the capacity-building implications and technical assistance needs relate to the amendments to mandatory instruments or development of any new instruments.

9 Following the adoption of the 2030 Agenda, IMO adopted resolution A.1126(30), linking its technical assistance work to the 2030 Agenda and the SDGs in order to support

Member States' implementation of the SDGs at the national level. Beyond the linkage with technical assistance, the SDGs are also being linked with the work of the Organization as a whole in line with the IMO Secretariat SDGs Strategy (C 122/3(a)/1), which requests appropriate technical cooperation activities and future projects to be all linked to specific SDGs and to include gender equality (SDG 5) markers in all future projects and technical cooperation activities. Therefore, the 2024-2025 ITCP reflects this linkage and supports the Organization's response to the 2030 Agenda both at the IMO level and at the country level through, inter alia, IMO's work with the UNDG and the United Nations Sustainable Development Cooperation Framework (UNSDCF) programmes.

10 The IMSAS audits are invaluable for identifying implementation gaps and facilitating targeted assistance. In this regard, the Secretariat utilizes the analysis of the CASRs (refer to III 7/17) to shape the design and implementation of technical assistance to ensure technical cooperation programmes and activities effectively address the identified gaps and root causes. In the next biennium, a number of ITCP activities have been proposed for senior level dialogue with Maritime Administrations to present the CASRs findings and discuss a way forward with input from Member States for future targeted technical assistance. There is also a dedicated IMSAS Global Programme to assist Member States implement their Corrective Action Plans (CAPs), as well as over 40 activities planned across the Regional programmes to address the related thematic priority (MSC 3). Additionally, IMSAS audits are also being used as the equivalent of a national needs assessment where regulations come under the audit scope, for efficient utilization of ITCP resources where possible.

11 In view of the limited resources available to IMO for implementing its technical cooperation programmes, the Secretariat utilizes its technical assistance effectively through partnership arrangements, as called for by resolution A.1167(32) on *Revised Financing and Partnership Arrangements for an Effective and Sustainable Integrated Technical Cooperation Programme*. Member States, international and regional organizations, non-governmental organizations and industry play a significant role in the provision of resources (financial and/or in-kind) to support the implementation of the ITCP through the development of effective partnership arrangements with IMO.¹ In addition, through the Long-term Resource Mobilization Strategy and the Department for Partnerships and Projects (DPP), the Secretariat aims to mobilize additional resources for the implementation of technical assistance activities.

12 IMO has developed more than 50 international treaties. Only through the entry into force of those instruments and their effective, efficient and consistent implementation can the full benefits from this extensive body of international maritime law be realized. To that end, the Organization requires increased focus on the entry into force and implementation of IMO instruments.

13 To maximize the impact of ITCP activities, a number of thematic priorities for the 2024-2025 ITCP have been agreed by IMO's committees, as follows:

¹ Document TC 73/4(b) provides details on how effective partnerships were utilized in 2022.

IMO Committee	Thematic Priorities for ITCP 2024-2025	
Maritime Safety Committee	No.1	Fostering the effective implementation and enforcement of conventions and other mandatory instruments, with emphasis on the SOLAS 1974, SAR 1979 and STCW 1978 Conventions and the ISM Code, in particular providing assistance and training to developing countries to effectively implement and enforce those instruments, as well as addressing human element-related matters and implementation of provisions related thereto.
	No.2	Promoting the continued establishment and strengthening of effective ship and port facility security measures (SOLAS chapter XI-2 and ISPS Code), including support for LRIT implementation, the enhancement of safety and security of ship/port interface, in accordance with the relevant IMO standards and recommendations, and promoting and enhancing maritime security aspects relating to piracy and armed robbery against ships, including facilitation and effective implementation of resolutions A.1159(32) on <i>Prevention and Suppression of Piracy, Armed Robbery Against Ships and Illicit Maritime Activity in the Gulf of Guinea</i> and A.1025(26) on <i>Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against ships</i> .
	No.3	Supporting maritime administrations to strengthen their human resource capabilities in the discharge of their rights, duties and responsibilities as flag, port and coastal States, in particular with regard to the implementation of the <i>IMO Instruments Implementation Code (III Code)</i> , the <i>Casualty Investigation Code</i> and the <i>Code for Recognized Organizations</i> , while promoting the global harmonization of port State control, in cooperation with PSC regimes, taking into account the outcome of the analysis of consolidated summary reports (CASRs) from audits conducted under the IMO Member State Audit Scheme (IMSAS), as appropriate.
	No.4	Supporting IMO Member States to strengthen their services dedicated to safety of navigation, monitoring of maritime traffic, implementation of effective ships' routeing measures, and search and rescue.
	No.5	Supporting maritime administrations through capacity-building to strengthen their capabilities to implement the provisions of the IMDG and IMSBC Codes, to improve implementation as well as to promote good practice when dealing with the mandatory instruments.
	No.6	Supporting maritime administrations through capacity-building and as a facilitator for international cooperation to enhance their capabilities and to share and provide them with best practices on the implementation of SOLAS chapter XIV (Safety measures for ships operating in polar waters) and the Polar Code, including relevant training and associated recently approved guidelines.
	No.7	Promoting the ratification and implementation of the 2012 Cape Town Agreement and the 1995 STCW-F Convention as well as proactive safety measures relating to fishing vessels and their personnel and the fight against Illegal, Unreported and Unregulated (IUU) Fishing, in cooperation with FAO and ILO, including promoting and enhancing maritime safety aspects relating to small fishing vessels.

IMO Committee	Thematic Priorities for ITCP 2024-2025	
	No.8	Promoting and enhancing maritime safety aspects relating to ships not covered by SOLAS chapter I (so-called non-convention ships), in particular in relation to all aspects of domestic ferry safety.
Marine Environment Protection Committee	No.1	Assist countries with the implementation of MARPOL, notably Annexes V and VI, and related instruments, and in particular, the <i>IMO Strategy on reduction of GHG emissions from ships</i> , the consistent implementation of IMO2020 and the sulphur emission control areas (SECAs), the <i>IMO Action Plan to address marine plastic litter from ships</i> , notably in relation to waste management and port reception facilities, the environmental requirements of the Polar Code as well as requirements for Special Areas and Particularly Sensitive Sea Areas (PSSAs).
	No.2	Strengthening national and regional capacity and fostering regional cooperation for effective and consistent implementation of the Ballast Water Management (BMW) Convention, notably in support of the experience-building phase, the recently amended AFS Convention and the revised Biofouling Guidelines.
	No.3	Strengthening national and regional capacity and fostering regional cooperation for the ratification and effective implementation of the Hong Kong Convention on Ship Recycling.
	No.4	Assist countries with the implementation of the OPRC Convention and the OPRC-HNS Protocol and enhance regional cooperation in marine pollution preparedness, response and coordination, as well as address aspects of the implementation of the relevant international regimes on liability and compensation for marine spills of oil and hazardous and noxious substances (HNS) pollution.
	No.5	Assist countries through building capacity for the ratification and implementation of the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (London Protocol), as well as supporting countries in implementing relevant measures aimed at conservation and sustainable governance of the ocean.
Facilitation Committee	No.1	Enhancing the facilitation of international maritime traffic within the context of trade facilitation through capacity-building to promote wider acceptance, understanding and effective implementation of the responsibilities and quality standards of the FAL Convention, particularly for SIDS and LDCs and the maritime transport needs of Africa.
	No.2	Supporting Member States to establish systems for the electronic exchange of information and single window systems that allow information to be submitted once and reused to the maximum extent possible, to comply with Standards 1.3 <i>bis</i> , 1.3 <i>quin</i> and 1.3 <i>sext</i> of the FAL Convention, respectively, and to promote the use of international standards in electronic data exchange systems in alignment with the IMO Compendium on Facilitation and Electronic Business, to ensure their interoperability and to contribute both to facilitation of maritime traffic and to the decarbonization of shipping and ports.

IMO Committee	Thematic Priorities for ITCP 2024-2025	
	No.3	Enhancing the facilitation of international maritime traffic in the context of a pandemic crisis, taking into account the lessons learned from the COVID-19 pandemic, and in line with the standards and recommended practices in section 6 of the FAL Convention on Public health and quarantine.
	No.4	Assisting Member States in preventing and addressing the severe problems caused for international maritime traffic by stowaways, migrants and refugees rescued at sea.
	No.5	Supporting Member States in the implementation of the IMO Guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic.
Legal Committee	No.1	Providing means to strengthen the legal capacity, maritime policy and infrastructure of national maritime authorities, with particular emphasis on least developed countries and small island developing states.
	No.2	With particular emphasis on the results and needs identified by the IMO Member State Audit Scheme, training national expert personnel to undertake the tasks of developing, reviewing and updating maritime legislation to assist Member Governments in the implementation of their rights and duties as flag, port and coastal States Parties to IMO instruments, including the enforcement of compliance with maritime safety and environmental standards by national and foreign ships.
	No.3	Providing advice on the legal (national and international) implications of acceptance of IMO Conventions and the enactment of IMO codes and guidelines.

PART 2 – ITCP AS A MANAGEMENT AND PLANNING TOOL

- 14 As a biennial management and planning tool for IMO's TC activities, the ITCP aims to:
- .1 transform priority areas of assistance into programme activities in accordance with the established strategy and implementation framework; and
 - .2 link those activities directly to the assessed needs of the beneficiaries, the approved work programme of the Organization, the thematic priorities of IMO's technical bodies and the interest of TC development partners.
- 15 The ITCP enables IMO to:
- .1 conceive, plan and deliver technical assistance through regional and global programmes;
 - .2 allocate financial resources for such programmes through the Organization's TC Fund as well as multi-donor trust funds;
 - .3 mobilize any additional financial and in-kind support that is required in coordination with the Member States and TC development partners; and

- .4 monitor, evaluate and assess progress, as well as the impact of assistance delivered. In this regard, the proposed draft *Strategic Plan for the Organization for the six-year period 2024 to 2029* includes the following performance indicators, which should be referred to when monitoring the effectiveness and impact of ITCP.

SD	PI Index	PI Name
SD 1: Ensure implementation of IMO instruments supported by capacity development	[PI 1.7]	# of Member States requesting technical cooperation to implement corrective actions to address audit findings and observations
	[PI 1.8]	# of Member States receiving technical cooperation to implement corrective actions to address audit findings and observations]
		[# of new technical cooperation programmes/activities, including project activities, developed and implemented in the identified areas requiring technical assistance as a result of the analysis of the IMO Member State Audit Scheme (IMSAS) Consolidated Audit Summary Reports (CASRs)]
		[# of technical cooperation activities, including project activities, implemented related to the implementation of corrective actions to address IMSAS audit findings and observations]
SD 3: Respond to Climate Change	PI 3.3	US\$ expenditure on funding of technical cooperation activities and major projects related to energy efficiency and reduced emissions
SD 4: Continue to engage in Ocean governance	PI 4.4	US\$ expenditure on technical cooperation activities and capacity-building related to Ocean Governance
SD 5: Enhance global facilitation, supply chain resilience and security of international trade	PI 5.6	US\$ expenditure on technical cooperation activities and capacity-building allocated to facilitation matters
	PI 5.7	US\$ expenditure on technical cooperation activities and capacity-building allocated to security matters
[SD 8: Ensure organizational effectiveness]	PI 8.3	% of technical cooperation and capacity-building activities with effective results for the receiving Member States
	PI 8.4	% of technical cooperation and capacity-building activities with long-term impact for the receiving Member States
	PI 8.8	% of biennial Integrated Technical Cooperation Programme (ITCP) funded
	PI 8.9	% contribution of Trading Fund surplus to the ITCP
	PI 8.11	% of contributions provided by substantial donations

PART 3 – TC FUND ALLOCATION FOR 2024 AND 2025

16 Pending approval by this Committee and by the 130th session of Council (C 130), the Secretary-General has proposed an allocation of approximately £10,8 million² from the TC Fund to support the core activities of the ITCP for 2024 and 2025. In this regard, it may be noted that, while the TC Fund is managed in pound sterling within the Organization's budgetary structure, its expenditure against ITCP is recorded in US dollars, in compliance with technical cooperation budgeting and expenditure practices. Based on the rate of exchange applied, \$1.25 to £1.0, which is the same used in the Council budget document (C 129/6), the TC Fund allocation in US dollars amounts to \$13.4 million for the next biennium. This is significantly lower than for the current biennium, notably 9% less than the allocation of \$14.8 million³ for the current biennium, bearing in mind that the rate used for the current biennium was \$1.38 to £1.0.

17 Table 1 below illustrates the TC Fund biennial allocation by the regional and global programmes for the 2024-25 biennium.

Table 1 – TC Fund biennial allocation summary

Programmes	Totals (in US\$)	% of total ⁴
Africa	3,099,538	23
Arab States and Mediterranean	673,813	5
Asia	808,575	6
Pacific Islands	1,078,100	8
Eastern Europe	269,525	2
Latin America	808,575	6
Caribbean	1,078,100	8
Global programmes	5,660,025	42
Total	13,476,252	100

18 In consonance with the structure developed for the ITCP and taking into account the ITCP strategic and implementation principles (annex to resolution A.1127(30)), the TC Fund allocation is configured in response to specific regional and global priorities, based on the identified institutional capacity-building needs of recipient countries.

19 A number of cross-cutting issues are best managed by IMO from a global perspective in recognition of their wider scope of impact, including those that benefit more than one specific region. In this regard, the ITCP and the TC Fund allocation incorporate eight global programmes to address those issues which stand out, either as emerging technical themes as agreed by IMO's various committees or in response to new challenges and priorities as outlined in resolution A.1127(30) on *Guiding principles of IMO's ITCP in support of the 2030 Agenda for sustainable development*.

² Document C 129/6 refers.

³ While the TC Fund allocation in GBP was approved in principle by the Council at its 129th session, the final dollar amount will depend on the rate of exchange used in the submission of the full results-based budget to the 130th session of the Council. That rate is still under review.

⁴ The percentages in this column are rounded to the nearest figure.

20 In compliance with the Financial Regulations and Financial Rules requirements for annual budget allocations, table 2 below illustrates the annual TC Fund allocation for 2024 and 2025 for the regional and global programmes.

Table 2 – Annual TC Fund allocation for 2024-2025

Programmes	Biennial allocation (in US\$)	Annual allocation (in US\$)	
		2024	2025
Regional programmes			
Africa	3,099,538	1,496,725	1,602,813
Arab States and Mediterranean	673,813	325,375	348,438
Asia	808,575	390,450	418,125
Pacific Islands	1,078,100	520,600	557,500
Eastern Europe	269,525	130,150	139,375
Latin America	808,575	390,450	418,125
Caribbean	1,078,100	520,600	557,500
Subtotal - Regional programmes	7,816,225	3,774,350	4,041,875
Global programmes			
Technical advisory services, including immediate response to maritime incidents	134,763	65,075	69,688
Support to SIDS and LDCs for their special shipping needs	269,525	130,150	139,375
Women in Maritime	673,813	325,375	348,438
Capacity-building and Training	2,222,234	1,073,087	1,149,147
Supporting climate action and clean air in shipping	1,199,386	579,168	620,219
Enhancement of Maritime Security	202,144	97,613	104,531
IMO Member State Audit Scheme (IMSAS)	336,906	162,688	174,219
Technical Cooperation outreach and emerging issues	621,255	299,996	321,259
Subtotal - Global programmes	5,660,025	2,733,150	2,926,875
Grand total	13,476,250	6,507,500	6,968,750

21 The ITCP activities proposed to be delivered in 2024 and 2025 for each regional and global programme as well as those activities to be funded by the TC Fund allocation for the biennium 2024-2025 are presented in appendix 1 and 2, respectively. This includes relevant information, such as indicative thematic priorities, immediate objectives, expected outputs and activities to be implemented, as well as the estimated total funding required to deliver each programme.

22 Table 3 below illustrates the estimated total funding requirements for each regional and global programme correlated with the relative biennial TC Fund allocation. The table shows the balance of funds to be secured by other sources where the total funding requirement for each programme exceeds the TC Fund allocation.

23 Therefore, while the TC Fund allocation supports the delivery of the core activities within ITCP, the full implementation of ITCP activities during 2024 and 2025 is dependent on the availability of the required funding. Accordingly, resolution A.1167(32), *Revised Financing and partnership arrangements for an effective and sustainable Integrated Technical Cooperation Programme*, urges the Organization's development partners to acknowledge and respond to their obligations as IMO Member States by providing and enhancing financial

support to ITCP through long-term sustainable arrangements. This also recognizes the direct relationship between the technical cooperation work of IMO and the effective realization of the SDGs. Furthermore, the resolution invites Member States, international and regional organizations, non-governmental organizations and industry to engage actively in the support of ITCP activities through, inter alia:

- .1 voluntary cash donations to the Technical Cooperation Fund;
- .2 financial allocations to the IMO multi-donor trust funds;
- .3 multi-bilateral arrangements;
- .4 voluntary donations of interest earnings under the Contributions Incentive Scheme; and
- .5 in-kind support through the provision of no-fee technical cooperation consultants, hosting of technical assistance events and the donations of equipment

24 The development and implementation of the Long-term Resource Mobilization Strategy and the establishment of the DPP is a proactive approach to generating new resources for the funding of IMO technical cooperation activities whilst also enhancing the sustainable financing of the ITCP. The Strategy urges Member States to actively communicate with their development aid agencies to include IMO technical cooperation activities as a priority item in their national development aid plans.

25 As such, the Secretariat will continue to engage with donors and other technical cooperation partners in accordance with the Long-term Resource Mobilization Strategy and resolution A.1167(32) on *Revised Financing and partnership arrangements for an effective and sustainable ITCP* in order to devise innovative mechanisms to mobilize and secure additional resources in order to deliver all activities proposed under each programme.

26 Further, cost sharing or the utilization of new and/or established partnership agreements and in-kind support would permit some of the annual TC Fund allocations to be transferred to other ITCP activities, in accordance with rule 13 of the *Revised Rules of Operation of the TC Fund*.

Table 3 – Biennial TC Fund allocation by individual regional and global programmes and correlation with the total requirements for each programme

Programmes	Total requirement (in US\$)	Distribution of biennial allocation		Balance to be secured (in US\$)
		Amount (in US\$)	% of B ⁵	
A	B	C		D
Regional programmes				
Africa	5,001,850	3,099,538	62	1,902,321
Arab States and Mediterranean	2,802,700	673,813	24	2,128,887
Asia	2,935,000	808,575	28	2,126,425
Pacific Islands	3,215,000	1,078,100	34	2,136,900
Eastern Europe	930,000	269,525	29	660,475
Latin America	950,000	808,575	85	141,425
Caribbean	1,426,000	1,078,100	76	347,900
Subtotal – Regional programmes	17,260,550	7,816,225	45	9,444,324
Global programmes				
Technical advisory services, including immediate response to maritime incidents	350,000	134,763	39	215,237
Support to SIDS and LDCs for their special shipping needs	1,555,000	269,525	17	1,285,475
Women in Maritime	1,628,900	673,813	41	955,087
Capacity-building and Training	3,131,220	2,222,234	71	908,986
Supporting climate action and clean air in shipping	1,370,000	1,199,386	88	170,614
Enhancement of Maritime Security	640,000	202,144	32	437,856
IMO Member States Audit Scheme (IMSAS)	600,000	336,906	56	263,094
Technical Cooperation outreach and emerging issues	1,879,000	621,255	33	1,257,745
Subtotal – Global programmes	11,154,120	5,660,026	51	5,494,094
Grand total	28,414,670	13,476,251	47	14,938,418

Authority for the use of unprogrammed funds

27 The Rules of Operation of the TC Fund recognize that unplanned and emergency needs may arise for which no advance funding provision has been made. In this context, and in accordance with rule 15 of the *Revised Rules of Operation of the TC Fund* and the Organization's Financial Regulations and Financial Rules, the Secretary-General shall seek the Council's approval to draw upon the unprogrammed monies of the TC Fund to meet the funding requirements. Additionally, and as required by rule 16 of the *Revised Rules of Operation of the TC Fund*, any use of the unprogrammed funds based on that approval, shall be reported to the Committee and the Council through the customary annual ITCP reports.

⁵ The percentage in this column are rounded to the nearest figure.

PART 4 – CONSTITUENT PROGRAMMES

A. Regional programmes: support to maritime development

28 The following regional programmes will form part of the ITCP for 2024 and 2025:

- .1 Africa
- .2 Arab States and Mediterranean
- .3 Asia and Pacific Islands
 - .1 Asia
 - .2 Pacific Islands
- .4 Eastern Europe
- .5 Latin America and Caribbean
 - .1 Latin America
 - .2 Caribbean

Africa

29 The continent of Africa comprises 48 developing countries bordering the Atlantic and Indian Oceans, the Red Sea and the Gulf of Aden. Out of the 48 countries in the region, 15 are land-locked and 37 are IMO Member States, of which 22 are LDCs and six are SIDS. The African region has an estimated coastline of about 31,000 km with vast inland waterways and river navigation, including Lake Victoria, which is the second largest freshwater lake in the world. The African region is highly dependent on maritime transport of goods and fisheries, which constitutes the principal economic activities of the region with agriculture.

30 Considering the African Union Plan of Action of the 2050 Africa's Integrated Maritime Strategy (2050 AIM Strategy), the Lomé Charter on Maritime Security, Safety and Development, Agenda 2063, the revised African Maritime Transport Charter, and the revised IMO GHG Strategy, the ITCP 2024-2025 will continue to contribute to the attainment of the SDGs as well as provide Africa with a coherent and strategic direction for development through the mechanism of UNSDCF, which replaced the former United Nations Development Assistance Framework (UNDAF). The SIDS and LDCs in Africa will continue to receive special attention in the implementation of technical assistance, in coordination with IMO's SIDS and LDCs global programme. Moreover, the identification of the exact needs of developing countries, through, inter alia, the development of NMTPs for improved national economic planning, and the updating and completion of CMPs, will continue to receive due consideration.

31 For the 2024-2025 biennium and for the foreseeable future, the programmes for Africa will fundamentally be guided by and aligned with the proposed Capacity-Building Decade 2021-2030 Strategy, with its focus on assisting Member States to adopt, implement and comply entirely with IMO instruments; and achieve the maritime aspects of the 2030 Agenda and its SDGs, through support to robust national maritime policies and strategies predicated on harnessing the full potential of the blue and maritime economies. This approach will also consider a number of relevant United Nations General Assembly resolutions covering a wide variety of maritime developmental issues. In this regard, the notable United Nations

Resolutions include: A/Res/70/1 on the 2030 Agenda; A/Res/77/177 on Least Developed Countries; A/Res/74/217 on Small Island Developing States; A/Res/71/254 on the renewed UN-African Union Partnership on Africa's Integrated Development Agenda 2017-2027; and A/Res/76/221 on South-South cooperation.

32 Implementation of activities during the next biennium will also be informed by the results of the analysis of consolidated audit summary reports, to ensure that technical assistance delivered in the Africa region effectively addresses the findings identified in the IMSAS cases as they relate to flag, port and coastal States responsibilities in the areas of legislation, implementation and enforcement of relevant IMO instruments. To this end, nearly 40% of the programme is specifically designed to improve the understanding of the latest developments on the effective implementation of IMO maritime safety related instruments with national and regional activities planned for Flag State Implementation, Port State Control, marine casualty and incident investigations, the management of dangerous cargoes and solid bulk cargoes, as well as the STCW Convention.

33 The next biggest focus is on technical assistance relating to marine environment protection, which will be provided in cooperation with other relevant institutions, including the African Union (AU), the Global Environment Facility (GEF), the Global Initiative for West and Central Africa (GI WACAF), the Guinea Current Large Marine Ecosystem (GCLME) Project, the Indian Ocean Commission (IOC), the global oil and gas industry association for environmental and social issues (IPIECA), the New Partnership for Africa's Development (NEPAD), the United Nations Environment Programme (UNEP) and the memorandum of understanding on PSC for West and Central Africa (Abuja MoU) and the European Union (EU). The immediate objectives will integrate the implementation of National Action Plans (NAPs) to focus on legal and policy reforms. National and regional training will aim at enhancing the understanding and the knowledge about the 2023 IMO GHG Strategy, as well as the management of biofouling, the management and control of Ballast Water, and the ratification and an effective implementation of MARPOL. The IMO support to IMO/IPIECA GI WACAF targets an increased ratification of the OPRC Convention.

34 There is also a strong focus planned in the Africa region for the next biennium to enhance the facilitation of international maritime traffic within the context of trade facilitation. The Single Window for Facilitation of Trade (SWiFT) Project, notably the maritime single window (MSW) implementation, is significant for the biennium as, from 1 January 2024, it will be compulsory for ports around the world to operate MSWs for the electronic exchange of information required on ships' arrival at a port, their stay and their departure. Problems caused for international maritime traffic caused by stowaways, migrants and refugees rescued at sea will continue to be addressed; and the region will also benefit from activities related to the new thematic priority agreed by FAL 47 earlier this year, regarding the prevention and suppression of smuggling of wildlife on ships engaged in international maritime traffic.

35 The Programme will continue efforts to enhance the ability of maritime administrations in Africa to respond to emerging issues and engage in the exchange and cross-fertilisation of maritime ideas, notably through the support provided to the Conference of the Association of African Maritime Administrations.

36 Underpinning the implementation of all aspects of the Africa regional programme are the Regional Presence Offices in Côte d'Ivoire, Ghana and Kenya, which will continue to be strengthened to support the implementation of national and regional initiatives.

Arab States and Mediterranean

37 The Arab States and the Mediterranean region comprises 22 countries, all of which are IMO Member States. Geographically, the countries are in North Africa, West Asia and border the Arabian, Mediterranean, Red, Black and Dead Seas, Gulf of Aden, Gulf of Oman and Persian Gulf, which oversee the Bab al-Mandab, Hormuz and Gibraltar straits, and includes the Suez Canal. One IMO Member State in the region is categorized as a SIDS and three are LDCs, while nine countries have high income economic level, and the rest are classified as developing countries.

38 Owing to its vast coastline facing the Atlantic Ocean, the Mediterranean Sea, the Persian Gulf, the Red Sea, the Gulf of Aden, and the Arabian Sea, the region has extensive interests in merchant shipping, fisheries and tourism. Gulfs, channels, straits and a number of islands also characterize the region, and because of its strategic location, the region is considered as home to some of the busiest and vital international shipping lanes in the world. More than 12% of the global trade passes through the Suez Canal. As a consequence of its interests in oil, natural gas and chemical exportation and associated tanker traffic, as well as cruise trade, particularly in the countries bordering the Mediterranean Sea, the region is also concerned with marine environment protection.

39 Accordingly, a quarter of the programme for 2024 and 2025 is designed to provide technical assistance on marine environment protection in cooperation with relevant regional institutions, including but not limited to the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), and the Regional Organization for the Conservation of the Environment of the Red Sea & Gulf of Aden (PERSGA).

40 Taking into account the findings of the IMSAS audits and proposed CAPs, the programme will also aim to provide technical assistance and support to Member States during their efforts to implement their respective CAPs, with approximately 40% of the programme dedicated to human and institutional capacities for effective compliance of instruments under the purview of the Maritime Safety Committee. The common findings across the region were in the areas of the III Code, marine casualty investigation, seafarer safety, and the management of dangerous cargoes and solid bulk cargoes. The remainder of the programme will continue to strengthen legal capacity and maritime policy in the region, as well as enhancing the facilitation of international maritime traffic by delivering activities on the electronic exchange of data and maritime single window initiatives. These activities will be implemented in cooperation with relevant regional maritime institutions.

41 Following the decision of the Technical Cooperation Committee at its seventy-second session to approve the establishment of a new Regional Presence Office in Egypt for Arab States in the Middle East and North Africa (MENA) Region, and the subsequent endorsement by the Council at its 108th session, the programme will also factor adequate funds to establish the new IMO Regional Presence Office in Alexandria, Egypt.

Asia and Pacific Islands

Asia

42 Asia is the most populous and largest continent in the world by a considerable margin and plays a key role in international shipping from all aspects, including shipbuilding, seafarer supply, commercial fleet management and operations, ship recycling, port operations and fishing activities. Despite the subregion's leading role in industrial maritime activities and the presence of 22 IMO Member States and 2 Associate Members in the region, 5 of these IMO Members are classified as LDCs. Additionally, three out of the 22 Member States are SIDS. While most Asian countries are maritime nations, there are four that are landlocked.

43 The programme for Asia for the 2024 and 2025 biennium has been prepared taking into consideration the needs of Member States, the findings of the analysis of CASRs, the outcome of donor-funded projects, the implementation of relevant SDGs, and the input from regional meetings such as the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) Forum, and the Association of South East Asian Nations (ASEAN) Maritime Transport Working Group (MTWG). The programme also factors in the thematic priorities identified by the IMO committees and focuses on the enhancement of the capacities of maritime administrations through the provision of various forms of capacity-building activities in relevant areas of maritime safety, marine environment protection, facilitation of maritime traffic and maritime legislation.

44 In response to the outcomes and recommendations of the above-captioned meetings and forums, and the ongoing capacity-building efforts, and taking into consideration the technical assistance to Member States proposed by various IMO organs, equal weight of the proposed programme is allocated to deliver the thematic priorities agreed by the Marine Environment Protection Committee (MEPC) and the Maritime Safety Committee (MSC) - approximately 40% each. The focus is primarily on all annexes of the MARPOL Convention, the IMO GHG Strategy, ship recycling, oil pollution preparedness and response, marine casualty investigation, and flag State implementation (FSI) with a specific focus on oversight of recognized organizations to assist Member States in discharging their rights, duties and responsibilities as flag, port and coastal States. The remainder of the programme focuses on strengthening legal capacity and maritime policy in the Asia region, as well as the facilitation priorities including the new thematic priority to prevent the smuggling of wildlife, as agreed by FAL 47 earlier this year.

45 Furthermore, the Regional Presence Scheme will persist in its operation in the Philippines, aiming to enhance the Organization's outreach capability in East Asia.

46 The Secretariat will continue its resource mobilization efforts through partnerships with several regular donors from the IMO Member States, which provide both financial and in-kind support, and in particular areas of interest. In this regard, the collaboration with Global Initiative for China and South East Asia, and IPIECA will continue to support joint efforts to reduce the level of oil spill risks in the region.

47 It should be noted that the requests for technical assistance by the Member States in the region have duly been taken into consideration during the planning stage. Activities not included in the current proposed programme because of constrained resources will be taken into account at a subsequent stage when feasible.

Pacific Islands

48 The sea represents the predominant geographical feature of the Pacific region. A large portion of international commerce and trade takes place by sea, with the bulk of products reaching both regional and national markets through maritime transport. The SIDS in the Pacific are among the earliest and most severely impacted by the rising sea levels attributed to climate change. In addition, the increase in marine litter, specifically plastics and microplastics, within the marine ecosystem is of growing concern.

49 The Pacific Islands region includes 14 IMO Member States. Among these, 12 are considered SIDS and 3 are classified as LDCs. Additionally, there are two SIDS in the region that are not IMO Member States but benefit from the ITCP since they are Parties to various IMO conventions.

50 Through the collaboration and assistance of the Pacific Community (SPC) and the Pacific Regional Environment Programme (SPREP), IMO's regional partners, the countries within the region will continue receiving support as part of the IMO's technical cooperation framework. This support is aimed at upholding a sustainable maritime transportation system and engaging with the pertinent SDGs, all while incorporating an essential One-Strategy for Blue Pacific, which is a new approach that will integrate all essential regional and global strategies (refer TC 73/7/2).

51 The Pacific programme for the 2024 and 2025 biennium has been prepared taking into consideration the outcomes and recommendations of the regional meetings such as the Fifth Pacific Regional Energy and Transport Ministers Meeting (PRETMM) and APHoMSA Forum meetings, the IMSAS CASRs and the inputs from the regional implementation partners. Nearly half the programme is dedicated to the technical cooperation priorities of MSC, focusing on FSI with a specific focus on oversight of recognized organizations, marine casualty investigation activities, management of dangerous cargoes and solid bulk cargoes, and domestic passenger ship safety. The safety of passenger ships will continue to be a priority item for the region in the 2024-2025 biennium under efforts to address the 2030 Agenda. Approximately a third of the programme will address the technical cooperation priorities agreed by MEPC, focusing predominantly on the annexes of MARPOL and specifically the IMO GHG Strategy. The remainder of the programme will continue to strengthen legal capacity and maritime policy in the Pacific region, as well as enhancing the facilitation of international maritime traffic in the context of trade facilitation.

52 Additionally, there is a pertinent allocation to continue the establishment of the Regional Presence Office for the Pacific Islands, in Fiji, which is expected to be operational in 2024.

53 Common to both programmes, Asia and Pacific Islands activities will aim to support SDG 5 on gender equality by promoting the participation of women in national and/or regional events. Moreover, through the promotion of SDG 17, an enhanced global partnership that brings together Governments, civil society, the private sector, the United Nations system and other actors to mobilize available resources will also be actively promoted and enhanced through knowledge-partnership workshops.

Eastern Europe (previously Western Asia and Eastern Europe)

54 The Eastern Europe region has a coastline alongside the Adriatic, Baltic, Black, Caspian and Mediterranean Seas and the Arctic Ocean. The 25 Member States covered by the regional programme are with well-established maritime transport networks and a long tradition of delivering high-quality maritime education through well-established maritime institutions. There are no IMO Member States in this region categorized as SIDS or LDCs.

55 Predominantly the Member States within the region are Parties to all IMO mandatory instruments, which represent a robust legal framework creating a level playing field for the maritime transport system allowing a secure supply of energy, food and commodities while connecting the regional port infrastructure with the rest of the world to facilitate the maritime trade.

56 The regional programme will continue providing the necessary training for administrators, maritime experts and relevant personnel in the maritime domain, which will ensure effective monitoring of the maritime transportation system and minimize the risk of maritime-related incidents and particularly those caused by ships carrying dangerous or polluting goods.

57 The plan for the 2024-2025 biennium is to build on the achievements of the previous biennia programmes with emphasis on developing country partnership plans where possible. The main focus is on delivering the thematic priorities of MSC, particularly regarding marine casualty investigation and port state control to enhance the harmonization of flag State implementation and port State control activities in the Caspian Sea area, taking into consideration the Capacity-Building Decade 2021-2030 Strategy. Technical assistance has also been planned to enhance regional capacity in search and rescue, safety of navigation and measures related to the safety of fishing vessels. Tailored technical assistance will also be provided to assist the Member States with implementing their IMSAS CAPs, fully utilizing the analysis of the CASRs.

58 Delivery of the thematic priorities agreed by MEPC is the second biggest focus for the biennium, particularly focusing on the preparedness and response to marine oil spill incidents, as well as activities related to ongoing GHG measures, ballast water management and the London Protocol on dumping of wastes and other matter.

59 Another objective of the regional programme will be to support the formulation of action plans that identify specific priorities, timelines and sequences of implementation tailored to the maritime domain of each interested Member State from the region. This initiative is expected to lead to legislative, infrastructure, training and equipment needs being identified and appropriate actions being included in country partnership plans developed with IMO.

Latin America and Caribbean

Latin America

60 The Latin America region is composed of 19 developing countries (2 of which are landlocked while 2 others are island nations), with a vast coastline facing the Pacific Ocean on the western seaboard and the Atlantic Ocean/Caribbean Sea on the eastern coast. All 19 countries in the region are IMO Member States and 2 of these are categorized as SIDS. There are no LDCs.

61 The region has extensive commercial interests in merchant shipping and fisheries, embracing maritime, river and lake navigation. The shipping industry of Latin America has distinctive features, such as that companies in this industry are mostly private-owned, with small fleets, geographic coverage of not-too-far distances and of diversified specialization. Because of the region's vast coastline, heavy tanker traffic and its considerable interests in oil and chemical exports, as well as the growing cruise trade in countries bordering the Caribbean, Latin American countries address marine environment protection issues through regional strategies.

62 The Latin America region has some 35 maritime training centres. All the Member States are parties to the 1978 STCW Convention, as amended, providing most of the seafarers for the regional fleet, as well as personnel for the fleets of other regions. They also offer other courses on shipping/port operations, coastal zone management, maritime legislation, etc.

63 Since the early 1980s, IMO has collaborated closely with the two Latin American maritime networks known as: (a) the Operative Network for Regional Cooperation among the Maritime Authorities of the Americas (ROCRAM); and (b) the Operative Network for Regional Cooperation among Maritime Authorities of Central America and the Dominican Republic (ROCRAM-CA). As of February 2022, the interaction with these networks has been effectively facilitated through the Permanent Representatives to the IMO based in London. This approach has resulted in heightened oversight and the appointment of suitable personnel tasked with implementing medium-term thematic programmes.

64 This collaboration has encompassed all areas of competence within IMO. Notably, it has involved working closely with the Viña del Mar Agreement on port State control to ensure

the effective implementation of IMO standards pertaining to maritime safety, maritime and fisheries training, marine environment protection and maritime legislation.

65 IMO's assistance to Latin America is guided by the existing and future maritime strategies of the region, and the Organization will continue to focus on supporting their implementation. In this context, and in pursuance of the decentralization policies adopted by IMO's TCC, IMO's support is primarily channeled through the Thematic Programmes implemented since 2021.

66 Despite the Latin American countries having well-established maritime administrations, the degree of administrative, legal and technical expertise required to fulfill flag, port, and coastal State responsibilities varies across the nations, influenced by their respective maritime and economic development. Consequently, the more advanced nations in the region have consistently extended their support to other countries to further enhance their human and institutional capabilities for effective maritime administration. In this context, it is essential to emphasize the collaborative efforts undertaken by the IMO and the WMU, with the invaluable support of Argentina through the Prefectura Naval Argentina.

67 The Latin American Regional Programme for the biennium 2024-2025 incorporates the results and deliberations of the meeting conducted in London with the Latin American Permanent Representatives to the IMO in February 2022 as well as the Regional Workshop for Senior Maritime Administrators for ROCRAM-CA countries held in El Salvador in June 2023. The outcomes from both align with the results of the analysis of CASRs. All outcomes have been carefully considered in shaping the Programme objectives and initiatives, ensuring a cohesive and strategic approach to address the maritime challenges and opportunities in the region during the next biennium.

68 As such, the priority for the 2024/25 biennium is to further advance the maritime safety thematic programmes that were initiated in 2021 concerning SAR, ISM, FAL and STCW (TC 71/3(b), paragraph 62). The Programme will also work towards formulating a thematic programme that encompasses a virtual phase, on-the-job training and inspector exchanges among various Member States. Through this comprehensive approach, participants from Maritime Authorities will acquire the essential qualifications in theory and practical applications to enhance their expertise and proficiency, enabling them to effectively fulfill their responsibilities and duties in the field.

69 The 2024/25 biennium will also focus on new thematic programmes that were launched in 2022 to address the Marine Environment priorities, namely the GHG Strategy, the OPRC, Biological Pollution (Biofouling) and the London Convention and Protocol. The horizon for the completion of the Marine Environment priorities is 2025.

70 The thematic programmes will continue to be progressed based on a staged planning and delivery cycle, building on the successful outcomes already achieved by the Maritime Authorities. There are three distinct phases within the implementation of each thematic programme, as follows:

- Phase I: Development of thematic programmes;
- Phase II: Supervision and monitoring of technical cooperation activities, follow-up; and
- Phase III: Strategic approach for the ratification of IMO Instruments and amendments.

71 These three phases offer a logical framework of needs identification based on relevant analysis and inputs, implementation of capacity-building initiatives, follow-up and evaluation to

determine whether the desired results have been achieved, and finally culminating in the ratification or effective implementation of the respective IMO instruments.

Caribbean

72 The Caribbean region is comprised of 14 States and 16 Overseas Territories and/or Departments within the Caribbean Basin or bordering the Atlantic Ocean. All 14 Caribbean States are Members of IMO and classified as SIDS, with one also being classified as an LDC. All but three of the Caribbean States and Territories are islands or archipelagos. By its very nature, therefore, the region is highly dependent on the maritime sector for the transport of people and goods, fisheries and tourism, which constitute the principal economic activities in the region.

73 The wider Caribbean region is a special area to be protected, under the terms of resolution MEPC.191(60) adopted by the Marine Environment Protection Committee, on its sixtieth session in March 2010, against the discharge of all garbage by ships.

74 A significant percentage of the indigenous shipping in the region is made up of ships to which many IMO instruments do not fully apply, which need special attention for their safety and the protection of the marine environment.

75 Support to the region is provided through the office of the Regional Coordinator for the Caribbean, the Regional Activity Centre/Regional Marine Pollution Emergency, Information and Training Centre (RAC/REMPEITC-Caribe) and the Maritime Technology Cooperation Centre (MTCC) Caribbean, which facilitate the strengthening of the Organization's outreach capability in the region on maritime matters.

76 Overall, the 14 Caribbean States are party to 80% of IMO Instruments. Analysis of the CASRs has indicated that implementation is approximately 24% of those Instruments, and more specifically, the mandatory instruments exhibit ratification and implementation rates of approximately 89% and 58%, respectively. The rates are primarily due to geographical proximity, small population sizes, limited human and fiscal resources and economies of scale that compete for many of the same external markets and rely on similar donor funding for infrastructure projects. These factors all combine to create challenges that require regionally focused approaches.

Carib-SMART Programme

77 On the invitation from the region, the IMO implemented the Carib-SMART Preparatory Phase Project, which concluded in March 2023. This project aimed to effectively develop and implement a **Sustainable Maritime Transport** system in the region. This system is intended to support safe, secure and environmentally friendly maritime transport, and the region's journey towards developing a sustainable maritime transport system, building back better after the COVID-19 pandemic. The Preparatory Phase Project facilitated the development of a Carib-SMART Technical Assistance Programme, which will act as the vehicle for the establishment of the Carib-SMART system in the region in the 2024/25 biennium.

78 Project-based activities, in a technical cooperation project, have been identified to address key gaps and needs emanating from the Preparatory Phase Project, which form part of the longer-term Carib-SMART Technical Assistance Programme.

Regional Meeting of Directors and Heads of maritime administrations

79 In recognition of the need to address maritime development in a more formal manner and under a regional approach, the region with the support of the IMO, transformed the format for addressing maritime matters from a Workshop for Senior Maritime Administrators to a Regional Meeting of Directors and Heads of Maritime Administrations (DIHMAR). DIHMAR adopted a set of Rules of Procedure for the conduct of its meetings and will continue to address IMO instrument implementation challenges and give full support to the work of the Women in Maritime Caribbean (WiMAC).

Caribbean programme 2024/2025

80 To strengthen national maritime administrations, develop and update national maritime legislation, build capacity at a regional level through partnerships and to contribute to the implementation of the SDGs, the proposed programme for the Caribbean envisages the delivery of activities related to the STCW Convention, FAL Convention, ISM Code, safety of indigenous shipping in the region, outputs from DIHMAR meetings held in Suriname in 2022 and Antigua and Barbuda in 2023, within the framework of long-term thematic programmes.

81 The regional programme also recognizes that the Caribbean region constitutes 35% of the world's SIDS. It will therefore have a key focus on tailoring ITCP activities to their unique characteristics in coordination with the SIDS and LDCs Global Programme.

82 Moving forward, for the 2024/2025 biennium, the Organization will focus on some additional technical assistance activities by delivering:

- .1 the Carib-SMART Technical Assistance Programme;
- .2 a Regional Green Shipping Conference and High-Level Symposium for Ministers responsible for maritime transport focused on legislative matters and climate change adaptability;
- .3 conducting national level needs assessments and complement them with a sub-regional workshop focused on Casualty Investigation;
- .4 capacity-building related to maritime security; and
- .5 national, subregional and regional activities related to protection of the marine environment.

B. Global programmes: support to maritime development

83 IMO's international treaties and instruments are key to generating a safe, secure and pollution-free environment in our oceans and seas. By definition, the sea respects no borders, and therefore if a global solution is to be found, it must necessarily incorporate a comprehensive and harmonized global vision to which all the countries of the world contribute and bear ownership, with all the attendant responsibilities that such a commitment entails. It is by such means only that the loss of life at sea and damage to the marine ecosystem can be mitigated.

84 The ITCP comprises a regional approach, on the basis that geographical and socio-economic infrastructure of a given region influences the volume and type of activity that will benefit countries therein directly, be they flag, port or coastal States.

85 In addition to this regional framework through which the ITCP is partly designed and implemented, past experience has shown that global programmes, when planned in tandem with the regional programmes, provide an effective adjunct through which to enhance the Organization's capacity to respond to identified requirements, new challenges and emerging issues such as, for example, the implementation of the 2030 Agenda.

86 Taking into account the foregoing, a number of issues are best addressed from a global perspective. Eight programmes have been identified for the 2024 and 2025 ITCP, as follows:

- .1 **Technical Advisory services, including immediate response to maritime incidents** to ensure a flexible funding mechanism for immediate response, not only to emergency requests typically in the case of marine pollution and maritime safety incidents, but also for other pressing requests from Governments essential to the implementation of global maritime standards;
- .2 **Support to SIDS and LDCs for their shipping needs** to provide the overarching strategic framework and analysis for continued dedicated support to SIDS and LDCs, in support of IMO's various other technical cooperation programmes and projects that deliver assistance to SIDS and LDC Member States. The programme will also continue to support the delivery of national and regional technical assistance activities for SIDS and LDCs to promote the benefits of the sustainable blue economy and ensure that global maritime issues remain a high priority on SIDS and LDCs Government agendas. This will include facilitating opportunities for SIDS and LDCs to participate in international and regional strategic maritime forums for enhanced cooperation and knowledge sharing on latest industry developments. As a combined approach, the aim is to foster the implementation of the SAMOA Pathway for SIDS and the Doha Programme of Action for LDCs as the blueprint to contribute towards the 2030 Agenda;
- .3 **Women in Maritime** to support the empowerment of women as a key resource for the maritime industry of developing countries in line with SDG 5 "Achieve gender equality and empower all women and girls". Gender mainstreaming is enhanced through the IMO network of regional associations for women, which, together with their national chapters, offer a springboard for regional training, provide access to specialized training, promote economic self-reliance, and increase employment opportunities for women at the decision-making levels of the port and maritime sectors. This programme also supports gender equality and the empowerment of women through gender specific fellowships by facilitating access to high-level technical training for women in the maritime sector in developing countries;
- .4 **Capacity-building and training** to reinforce national and regional maritime capacities through human resources development, such as provision of fellowships to IMO's global maritime training institutions and other maritime training institutions worldwide, support to WMU and IMLI, short training activities, development of e-learning courses, and the provision of technical assistance related to the formulation of national maritime transport policies;

- .5 **Supporting climate action and clean air shipping** formerly known as reducing atmospheric emissions from ships and in ports, to provide support to Member States for the effective implementation of MARPOL Annex VI, the 2023 IMO Strategy on Reduction of GHG Emissions from Ships, consistent implementation of IMO2020 and the SECAs. In this respect, the programme will provide training and capacity-building activities to promote ship energy efficiency; support Member States for effective implementation of MARPOL Annex VI; promote follow-up to the outcomes of impact assessments of candidate measures; and promote a better understanding of IMO's data collection system for fuel consumption of ships. This is all in the context of regulation 29 on "Promotion of Technical Cooperation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships";
- .6 **Enhancement of Maritime Security** to assist and support the efforts of governments and industry towards the enhancement of security in the international maritime transport sector;
- .7 **IMO Member State Audit Scheme (IMSAS)** to maintain a sufficient pool of trained auditors to conduct IMSAS audits, as well as assisting Member States' endeavours to prepare for the audit and implement the recommendations of the subsequent Corrective Action Plan following the completion of the audit. This is achieved through a combined approach of regional training courses for auditors, regional and national workshops for Member States, participation of 'observer auditors' in audits of other Member States, and the continuous development and update of the e-learning auditors training course that was completed in 2023; and
- .8 **Technical cooperation outreach and emerging issues** formerly known as the maritime development programme, has got three primary objectives:
 - .1 Firstly, this programme centres on promoting the concepts of maritime development and the Sustainable Blue Economy, including the importance of the adoption, implementation and compliance with IMO instruments in order to achieve the maritime aspects of the 2030 Agenda for Sustainable Development, and to ensure global maritime issues remain a high priority on government agendas for the future. This includes IMO participation and engagement with the broader UN system, and other relevant stakeholders, to advocate and raise awareness of strategic maritime issues, as well as supporting the global delivery of the technical cooperation thematic priorities agreed by IMO's organs relating to maritime safety, marine environment pollution, the facilitation of trade and legal capacity and maritime policy.
 - .2 Secondly, the programme seeks to strengthen and foster technical cooperation partnership arrangements between IMO, developing countries, partner countries, organizations and industry to continually monitor the real needs of Member States, and enhance resource mobilisation opportunities to support IMO's technical cooperation agenda.

- .3 Finally, the programme aims to support the implementation of the four workstreams under the Capacity-building Decade 2021-2030 Strategy, including improvements to the quality and coordination of technical cooperation planning, reporting and delivery.

87 Another global programme in support of the implementation of the London Protocol is part of the overall ITCP but is not included in the funding requirement in table 3, as funding for this programme has been secured through the LC/LP Trust Fund.

APPENDICES

- 1 Regional programmes for 2024 and 2025: support to maritime development**
- 2 Global programmes for 2024 and 2025: support to maritime development**
- 3 Glossary**

APPENDIX 1

REGIONAL PROGRAMMES FOR 2024 AND 2025

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
MSC 1 – Fostering the effective implementation and enforcement of conventions and other mandatory instruments, with emphasis on the SOLAS 1974, SAR 1979 and STCW 1978 Conventions and the ISM Code, in particular providing assistance and training to developing countries to effectively implement and enforce those instruments, as well as addressing human element-related matters and implementation of provisions related thereto							
Promoting ratification and enhancing effective implementation of the SAR Convention	Increased number of ratifications of SAR Convention and effective enforcement of implementation of the SAR Convention, SAR procedures and establishment of effective maritime and aeronautical SAR services	SAR training courses, regional seminars, workshops and meetings in collaboration with ICAO, as appropriate	One regional workshop on SAR Management and Administration IAMSAR Vol 2 (WCA-Anglophone) (TC Fund)	One regional seminar on search and rescue, in collaboration with ICAO, as appropriate (TC Fund)	<u>Pacific Islands</u> One regional SAR workshop (Partially funded by TC Fund)	Two regional workshops (1 x TC Fund)	<u>Latin America</u> Four national training courses for SAR coordinators ⁶ (TC Fund)
Enhanced regional cooperation on maritime and aeronautical SAR to improve cooperative approaches and harmonized procedures	Fulfilment of the provisions of the Florence Conference resolutions on SAR/GMDSS Increased number of trained SAR personnel Enhancement of SAR capabilities and services, including	Needs assessments on SAR/GMDSS National support in the development of SAR services	One national assessment of Search and Rescue (SAR) resources and capabilities and a national training on SAR Management and Administration (IAMSAR I) Two national trainings for personnel to resource and activate the MRCC (TC Fund)				<u>Caribbean</u> One subregional training course on GMDSS implementation (TC Fund) One subregional training course on SAR Administration, followed by a regional meeting (TC Fund)

⁶ This activity follows a long-term thematic programme on SAR already initiated in the Latin America region.

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
	dissemination of SAR-related information through recognized mobile satellite services Review and update of information contained in the Global SAR Plan						
Enhancing effective implementation of the STCW Convention	Effective implementation of the STCW Convention by maritime administrations and maritime training institutions Maritime training institutions personnel trained in the effective delivery of training programmes for seafarers	Needs assessments and national awareness workshops on the effective implementation of the STCW Convention Training courses for assessment, examination and certification of seafarers, including on board assessment, maritime English instructors, instructors and simulator trainer and assessor and operational use of	Eight home-based needs assessment missions (four Anglophone countries; four Francophone countries) Six national awareness workshops (three Anglophone countries; three Francophone countries, with priority countries to be identified following the needs assessment missions)	Two regional workshops on the effective implementation of the STCW Convention (TC Fund) Four national advisory missions and workshops on the independent evaluation processes (TC Fund)			<u>Latin America</u> One subregional train-the-trainer course on Maritime English combined with effective communication for COCATRAM Member States (TC Fund) Two national follow up activities on STCW Convention ⁷ (TC Fund)

⁷ This activity follows a long-term thematic programme on the STCW Convention already initiated in the Latin America region.

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
		ECDIS and engine-room simulation (IMO Model Courses 1.08, 1.27, 2.07, 3.12, 3.17, 6.09 and 6.10)					<u>Caribbean</u> One subregional needs assessment on STCW Convention implementation ⁸ (TC Fund)
	Training Framework for Seafarers in Decarbonization	Project on the Development of Training Framework for Seafarers in Decarbonization			<u>Asia</u> One regional train-the-trainer course on decarbonization framework training for seafarers (Partially funded by TC Fund)		
Establishing/strengthening the implementation and maintenance of ISM systems and corresponding verification process	Improved implementation of the ISM Code by maritime administrations	National/regional seminars and training on the implementation of the ISM Code		One regional seminar on the effective implementation of the ISM Code (TC Fund)	<u>Asia</u> One regional workshop on the enhancement of the implementation of the ISM Code (Partially funded by TC Fund)		<u>Latin America</u> One regional training course on the ISM Code (e-learning) ⁹ (TC Fund)

⁸ This activity is part of a new long-term thematic programme on the STCW Convention in the Caribbean region.

⁹ This activity follows a long-term thematic programme on the ISM Code already initiated in the Latin America region.

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
							<u>Caribbean</u> One regional training course on the ISM Code ¹⁰ (TC Fund)
MSC 2 – Promoting the continued establishment and strengthening of effective ship and port facility security measures (SOLAS chapter XI-2 and ISPS Code), including support for LRIT implementation, the enhancement of safety and security of the ship/port interface, in accordance with the relevant IMO standards and recommendations, and promoting and enhancing maritime security aspects relating to piracy and armed robbery against ships, including facilitation and effective implementation of resolutions A.1159(32) on <i>Prevention and Suppression of Piracy, Armed Robbery Against Ships and Illicit Maritime Activity in the Gulf of Guinea</i> and A.1025(26) on <i>Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery against Ships</i> .							
Promotion of IMO's cyber maritime security regulations and related implementation of cyber risk management in accordance with Resolution MSC.428 (98) and MSC-FAL.1-Circ.3-Rev 2	Improved readiness to prevent, mitigate, and address cybersecurity risks, resulting in strengthened maritime security for ships and reduced susceptibility to threats.	National and regional seminars, workshops, needs assessments and training activities					
MSC 3 – Supporting maritime administrations to strengthen their human resource capabilities in the discharge of their rights, duties and responsibilities as flag, port and coastal States, in particular with regard to the implementation of the <i>IMO Instruments Implementation Code (III Code)</i> , the <i>Casualty Investigation Code</i> and the <i>Code for Recognized Organizations</i> , while promoting the global harmonization of port State control, in cooperation with PSC regimes, taking into account the outcome of the analysis of consolidated audit summary reports (CASRs) from audits conducted under the IMO Member State Audit Scheme (IMSAS), as appropriate.							
Capacity-building to strengthen effective discharge of Member States' flag, port and coastal State responsibilities	Enhanced capacity for maritime administrations to implement and enforce IMO instruments	Training for flag States implementation, including RO Code (IMO model course 3.22)	One regional activity on flag State implementation, including RO Code (ESA) (TC Fund)	One regional workshop on PSC with participants from Arab States in the developing PSC regimes: Black Sea,	<u>Asia</u> Two regional training courses on port State control in collaboration	Two training courses on port State control in cooperation with Paris MoU with participants from other PSC regimes	<u>Latin America</u> One regional training

¹⁰ This activity is part of a new long-term thematic programme on the ISM Code in the Caribbean region.

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
		Port State Control including PSC cooperation with regional PSC regimes (IMO model course 3.22)	One regional activity on flag State implementation, including RO Code (WCA-A) (TC Fund) One national training on Flag State Implementation One workshop on port State control in cooperation with Abuja MoU	Mediterranean and Riyadh MoUs (TC Fund)	with the Tokyo MOU (Partially funded by TC Fund) <u>Pacific Islands</u> One regional training course on port State control in collaboration with the Tokyo MOU (Partially funded by TC Fund)	(Partially funded by TC Fund)	course on PSC and flag State responsibilities ¹¹ (TC Fund) <u>Caribbean</u> One regional training course on FSI CASIT 3 (TC Fund) One subregional training course on PSC (OJT) and FSI (TC Fund)
Promoting and enhancing effective implementation of the Casualty Investigation Code through the conduct of marine accident and incident investigations, taking into account the Country	Effective and systematic conduct of and reporting on marine accident and incident investigations	Training courses on marine accident and incident investigations (IMO model course 3.11)	Two regional workshops on marine accident and incident investigations (ESA) (WCA) (1 x TC Fund) Four national workshops on marine accident and incident	Two national workshops on marine casualty investigation (TC Fund)	<u>Asia</u> Four foundation courses on Marine casualty investigation (Partially funded by TC Fund) Two attachment programmes for casualty investigators	One national training course on marine casualty investigation and reporting (TC Fund) Two regional training courses on marine casualty investigation and reporting	<u>Caribbean</u> One regional training course on marine casualty investigation ¹² (TC Fund) Two subregional casualty investigation and

¹¹ This activity is part of a new long-term thematic programme on PSC and FSI in the Latin America region, in cooperation with Viña del Mar Agreement.

¹² This activity is part of a long-term thematic programme on marine casualty investigation already initiated in the Caribbean region.

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
Survey Questionnaires received.			investigation for (WCA) (1 x TC Fund)		(Partially funded by TC Fund) <u>Pacific Islands</u> One regional foundation course on Marine casualty investigation (Partially funded by TC Fund) Two attachment programmes for casualty investigators (Partially funded by TC Fund)		reporting need assessments ¹³ (TC Fund)
Enhancing effective implementation of IMO instruments taking into consideration outcome from IMSAS audits	Improved understanding of the latest developments on the effective implementation of new IMO instruments	Regional meetings for heads of maritime administrations Regional workshops/training courses for senior maritime Administrators	Two regional meetings for Heads of Maritime Administrations on new developments on IMO instruments including amendments and outcome from IMSAS audits for the region (1 x TC Fund) Support two Annual		<u>Asia</u> One regional meeting for Heads of Maritime Administrations on new developments on IMO instruments and the outcomes from IMSAS audits for the region (Partially funded by TC Fund)		

¹³ This activity is part of a long-term thematic programme on marine casualty investigation already initiated in the Caribbean region.

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
			Conferences of the Association of African Maritime Administrations (AAMA) (1 x TC Fund)		<u>Pacific Islands</u> One regional meeting for Heads of Maritime Administrations on new developments on IMO instruments and the outcomes from IMSAS audits for the region (Partially funded by TC Fund)		
MSC 4 – Supporting IMO Member States to strengthen their services dedicated to safety of navigation, monitoring of maritime traffic, implementation of effective ships' routing measures, and search and rescue.							
Improving safety of navigation and monitoring of maritime traffic Review and effective implementation of ships' routing measure and ship reporting systems	Improved safety of maritime navigation Improved implementation of effective routing measures and ship reporting systems Better understanding of principles related to the drafting of proposals for ships' routing	Regional workshops on safety of navigation lead by IMO and in collaboration with other international organizations, such as IALA, IHO and WMO Regional workshops on the effective drafting of ships' routing proposals for the enhancement of safety of navigation			<u>Asia</u> Two regional workshops on the safety of navigation (Partially funded by TC Fund) <u>Pacific Islands</u> One regional workshop on the safety of navigation (Partially funded by TC Fund)	Two national workshops	

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
MSC 5 - Supporting maritime administrations through capacity-building to strengthen their capabilities to implement the provisions of the IMDG and IMSBC Codes, to improve implementation as well as to promote good practice when dealing with these mandatory instruments.							
Improve understanding of the International Maritime Dangerous Goods (IMDG) Code and International Maritime Solid Bulk Cargoes (IMSBC) Code, as well as enhance implementation and good practice when enforcing the requirements of the IMDG and IMSBC Codes, including safety on the related activities in port areas	Enhanced capacity for shore-side personnel on the management of dangerous goods in packaged form and solid bulk cargoes in all their various aspects (e.g. correct identification, classification, packing, labelling, handling, storage, loading, stowage, unloading and transport)	Long-term project, including national and regional awareness seminars, workshops and training courses (IMO model course 1.10)	Four national awareness training courses on the carriage and handling of dangerous goods (1 x TC Fund)	One regional awareness training course on the carriage and handling of dangerous goods (TC Fund)	Asia One national awareness seminar on the carriage and handling of dangerous goods (the IMDG and IMSBC Codes) (Partially funded by TC Fund) One regional seminar/workshop on the safe handling of containers (Partially funded by TC Fund) Pacific Islands One regional awareness seminar on the carriage and handling of dangerous goods (the IMDG and IMSBC Codes) (Partially funded by TC Fund)		Latin America One national needs assessment and follow-up on the carriage and handling of dangerous goods (the IMDG and IMSBC Codes) (TC Fund) Caribbean Regional workshop on the implementation of the International Maritime Dangerous Goods (IMDG) Code and the International Maritime Solid Bulk Cargoes (IMSBC) Code
	Improved safe and expeditious handling and shipment of dangerous goods and bulk cargoes		Two regional activities (ESA – WCA-A) (1 x TC Fund)	Two national workshops on the carriage and handling of dangerous goods (TC Fund)			
	Reduced casualties and delays related to handling and shipment of dangerous cargoes						

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
					Two national workshops on the implementation of the IMSBC Code (Partially funded by TC Fund)		
Long-term project on improving the implementation of the IMSBC Code, with particular emphasis on liquefaction of solid bulk cargoes	Recognize and minimize the high risk posed by the effect of liquefaction during transport of Class A Cargoes contained in the IMSBC Code, including: - identification and use of the different applicable test methods and equipment required; and - responsibilities and obligations for each of the actors in the chain of transport of these cargoes, in particular before and during loading operations.	Workshop practices on terminal and laboratory sites, use of equipment and applicable test methods	National awareness workshop on liquefaction (TC Fund)	Regional awareness workshop on liquefaction (TC Fund)	<u>Asia</u> One regional awareness workshop on the implementation of the IMSBC Code with a special focus on liquefaction (Partially funded by TC Fund) <u>Pacific Islands</u> One national workshop on the implementation of the IMSBC Code with a special focus on liquefaction (Partially funded by TC Fund)		<u>Latin America</u> National awareness workshop on the implementation of the International Maritime Solid Bulk Cargoes (IMSBC) Code with special focus on liquefaction

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
MSC 6 - Supporting maritime administrations through capacity-building and as a facilitator for international co-operation to enhance their capabilities and to share and provide them with best practices on the implementation of SOLAS chapter XIV (Safety measures for ships operating in polar waters) and the Polar Code, including relevant training and associated recently approved guidelines.							
Promoting the implementation of the Polar Code in light of increased shipping activities in Arctic and Antarctic waters	Improve understanding of the Polar Code by flag States operating ships subject to the Polar Code, as well as port and coastal States of the Arctic and Antarctic Promoting the recent guidance for fishing vessels and pleasure yachts operating in polar waters	Antarctic regional seminar					

			Activities by region				
Immediate objectives	Expected outputs	Type of activity	Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
MSC 7 - Promoting the ratification and implementation of the 2012 Cape Town Agreement and the 1995 STCW-F Convention as well as proactive safety measures relating to fishing vessels and their personnel and the fight against Illegal, Unreported and Unregulated (IUU) Fishing, in cooperation with FAO and ILO, including promoting and enhancing maritime safety aspects relating to small fishing vessels.							
Promote ratification/ acceptance and implementation of the STCW-F Convention and the Cape Town Agreement 2012	Increased number of acceptances of the STCW-F Convention and the Cape Town Agreement	Regional or national seminars and bilateral meetings	One national workshop on STCW (TC Fund)	Regional seminar on the implementation of the revised STCW-F Convention and the new STCW-F Code (TC Fund)	Asia	One national seminar	<u>Latin America</u> Four national activities on the ratification and implementation of the Cape Town Agreement of 2012 <u>Caribbean</u> One national and one subregional activity on Cape Town Agreement of 2012
Promote implementation of the provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977	Support the entry into force of the Cape Town Agreement				One regional seminar on CTA, IUU fishing and other fishing-related matters	(TC Fund)	
Promoting implementation of IMO sets of Guidelines for fishing vessels	Implementation of STCW-F and guidelines for fishing vessels				Pacific Islands	One regional and one national seminars	
					One regional seminar on CTA, IUU fishing and other fishing-related matters		
					(Partially funded by TC Fund)		
					Two national seminars on the ratification and implementation of the CTA, IUU fishing and other fishing-related matters		
					(Partially funded by TC Fund)		

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
MSC 8 - Promoting and enhancing maritime safety aspects relating to ships not covered by SOLAS chapter I (so called non-convention ships), in particular in relation to all aspects of domestic ferry safety.							
Promote the importance and value of incorporating Model Regulations on Domestic Ferry Safety into national legislation Understand the status, application and benefits of GlobalReg to non-SOLAS vessels	Improved safety of domestic ferries Improved safety of non-SOLAS vessels through the application of GlobalReg	Seminars to promote understanding of the model regulations, supported by the development of the associated explanatory manual and online training	Regional or subregional seminar on improving safety of non-SOLAS vessels through the application of GlobalReg	Regional seminar on improving safety of non-SOLAS vessels through the application of GlobalReg (TC Fund)	Asia One regional domestic ship safety workshop (Partially funded by TC Fund) Pacific Islands One regional Flag State Implementation workshop with a special focus on domestic ships and the implementation of the RO and ISM Codes (Partially funded by TC Fund)		
MEPC 1 – Assist countries with the implementation of MARPOL, notably Annexes V and VI, and related instruments, and, in particular, the IMO Strategy on reduction of GHG emissions from ships, the consistent implementation of IMO2020 and the sulphur emission control areas (SECAs), the IMO Action Plan to address marine plastic litter from ships, notably in relation to waste management and port reception facilities, the environmental requirements of the Polar Code as well as requirements for Special Areas and Particularly Sensitive Sea Areas (PSSAs).							
Addressing 'root causes' related to MARPOL implementation (Annexes I to V), and support to implementation of corrective action plans	Development of a MARPOL implementation action plan for Annexes I to V, taking into account IMSAS findings, and effective	Activities on ratification and implementation of the MARPOL Convention	Four national workshops on MARPOL Annexes I to V (ESA Anglophone WCA Francophone) (2 x TC Fund)	Mediterranean One national workshop on MARPOL Annexes III-V (REMPEC) (TC Fund)	Asia Three national workshops on MARPOL Annexes I to V (Partially funded by TC Fund)	One national workshop on MARPOL Annex VI (TC Fund)	Latin America Two subregional workshops on MARPOL Annexes I-V and PRFs (ROCRAM and ROCRAM-CA) (TC Fund)

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
	implementation of identified actions, at national and regional level				<u>Pacific Islands</u> Two national workshops on MARPOL Annexes I to V (Partially funded by TC Fund)		One national workshop on MARPOL III-V (ROCRAM) (TC Fund)
In collaboration with relevant long-term projects, supporting the ratification and implementation of MARPOL Annex VI, the <i>2023 IMO Strategy on Reduction of GHG Emissions from Ships</i> (the 2023 IMO GHG Strategy), the consistent implementation of IMO2020 and the sulphur emission control areas (SECAs)	Increased ratification of MARPOL Annex VI Effective implementation of the measures and actions in the 2023 IMO GHG Strategy and a better understanding of IMO's Data Collection System for fuel consumption of ships. Effective implementation and enforcement of the global sulphur limit, and a reduction of emissions in ports	Activities on ratification and implementation of MARPOL Annex VI	One national workshop on MARPOL Annex VI (ESA Anglophone) One national workshop on MARPOL Annex VI (WCA Anglophone) (TC Fund)	<u>Arab States</u> Two national workshops on MARPOL Annex VI (REMPEC) (TC Fund) <u>Mediterranean</u> Regional experts' meeting on the consistent implementation of IMO2020 under MARPOL Annex VI in the MED SO _x ECA (REMPEC) (TC Fund) Technical and Feasibility Study to examine the possibility of	<u>Asia</u> Two national workshops on MARPOL Annex VI (Partially funded by TC Fund) One subregional activity on MARPOL Annex VI (Partially funded by TC Fund) <u>Pacific Islands</u>		<u>Caribbean</u> Three national workshops on MARPOL III-V and PRFs, as a follow-up to a regional workshop (RAC/REMPEITC-Caribe) (TC Fund) One subregional workshop on designating Special Areas and PSSAs (RAC/REMPEITC-Caribe) (TC Fund) Regional Green Shipping Conference and High-Level Symposium for

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
				designating the Mediterranean Sea Emission Control Area for Nitrogen Oxides (MED NOx ECA) under MARPOL Annex VI (REMPEC) (TC Fund)	One subregional workshop on MARPOL Annex VI (Partially funded by TC Fund)		Ministers responsible for maritime transport focused on legislative matters and climate change adaptability. (TC Fund)
Supporting the implementation of the IMO Action Plan on marine litter, including the provision of adequate port reception facilities (PRFs)	Effective implementation of the IMO Action Plan on marine litter, and adequate PRFs in place in a number of ports	National and regional seminars, workshops, needs assessments and training activities			Pacific Islands One regional workshop on MARPOL Annexes III-V and PRFs (Partially funded by TC Fund)		
Enhancing the capacity of countries in identifying and developing the requirements for designating Special Areas and Particularly Sensitive Sea Areas (PSSAs)	Submission of proposals of areas for designation of Special Areas and PSSAs	Regional awareness-raising workshops, followed by in-depth national activities to support identification and submission for proposal for designation by MEPC of Sea Areas and PSSAs	Two national workshops on designating Special Areas and PSSAs (ESA) (1 x TC Fund)		Asia One national workshop on designating Special Areas and PSSAs (Partially funded by TC Fund) Pacific Islands Three national workshops on designating		

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
					Special Areas and PSSAs (Partially funded by TC Fund)		
MEPC 2 – Strengthening national and regional capacity and fostering regional cooperation for effective and consistent implementation of the Ballast Water Management (BWM) Convention, notably in support of the experience-building phase, the recently amended AFS Convention and the revised Biofouling Guidelines.							
Promoting ratification and effective implementation of the BWM Convention, noting also the experience-building phase	Effective enforcement and implementation of the BWM Convention An increased network of trained experts in ballast water management and control	Activities on BWM Convention ratification, implementation, strategy and legislation Activities on control, monitoring and enforcement of the BWM Convention	One national workshop on the BWM Convention (ESA Anglophone) (TC Fund) One national workshop on the BWM Convention (WCA Francophone) (TC Fund)	One national workshop on BWM (TC Fund)	<u>Asia</u> One regional workshop on the BWM Convention for East Asia (Partially funded by TC Fund)	One national workshop on BWM Convention	<u>Latin America</u> One regional workshop on the BWM Convention (ROCRAM) (TC Fund) One national workshop on the BWM Convention (TC Fund)
Promoting ratification and enhancing implementation and enforcement of the AFS Convention	Increased ratification and enhanced implementation of the AFS Convention and its incorporation into national law Enhanced understanding of the need to manage biofouling on ships and implement the AFS convention	Activities on ratification and implementation of AFS Convention	One national workshop on the BWM and AFS Conventions (ESA Francophone) (TC Fund)		(Implementation of a regional workshop under the SIDS and LDCs Global Programme)		<u>Caribbean</u> One national workshop on the BWM and AFS Conventions (RAC/REMPEITC-Caribe) (TC Fund) One national workshop on the AFS Convention (RAC/REMPEITC-Caribe) (TC Fund)

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
Promote awareness and implementation of the Biofouling Management Guidelines	Enhanced understanding and strengthened knowledge on effective approaches to biofouling management Progress towards the development of a regional strategy for biofouling management	Activities to promote implementation of the Biofouling Management Guidelines	One regional raising awareness training activity to progress towards the development of a regional strategy for biofouling management in ESA, in support of the GloFouling Project				
MEPC 3 – Strengthening national and regional capacity and fostering regional cooperation for the ratification and effective implementation of the Hong Kong Convention on Ship Recycling							

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
Promoting and enhancing the ratification, effective implementation and compliance the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention)	Improved understanding of the provisions of the Hong Kong Convention in view of the establishment of recycling yards and specific safety and environmental requirements. Increased awareness of local capacity on the Hong Kong Convention	Activities on the ratification and implementation of the Hong Kong Convention	One national workshop on implementation of the Hong Kong Convention (TC Fund)	<u>Mediterranean</u> One national workshop on implementation of the Hong Kong Convention (REMPEC) (TC Fund)	<u>Asia</u> Subregional workshop on the ratification and effective implementation of the Hong Kong Convention (Partially funded by TC Fund) Three national workshops on the Hong Kong Convention (Partially funded by TC Fund) Gap analysis assessment and a roadmap for ship recycling yards in compliance with the Hong Kong Convention (Partially funded by TC Fund)		<u>Latin America</u> One national workshop on implementation of the Hong Kong Convention (ROCRAM/ROCRAM-CA)
MEPC 4 – Assist countries with the implementation of the OPRC Convention and the OPRC-HNS Protocol and enhance regional cooperation in marine pollution preparedness, response and coordination, as well as address aspects of the implementation of the relevant international regimes on liability and compensation for marine spills of oil and hazardous and noxious substances (HNS) pollution.							

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
In collaboration with the Global Initiative (GI) Project, promoting the ratification and enhancing the effective implementation of the OPRC Convention, the OPRC-HNS Protocol Strengthening national capacity to respond to marine pollution incidents and enhancing regional cooperation Strengthening links between pollution preparedness and policing discharges that are illegal with the MARPOL Convention SDG 6,14,17	Increased ratification to OPRC Convention, the OPRC-HNS Protocol, CLC 92, Fund 92, Bunker Convention (BUNKERS 2001) and the HNS Convention	Support to Global Initiatives: (GI WACAF and GI SEA) Activities on oil spill and HNS preparedness and response, contingency planning OPRC and OPRC-HNS	IMO support to IMO/IPIECA GI WACAF Project: One regional (bi-annual GI WACAF Conference), three subregional, and four national workshops on OPRC	<u>Arab States</u> One regional workshop on oil spill and HNS preparedness and response (PERSGA) (TC Fund)	<u>Asia</u> Two subregional workshops on OPRC in support of IMO IPIECA GI SEA Project (Partially funded by TC Fund)	One subregional workshop on the implementation of the Aktau Protocol concerning preparedness and response to oil spills in the Caspian Sea (TC Fund)	<u>Latin America</u> Four national workshops on oil spill and HNS preparedness and response, following a regional assessment to identify the "real needs" of the region (ROCRAM)
	Increased preparedness for responding to marine HNS pollution incidents		(TC Fund)	One regional workshop on the international oil/chemical pollution compensation instruments (BUNKERS 2001, Nairobi, CLC, Fund convention, HNS)	Five national workshops on OPRC in support of IMO IPIECA GI SEA Project (Partially funded by TC Fund)	One national workshop on the oil spill and HNS preparedness and response (TC Fund)	(TC Fund)
	Adoption/updating of national, subregional and regional contingency arrangements		IMO support to the Nairobi Convention: Two regional trainings on OPRC/OPRC-HNS implementation (ESA and WCA-Anglophone)	(TC Fund)	Two national workshops on the OPRC Convention (Partially funded by TC Fund)	One national workshop on the oil spill and HNS preparedness and response	<u>Caribbean</u> Eight national workshops on contingency planning/oil spill and HNS preparedness and response (RAC/REMPEITC-Caribe)
	Personnel trained in pollution response		(1 x TC Fund)	<u>Mediterranean</u> One subregional workshop on oil spill and HNS preparedness and response (TC Fund)	<u>Pacific Islands</u> One regional workshop on oil spill and HNS preparedness and response (Partially funded by TC Fund)		(TC Fund)
			One subregional activity on oil spill and HNS preparedness and response (WCA-Anglophone) (TC Fund)	Four national workshops on oil spill and HNS			

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
			Three national trainings on oil spill and HNS preparedness and response (ESA and WCA) (1 x TC Fund)	preparedness and response (TC Fund) One regional workshop on data sharing, monitoring, and reporting in the field of Marine Oil and HNS pollution (MEDEXPOL 2024) (TC Fund)	Four national workshops on oil spill and HNS preparedness and response (Partially funded by TC Fund)		

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
MEPC 5 – Assist countries through building capacity for the ratification and implementation of the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (London Protocol), as well as supporting countries in implementing relevant measures aimed at conservation and sustainable governance of the ocean.							
Promoting the ratification and enhancing the effective implementation of the London Protocol	Increased ratification of the London Protocol	Activities on the ratification implementation of the London Convention/ London Protocol.	Two national workshops on the London Protocol (ESA and WCA)	Arab States	Asia	One national workshop on the London Protocol	Latin America
Sensitizing participating countries to the needs for and benefits of ratifying and implementing the London Protocol	Enhanced understanding and improved compliance with the provisions of the Protocol and of the supporting guidelines	Activities in compliance with ocean disposal agreements.	(1 x TC Fund)	One national workshop on the London Protocol (TC Fund)	One regional workshop on the London Protocol (Partially funded by TC Fund)		Seven national workshops on the London Protocol, following a needs assessment to identify the "real needs" of the region (ROCRAM-CA) (TC Fund)
Supporting countries with implementing relevant measures aimed at conservation and sustainable governance of the ocean	National laws governing assessment of waste for disposal at sea and regulations in place/ updated	Regional awareness-raising workshops, followed by in-depth national activities to support accession and implementation of the London Protocol.	One regional activity on sustainable governance of the ocean (TC Fund)		Two national workshops on the London Protocol (Partially funded by TC Fund)		Caribbean
	National ocean governance strategies developed	National and regional activities on sustainable governance of the ocean.			One national workshop on the London Protocol (Partially funded by TC Fund)		One subregional workshop on the London Protocol (RAC/REMPEITC-Caribe) (TC Fund)
	Enhanced cross-divisional coordination on ocean issues and integration of SDGs in ocean related strategy documents				One national workshop on sustainable governance of the ocean (Partially funded by TC Fund)		

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
FAL 1 - Enhancing the facilitation of international maritime traffic in the context of trade facilitation, through capacity-building, to promote wider acceptance, understanding and effective implementation of the FAL Convention, also in the context of a pandemic crisis, taking into account the lessons learned from the COVID-19 pandemic and the provisions in section 6 of the FAL Convention, on public health and quarantine.							
Promoting the ratification and enhancing the effective implementation of the FAL Convention	Increase the number of FAL Contracting Governments and better implementation of the FAL Convention 1965, as amended	National and regional seminars, workshops, needs assessments and training activities	Four national seminars on FAL	One regional seminar on FAL (TC Fund)	<u>Asia</u> Two national seminars on FAL (Partially funded by TC Fund) <u>Pacific</u> Two national seminars on FAL (Partially funded by TC Fund)	One national seminar (TC Fund)	<u>Latin America</u> Four national seminars to follow up the consultancy studies carried out for the "needs assessment on the implementation of measures to facilitate international maritime traffic in Latin American countries" (TC Fund)
FAL 2 - Supporting Member States to establish systems for the electronic exchange of information and single window systems that allow information to be submitted once and reused to the maximum extent possible, to comply with Standards 1.3bis, 1.3quin and 1.3sext of the FAL Convention, respectively, and to promote the use of international standards in electronic data exchange systems in alignment with the IMO Compendium on Facilitation and Electronic Business, to ensure their interoperability and to contribute both to the facilitation of maritime traffic and to the decarbonization of shipping and ports.							
Promoting the implementation of electronic exchange of information and Single Window	Increase the use of the IMO Compendium and the number of Maritime Single Windows in ports	National and regional seminars, workshops, needs assessments and training activities	Four needs assessments (2 x TC Fund)	One regional seminar on FAL Convention (TC Fund) Two national workshops on the implementation of electronic exchange and information and Single Window (TC Fund)	<u>Asia</u> One regional seminar on Maritime Single Window (Partially funded by TC Fund) <u>Pacific Islands</u> One national seminar on Maritime Single Window (Partially funded by TC Fund)	One regional seminar	<u>Caribbean</u> Four preliminary study missions for <i>Development of maritime single window for the Member States of the Organisation of Eastern Caribbean States (OECS)</i> (TC Fund)

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
FAL 3 – Assisting Member States in preventing and addressing the severe problems caused for international maritime traffic by stowaways, migrants and refugees rescued at sea.							
Preventing and addressing the severe problems caused for international maritime traffic by stowaways, migrants and refugees rescued at sea	Reduced consequences for shipping	National and regional seminars, workshops, needs assessments and training activities	One seminar on stowaways for the top 5 ports with stowaway incidents Two national seminars on stowaways with high number of stowaway incidents	One regional seminar on stowaways for North Africa (TC Fund)			
FAL 4 – Supporting Member States in the implementation of the <i>Guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic</i> (FAL.5/Circ.50).							
Support the implementation of the Guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic	Reduced number of reported incidents involving the smuggling of illegal wildlife by sea	National and regional seminars, workshops, needs assessments and training activities	Two national seminars on illegal wildlife trafficking by sea		<u>Asia</u> Two national seminars on Illegal Wildlife Trafficking (IWT) (Partially funded by TC Fund)		

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
LEG 1 - Providing means to strengthen the legal capacity, maritime policy and infrastructure of national maritime authorities, with particular emphasis on Least Developed Countries and Small Island Developing States.							
Strengthening Member States' overall national maritime strategies according to relevant international instruments	Enhanced and effective maritime strategies in liaising with relevant stakeholders in the Member States	Needs assessments and drafting of overall national maritime strategies		Two needs assessments and drafting of overall national maritime strategies (TC Fund) Two follow-up activities on drafting of overall national maritime strategy (TC Fund) One national training course on legal drafting (TC Fund)			<u>Latin America</u> Two subregional workshops on the general principles of drafting national legislation to implement IMO Conventions COCATRAM Member States (TC Fund)
LEG 2 - With particular emphasis on the results and needs identified by the IMO Member State Audit Scheme, training national expert personnel to undertake the tasks of developing, reviewing and updating maritime legislation to assist Member Governments in the implementation of their rights and duties as flag, port and coastal States Parties to IMO instruments, including the enforcement of compliance with maritime safety and environmental standards by national and foreign ships.							
Training national lawyers and legislative drafters, responsible for the implementation of the conventions into their domestic legislation, on legislative drafting techniques and mechanisms that	Enhanced understanding of IMO conventions and how they need to be implemented and enforced into the national legislation	Needs assessment mission/workshop on general principles of drafting national legislation to implement IMO conventions	One national activity on drafting legislation to implement IMO conventions (TC Fund)	One regional workshop on the ratification and effective implementation of HNS Convention (TC Fund)	<u>Asia</u> One regional activity on drafting legislation to implement IMO conventions (Partially funded by TC Fund)	Two national workshops on drafting legislation to implement IMO instruments	

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
should be applied when developing national law					<u>Pacific Islands</u> Two training and mentoring programmes for legal officers (Partially funded by TC Fund) Legal drafting assistance to domesticate international maritime conventions (Partially funded by TC Fund)		
LEG 3 - Providing advice on the legal (national and international) implications of acceptance of IMO Conventions and the enactment of IMO Codes and Guidelines.							
Comprehensive training on the IMO liability and Compensation conventions with emphasis on the implementation and enforcement of the full liability regime	Better understanding of the liability and compensation regime. Promotion of the ratification and full implementation of IMO instruments	Workshops on the IMO liability and compensation conventions	One national workshop on the liability and compensation conventions (TC Fund)	One regional interactive workshop on liability and compensation regime (TC Fund)	<u>Asia</u> Five national workshops on the liability and compensation (Partially funded by TC Fund) <u>Pacific Islands</u> One regional workshop for legal officers responding to maritime emergencies (Partially funded by TC Fund)	Two national workshops on liability and compensation conventions (1 x TC Fund)	<u>Latin America</u> One national workshop on the liability and compensation conventions (TC Fund)

Immediate objectives	Expected outputs	Type of activity	Activities by region				
			Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
ALL THEMATIC PRIORITIES							
Strengthening capacity, within IMO and the region, for the coordination and delivery of ITCP	Effective delivery and coordination of ITCP activities in the field	Continuation of the regional presence modalities and partnerships with regional organizations for the coordination and delivery of ITCP	Support to the Regional Presence Offices in Cote d'Ivoire, Ghana, and Kenya.	Support to the Regional Presence Office in Egypt.	<u>Asia</u> Support to the Regional Presence Office for East Asia (Partially funded by TC Fund) <u>Pacific Islands</u> Support to the Regional Presence Office for the Pacific Islands (Partially funded by TC Fund)		<u>Caribbean</u> Two meetings of the Directors and Heads of maritime administrations (TC Fund)
	Inclusion of maritime sector issues in national and regional development plans		(TC Fund)	(TC Fund)			
	Strengthened coordination of IMO activities with those of regional partners		RPO engagement with high-level officials in the maritime and related Ministries, Departments, Agencies and programmes.	RPO engagement with high-level officials in the maritime and related Ministries, Departments, Agencies and programmes.			
	Mobilization of financial and in-kind support for ITCP activities		(TC Fund)	(TC Fund)			

			Activities by region				
Immediate objectives	Expected outputs	Type of activity	Africa	Arab States/ Mediterranean	Asia/ Pacific Islands	Eastern Europe	Latin America/ Caribbean
Estimated activity cost by region in \$			5,001,850	2,802,700	6,150,000	930,000	2,376,000
Total estimated activity cost for all regions in \$			17,260,550				
TC Fund allocation by region in \$			3,099,538	673,813	1,886,675	269,525	1,886,675
Total TC Fund allocation for all regions in \$			7,816,225				
Donor funds required for activities by region in \$			1,902,312	2,128,887	4,263,325	660,475	489,325
Total Donor funds required for all regions \$			<u>9,444,324</u>				

APPENDIX 2

GLOBAL PROGRAMMES FOR 2024 AND 2025

Immediate objectives	Expected outputs	Activities
Global programme 1 – Technical advisory services, including immediate response to maritime incidents		
1) Technical assistance to meet urgent requests by governments following marine pollution and safety incidents, notably related to supporting marine casualty investigations, and preparedness and response efforts in the event of a possible oil spill MEPC 4	1.1 Increased coherence between IMO's mandate and its technical assistance programmes	1.1.1 Special consideration is to be given to ad hoc requests by governments following marine pollution and safety incidents, notably related to supporting marine casualty investigations, and preparedness and efforts in the event of a possible oil spill. (TC Fund)
2) Support to governments for increased acceptance and effective implementation of IMO treaty instruments, codes, resolutions and recommendations, based on identified needs LEG 3	2.1 Administrative, legal and/or technical advice on a variety of maritime sector issues.	2.1.1 Organization of ad hoc legal and/or technical advisory missions to assist governments with the establishment/upgrading of maritime administrations and legislation, and related ad hoc activities aimed at the effective implementation of global maritime standards. (Partially funded by TC Fund)
TC-funded activities		1 (fully) and 2 (partially)
Estimated Total Funding requirement (in \$)		350,000
Estimated TC Fund allocation (in \$)		134,763
Estimated Donor funds required for activities (in \$)		215,237

Immediate objectives	Expected outputs	Activities
Global programme 2 – Support to Small Island Developing States (SIDS) and Least Developed Countries (LDCs) for their shipping needs		
1) Provide the overarching strategic framework and analysis for continued dedicated support to SIDS and LDCs, in collaboration with and	1.1 Analysis that offers insights for the future planning and design of IMO's technical assistance to SIDS and LDC Member States.	1.1.1 Updated thematic analysis of the specific needs of SIDS and LDCs at both the sub-regional and country level to identify, articulate and address common findings, root causes and highest priority shipping needs. (TC Fund)

Immediate objectives	Expected outputs	Activities
in support of IMO's technical cooperation programmes and projects All thematic priorities	1.2 Partnership plans that identify key priorities, needs, and gaps for SIDS and LDCs at a regional and national level, informed by outcomes of continued thematic analysis.	1.2.1 Develop targeted technical assistance country plans to address findings from the thematic analysis.
2) Promote recognition by Governments of SIDS and LDCs of the benefits of maritime development and the sustainable blue economy, in order to achieve the maritime aspects of the 2030 Agenda for Sustainable Development and to ensure global maritime issues remain a high priority on SIDS and LDCs government agendas All thematic priorities	2.1 Strategic relationships with key personnel in the maritime administrations of SIDS and LDCs, with regular and meaningful engagement. 2.2 Management and technical advice on a range of administrative and maritime sector issues, including workshops and training courses to address identified needs and gaps.	2.1.1 Engagement with government officials to continue enhancing awareness and understanding of international maritime obligations, and promoting the maritime sector, including ongoing identification of SIDS and LDCs assistance needs. 2.2.1 Implementation of and support to technical assistance activities across IMO's technical cooperation programmes and projects that address SIDS and LDCs identified needs, including seminars, workshops, training courses, as required.
3) Facilitate opportunities for SIDS and LDCs to participate in international and regional strategic maritime forums for enhanced cooperation and knowledge sharing on latest industry developments MEPC 2, 4 and All thematic priorities	3.1 Enhanced knowledge and technical competencies on topics related to oil pollution preparedness and response. 3.2 Enhanced awareness and understanding of the latest issues related to biofouling management, in support of the GloFouling Project. 3.3 Expanded networks, knowledge sharing, collaboration with partners and identified opportunities for continued maritime development based on latest industry best practice.	3.1.1 IMO support to, and participation in, the triennial international oil spill conference in 2024 (IOSC 2024) (TC Fund) 3.2.1 Financial support for the participation of SIDS and LDCs in the third R&D Conference and Exhibition on biofouling management in 2024 (TC Fund) 3.3.1 Financial support for Pacific SIDS and LDCs to participate in the Asia-Pacific Heads of Maritime Safety Agencies (TC Fund) 3.3.2 One regional workshop for Pacific SIDS & LDCs on the Pacific Strategy for the Senior Transport Officials meeting (TC Fund)
4) Provide dedicated support to SIDS and LDCs to achieve the technical cooperation thematic priorities agreed by the Marine Environment Protection Committee (MEPC), including:		

Immediate objectives	Expected outputs	Activities
4.1) Ratification and implementation of MARPOL Annex VI, the 2023 IMO GHG Strategy, the consistent implementation of IMO2020, the sulphur emission control areas (SECAs) MEPC 1	4.1.1 Enhanced awareness, knowledge and skills for the effective implementation of MARPOL Annex VI, including measures and actions in the 2023 IMO GHG Strategy and a better understanding the IMO Data Collection System for fuel oil consumption of ships. 4.1.2 Effective implementation and enforcement of the global sulphur limit, and a reduction of emissions in ports. 4.1.3 Strengthened SIDS and LDCs understanding of core GHG issues, such as decarbonation and alternative fuels, as well as enhanced capacity to develop National Action Plans (NAPs) that address GHG emissions from ships, and overcome the challenges and barriers on accessing climate finance.	4.1.1.1 One regional workshop for Caribbean SIDs on ratification and effective implementation of the 2023 IMO GHG Strategy and MARPOL Annex VI (TC Fund) 4.1.1.2 National workshops to follow up with the participants of the GHG SMART training programme in 2022, delivering targeted training as identified in the individual development plans 4.1.1.3 Five regional workshops for SIDS and LDCs to assist with the development of NAPs and catalyse dialogue about project development and investment, supported by regional Maritime Technologies Training Centres (MTCCs) where possible
4.2) Strengthening national capacity of SIDS and LDCs for marine oil pollution preparedness and incident response MEPC 4	4.2.1 Personnel trained in pollution response	4.2.1.1 Two national workshops on contingency planning/oil spill and HNS preparedness and response. (RAC/REMPEITC-Caribe) (TC Fund)
		TC-funded activities 1, 2, 3, 4 (partially)
		Total Funding requirement (in \$) 1,555,000
		TC Fund allocation (in \$) 269,525
		Donor funds required for activities (in \$) 1,285,475

Immediate objectives	Expected outputs	Activities
Global programme 3 – Women in Maritime		
1) Promotion of inclusive and effective maritime governance in line with SDG 5 All thematic priorities	1.1 Enhanced national and regional recognition of the role of women as a resource for the maritime industry; and facilitation of access for women to decision-making roles in the maritime sector.	1.1.1 Roll-out of IMO gender-related training modules for delivery in country by national trainers to port and maritime administrations.
2) Effective and inclusive capacity-building for the women in maritime sector All thematic priorities	2.1 Increased employment opportunities for women at the higher management levels of the port and maritime sectors; facilitation of the recruitment and retention of women in the maritime sector; and development of a cadre of women instructors and subject matter experts.	2.1.1 Deliver capacity-building training activities: a) Provision of fellowships for women to the short course on port management at IPER (Le Havre). b) Provision of fellowships for women to other short- term maritime training courses. c) Deliver support to train-the-trainer programmes to assist in developing a cadre of female instructors. (TC Fund)
3) Harmonized regional implementation of IMO's compliance with SDG 5 targets All thematic priorities	3.1 Partnership development and cooperation with regional and international entities; and enhanced governance and effectiveness of the regional networks for women in the maritime sector.	3.1.1 Supporting the eight IMO regional Women in Maritime Associations (WIMAs) and their national chapters, in partnership with Member States and other development partners, to promote initiatives and activities that are aimed at promoting gender balance in the maritime industry. For example, mentorship programmes, identification of women subject matter experts to support events, and promotion of success stories. Over the biennium this will include supporting each regional WIMA to stage at least one major themed event: - AWIMA - MAMLa - WIMOWCA / NPWMP-WCA (joined event due to the sharing of the region) - PacWIMA - WIMA Asia - WiMAC - WOMESA (Partially funded by TC Fund)

Immediate objectives	Expected outputs	Activities
4) Promotion of the recruitment, retention, and sustained employment of women in the maritime sector All thematic priorities	4.1 Increased recognition and visibility of women's contribution in the maritime sector, elimination of barriers preventing gender parity, and increased cooperation between regional and international entities within the framework of gender equality and the empowerment of women.	4.1.1 Activities to promote the recruitment, retention, and sustained employment of women in the maritime sector, including the delivery of an event to commemorate the International Day for Women in Maritime (18 May) and allocation of IMO Gender Equality Award. (TC Fund)
5) Effective data collection of women employed in the maritime sector All thematic priorities	5.1 Improved benchmarking of gender statistics in the private and public global maritime sector.	5.1.1 Delivery of the second IMO-WISTA International Women in Maritime Survey.
		TC-funded activities
		1 and 4 (fully) 2 and 3 (partially)
		Total Funding requirement (in \$)
		1,628,900
		TC Fund allocation (in \$)
		673,813
		Donor funds required for activities (in \$)
		955,087

Immediate objectives	Expected outputs	Activities
Global programme 4 – Capacity-building and Training		
1) Support to global maritime training institutions and maritime training institutes through the provision of fellowships. In addition, the training of maritime personnel from developing countries, for the effective and uniform implementation of IMO instruments and regulations All thematic priorities	1.1 Global maritime training institutions and maritime training institutes supported: - up to 15 nationals trained at WMU - up to 15 nationals trained at IMLI - up to 60 nationals trained at IMSSEA - up to 20 senior port managers trained at IPER	1.1.1 Support to global maritime training institutions and maritime training institutes: - provision of 15 fellowships for WMU - provision of 15 fellowships for IMLI - provision of up to 60 fellowships for short upgrading courses at IMSSEA - provision of up to 20 fellowships for the 5-week advanced course on port operations and management at IPER (Partially funded by TC Fund)
2) Delivery of lectures, seminars, webinars and workshops at WMU and IMLI on a variety of maritime disciplines and participation in conference, professional development courses, etc.; support to the governance of WMU, IMLI All thematic priorities	2.1 Transfer of knowledge from the officers of the IMO Secretariat (the subject matter specialist) to WMU and IMLI students and participation in activities organized by WMU and IMLI. Provision of lecturers by WMU and IMLI staff at IMLI and WMU.	2.1.1 Costs related to IMO staff members lecturing at WMU and IMLI. Costs related to WMU and IMLI staff lecturing at IMLI and WMU; costs related to support the governance of WMU and IMLI. (TC Fund)

Immediate objectives	Expected outputs	Activities
3) Additional human resources for effective implementation of the ITCP All thematic priorities	3.1 Capacity-building strengthened for the effective implementation of the ITCP.	3.1.1 Provision to cover the support costs of four junior professional officer (JPOs) for the biennium from a developing country, recruited under the gratis fee modality. (TC Fund)
4) Assistance to developing countries in the preparation of the National Maritime Transport Policies (NMTPs) for the sustainable development, management and strengthening of the maritime sector LEG 1	4.1 Development and adoption of NMTPs to, inter alia, ensure the effective implementation of developing countries' international obligations and responsibilities as flag, port and coastal States.	4.1.1 Six national workshops/seminars on the formulation of an NMTP. (Partially funded by TC Fund)
5) Training national lawyers and legislative drafters, responsible for the implementation of the conventions into their domestic legislation, on legislative drafting techniques and mechanisms that should be applied when developing national law LEG 2	5.1 Enhanced understanding of IMO conventions and how they need to be implemented and enforced into the national legislation.	5.1.1 Two workshops on the general principles of drafting national legislation to implement IMO Conventions (one in 2024 and one in 2025) at IMO Headquarters for a maximum of 30 participants from developing countries.
6) Development of a comprehensive training package on the IMO liability and compensation convention with emphasis on the implementation and enforcement of the full liability regime LEG 3	6.1 Better understanding of the liability and compensation regime. Promotion of the ratification and full implementation of relevant IMO instruments.	6.1.1 Development of a training package on IMO liability and compensation conventions. (Funded by TC Fund)
7) Development of comprehensive standardized training programmes on a number of priority environmental conventions and instruments MEPC 1, MEPC 2	7.1 Increased awareness and capacity at national, regional and global levels through developing training material and delivering training to increase capacity and awareness of a number of priority environmental conventions and instruments.	7.1.1 Development of three e-learning courses on the following priority environmental conventions, instruments and topics. - Ratification/implementation of MARPOL Annexes II and III; - Particularly Sensitive Sea Areas (PSSAs); and

Immediate objectives	Expected outputs	Activities
		- Revision of a module under the IMO e-learning course on Introduction to Marine Biofouling: Impacts and Management of Risks to include the recently adopted 2023 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (2023 Biofouling Guidelines).
8) Development of the explanatory manual on the implementation of Model Regulations on Domestic Ferry Safety, related training material and eventual development of related online training material MSC 8	8.1 Increased awareness and capacity for maritime administrations to translate and incorporate the model regulations on domestic ferry safety into their respective national law.	8.1.1 Development of the following training components, in partnership with IMLI and WMU, under the coordination of IMO: - the explanatory manual and content material for the online training (based on the explanatory manual) - preparation of online training material to support the implementation of domestic ferry safety model regulations including the production of the videos to finalize the online training material
TC-funded activities		2, 3 and 6 (fully) 1 and 4 (partially)
Estimated Total funding requirement (in \$)		3,131,220
Estimated TC Fund allocation (in \$)		2,222,234
Estimated Donor funds required for activities		908,986

Immediate objectives	Expected outputs	Activities
Global programme 5 – Supporting climate action and clean air in shipping		
(1) Supporting ratification and implementation of MARPOL Annex VI, resolution MEPC.376(80) on the 2023 IMO Strategy on Reduction of GHG Emissions from Ships (the 2023 IMO GHG Strategy), the consistent implementation of IMO2020 and the sulphur emission control areas (SECAs) MEPC 1	1.1 Increased ratification of MARPOL Annex VI and, in particular, support with implementation of the short-term measures. 1.2 Enhanced awareness, knowledge and skills of participants on relevant aspects of MARPOL Annex VI. 1.3 Enhanced awareness and knowledge of the drivers, benefits and processes in developing National Action Plans (NAPs), as well as enhanced skills to develop Plans that address GHG emissions from ships. 1.4 Enhanced awareness and knowledge of the GHG reduction measures in relation to the IMO GHG Strategy	1.1.1 Targeted training and capacity-building activities in support of the reduction of atmospheric emissions from ships and in ports, and the effective implementation of the 2023 IMO GHG Strategy to complement existing relevant initiatives and thematic long-term projects, including: - Support in the first years of implementation of the short-term GHG reduction measures, including facilitation of data gathering (TC Fund) - National roundtable dialogues on developing an NAP, with specific countries to be determined following outcomes of related IMO long term thematic projects (Partially funded by TC Fund)

Immediate objectives	Expected outputs	Activities
	1.5 Enhanced understanding of current progress and opportunities for adopting alternative fuels, renewable energies, and green technologies in the shipping industry	- Specialized national, regional and global workshops to support countries' efforts in ratification, implementation, compliance and enforcement of MARPOL Annex VI requirements, supported by regional Maritime Technologies Training Centres (MTCCs) where possible (Partially funded by TC Fund)
2 Development of capacities for implementation and enforcement of the provisions of regulation 29 of MARPOL Annex VI on "Promotion of Technical Cooperation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships" MEPC 1	2.1 Effective implementation of the measures and actions in the 2023 IMO GHG Strategy, follow up to the outcomes of impact assessments of candidate measures and a better understanding of IMO's Data Collection System for fuel consumption of ships. 2.2 Enhanced support to the development of NAPs to reinforce national cooperation between the wider maritime stakeholder community at national, regional and local level to support reducing GHG emissions.	2.1.1 Three regional workshops on the development of mid-term GHG reduction measures (TC Fund) 2.1.2 Stakeholder multi-sector analysis supporting national energy transition and the development of National Action Plans (NAPs) to address GHG emissions from ships, based on resolution MEPC.327(75) and building upon GreenVoyage-2050 related work. (TC Fund)
3 Participation in relevant UN system meetings and activities on implementation of the UN Sustainable Development Goals (SDGs), notably SDGs 13 and 14 MEPC 1	3.1 Increased participation in relevant UN system meetings and activities on implementation of the UN SDGs, notably SDGs 13 and 14.	3.1.1 Participation in UN Climate conferences and other relevant UN meetings. (TC Fund)
4 Support the implementation MARPOL Annex V regarding the IMO Action Plan on marine litter to address sea-based marine plastic litter from shipping and fisheries MEPC 1	4.1 Effective implementation of National Action Plan (NAP) priorities, with the initial focus on national legal and policy reform to implement MARPOL Annex V.	4.1.1 National roundtable dialogues to facilitate the implementation of NAPs, focussing on the legal/policy reform, as well as implementation of regional partnerships to take joint action on marine litter issues (Partially funded by TC Fund)
TC-funded activities		2 and 3 (fully) 1 and 4 (partially)
Total Funding requirement (in \$)		1,370,000
TC Fund allocation (in \$)		1,199,386
Donor funds required for activities (in \$)		170,614

Immediate objectives	Expected outputs	Activities
Global programme 6 – Enhancement of maritime security		
1) Promotion of the effective implementation of, verification of compliance with, and enforcement of the provisions of the SUA treaties, the IMO special measures to enhance maritime security, as well as the establishment, where necessary, and the continued strengthening, where appropriate, of effective ship and port facility security measures, whilst seeking also to contribute to the achievement of the aims and objectives of the United Nations Global Counter-Terrorism Strategy and address issues of piracy and armed robbery against ships (MSC 2).	1.1 Increased efforts of governments and industry towards the enhancement of security in the international maritime transport sector thorough: the organization of, or the participation in, needs assessment/advisory missions; national/regional workshops, seminars and training courses; the development of training material, guidance and other aids in support of a consistent national, regional and international approach to maritime security and related capacity building; and other related activities, including participation in relevant programmes and activities organized by governments, the United Nations (including all its agencies, programmes, funds, offices and bodies), and intergovernmental organizations.	1.1.1 Support and/or enable the participation of IMO in matters or capacity building activities that fall within the scope of the provisions of SOLAS chapter XI-2, the ISPS Code, the 1988 and 2005 SUA treaties Convention or for which IMO has been identified as the lead or supporting agency, as part of: .a the work of the UNGA's Global Counter-terrorism Coordination Compact related to UN General Assembly resolution A/Res/60/288 (UN Global Counter-Terrorism Strategy), in particular, Part III of the associated Plan of action; .b response to country requests for needs assessments and assistance on maritime security in relation to their obligations under UN SCR 1373(2001) and participation of IMO in on-site visits of the UN Counter-Terrorism Executive Directorate (UN CTED) to assess level of implementation of provisions of SCR 1373.; and .c capacity building activities organized by (1) Member States themselves; (2) Member States for the benefit of other Member States; and (3) the United Nations, its specialized agencies and bodies, or by intergovernmental or regional organizations. IMO Staff and/or consultant Travel, DSA and fees when applicable, to attend relevant stakeholder meeting and participate in the CTED assessments.
2) Promotion the compliance with the provisions of SOLAS regulation V/19-1, on the implementation of the LRIT system	2.1 and 3.1 Improved understanding and implementation of Maritime Domain Awareness (MDA) to enhance maritime security at the national and regional levels.	2.1.1 In person and remote training to provide assistance to SOLAS Contracting Governments in complying with the provisions of SOLAS regulation V/19-1, in connection with implementation of the LRIT system.

Immediate objectives	Expected outputs	Activities
(MSC 2) 3) In connection with item 2. Establishment or enhancement of maritime situational awareness (MSA) and communications systems (MSC 2)		3.1.1 In person and remote training to assist on the enhancement of MSA and communications systems and enhanced use and exchange of MSA information, particularly amongst participating States, and related aspects of safety of navigation, maritime environmental protection and SAR which can be leveraged for the enhancement of maritime security. Update of existing material delivered by Maritime Security and Operational Safety Sections
4) Promotion of IMO's maritime cyber maritime security regulations and related implementation of cyber risk management in accordance with Resolution MSC.428 (98) and MSC-FAL.1-Circ.3-Rev 2	4.1 Improving readiness to prevent, mitigate, and address cybersecurity risks, resulting in strengthened maritime security for ships and reduced susceptibility to threats.	4.1.1 Development of training material to support member states to understand and implement IMO and industry's guidance. Assessment visits to provide advice and recommendation to improve cyber risk management and national interagency coordination. Recruitment of consultant to develop IMO maritime security cyber risk management master plan in line with the Secretary-General request.
5) Promotion of the implementation of the Yaounde Code of Conduct (YCC) by providing expert guidance on all aspects of maritime security. Working with UN partner agencies to cover IMO components of the Code and ensure coordination among stakeholders	5.1 Proper and efficient implementation of the YCC. Better coordination among partners. Enhanced IMO visibility and ensure fulfilment of IMO's mandate	5.1.1 Assistance to Gulf of Guinea member states to implement IMO GoG maritime security strategy under the organization's mandate to enhance maritime security. Meetings, assessment, report and related missions.
6) Dissemination of IMO maritime security publication (hard copies and e-books)	6.1 Better awareness of the existence Guide to maritime security and the ISPS Code and SUA Convention. Better use of publication resources in our training activities. Increased sales of the Guide.	6.1.1 Purchase of the Guide to maritime Security and the ISPS Code and SUA Convention to be used in our trainings.
		TC-funded activities
		1 to 6 (partially)
		Total Funding requirement (in \$)
		640,000
		TC Fund allocation (in \$)
		202,144
		Donor funds required for activities (in \$)
		437,856

Immediate objectives	Expected outputs	Activities
Global programme 7 – IMO Member State Audit Scheme (IMSAS)		
1) Training of auditors on preparation for, and participation in the IMO Member State Audit Scheme (IMSAS) MSC 3 and LEG 2	1.1 Increased number of trained IMSAS auditors 1.2 Updated e-learning course materials with the latest IMO requirements	1.1.1. Four regional training courses for up to 24 auditors 1.1.2. Participation of observers in the audit process 1.2.1. Maintenance of the e-learning training course for IMSAS auditors
2) Training of lead auditors on preparation for, and participation in IMSAS MSC 3, LEG 1 and LEG 2	2.1 Increased number of trained lead auditors	2.1.1. One centralized training course for up to 20 lead auditors
3) Training for maritime administrators on the implementation of IMSAS, including preparation, conduct, and post-audit activities, as well as the effective implementation of the audit Standard (III Code) based on the III Code Implementation Guidance MSC3, LEG 1 and LEG 2	3.1 Increased number of trained maritime administrators for the effective implementation of IMSAS	3.1.1. One national and four regional workshops for maritime administrators (24 per activity) on the implementation of IMSAS
TC-funded activities		2 (fully) 1 and 3 (partially)
Total Funding requirement (in \$)		600,000
TC Fund allocation (in \$)		336,906
Donor funds required for activities (in \$)		263,094

Immediate objectives	Expected outputs	Activities
Global programme 8 – Technical cooperation outreach and emerging issues		
1) Promote the concepts of maritime development and the Sustainable Blue Economy, including the importance of the adoption, implementation and compliance with IMO instruments in order to achieve the maritime aspects of the 2030 Agenda for Sustainable Development, and to ensure global maritime issues remain a high priority on government agendas for the future All thematic priorities	1.1 Maritime issues are given due weight at the highest political levels of Member States, for example in national strategies. 1.2 Increased awareness of the opportunities offered by a sustainable Blue Economy. 1.3 Industry and public engagement with IMO's key maritime campaigns	1.1.1 IMO participation and engagement with the broader UN system and other relevant stakeholders to advocate strategic maritime issues and the Blue Economy 1.2.1 Development of promotional materials to raise awareness on maritime matters, as well as technical cooperation activities and projects (Partially funded by TC Fund) 1.3.1 Social media campaign to promote the 2024 and 2025 Day of the Seafarer (TC Fund) 1.3.2 Publication of the TC Annual Report and other associated public relations material (TC Fund)
2) Strengthen technical cooperation partnerships between IMO, developing countries, partner countries, organizations and industry to identify and continually monitor the real needs of Member States, as well as enhance resource mobilisation opportunities All thematic priorities	2.1 Enhanced modalities for the transfer of maritime experiences and lessons learnt from technical cooperation partners, including industry, to recipient countries. 2.2 Increased number of technical cooperation partnership arrangements and strengthened engagement and relationships with Member States. 2.3 Consolidated financial resource base for the ITCP and projects. 2.4 Enhanced understanding of the real technical assistance needs of Member States.	2.1.1 Six regional knowledge partnership workshops to promote IMO's resource mobilization strategy and develop knowledge partnerships to identify and develop technical cooperation activities and new project proposals (2 x TC Fund) 2.1.2 Engagement with existing partners to expand existing partnership arrangements and potential donors/multilateral development banks (MDBs) to raise funds (Partially funded by the TC Fund)
3) Support the implementation of the Capacity-building Decade 2021-2030 Strategy, including improvements to the quality and coordination of technical cooperation planning, reporting and delivery All thematic priorities	3.1 A workplan / roadmap that outlines the implementation of the Capacity-building Decade 2021-2030 Strategy. 3.2 New methodologies and tools, making use of online technology, to improve and standardize delivery of technical cooperation activities, including better tracking, management and evaluation tools,	3.1.1 Monitoring and reporting of the implementation of the Capacity-building Decade 2021-2030 Strategy workplan / roadmap (TC Fund) 3.2.1 Analysis and planning of the recommendations of the evaluation report prepared under the supervision and control of the Internal Oversight and Ethics Office of the IMO Secretariat. 3.2.2 Evaluation and improvement of the internal mechanisms that support the implementation of TC activities, including the e-Roster of TC Consultants, the TC Procedures Manual, SAP for TC reporting etc. 3.2.3 Regional workshops on GISIS and IMO web accounts (TC Fund)

Immediate objectives	Expected outputs	Activities
4) Support the global delivery of technical cooperation thematic priorities agreed by the Marine Environment Protection Committee (MEPC), including:		
4.1) In support of the GloFouling Project, promote awareness and implementation of the Biofouling Management Guidelines MEPC 2	4.1.1 Enhanced understanding and strengthened knowledge on the latest issues related to biofouling management and effective approaches to biofouling management 4.1.2 Trained personnel on in-water inspection and in-water cleaning practices	4.1.1.1 Regional awareness and training workshops to train participants from Africa, Arab States/Med, Asia, Pacific, Latin America and Caribbean regions in approaches to biofouling management (Partially funded by TC Fund)
4.2) Promote the benefits of ratification of the Hong Kong Convention on sustainable ship recycling by flag and port States MEPC 3	4.2.1 Guidance documents contributing to an improved understanding of responsibilities for key stakeholders under the Hong Kong Convention and increased local capacity.	4.2.1.1 Preparation of guidance documents on the Hong Kong Convention to support Member States, shipowners, ship recycling yards and industry (TC Fund)
4.3) Strengthen participation in international discussions and capacity-building on latest developments on oil pollution preparedness and response MEPC 4	4.3.1 Enhanced 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.	4.3.1.1 IMO support to, and participation in, the triennial international oil spill conferences (IOSC 2024 and Interspill 2025) (TC Fund) 4.3.1.2 Development of a maritime pollution and response training package within the IEMA Certificate in Environmental Management (PIEMA) framework for disaster management
4.4) Promote the ratification and enhance the effective implementation of the OPRC Convention and OPRC-HNS Protocol, through the IMO/IPIECA Global Initiative MEPC 4	4.4.1 Strengthened partnership with the oil and gas industry under IMO/IPIECA Global Initiative supporting enhanced capacity in preparing and responding to spills.	4.3.1.3 Support to the development and/or maintenance of regional/subregional preparedness and response arrangements, action plans and other activities under the Global Initiative (TC Fund)
4.5) Support Member States with implementing relevant measures aimed at conservation and sustainable governance of the ocean MEPC 5	4.4.2 Increased awareness of IMO's role with respect to ocean governance, marine biodiversity, prevention of marine pollution, marine litter, ocean stewardship and the blue economy. 4.4.3 Effective contribution to achieving the relevant SDGs by 2030, notably to conserve and sustainably use the ocean, to combat climate change, to foster innovation and to build capacity and strengthen national institutions, with an emphasis on advancing gender equality, from applying a gender lens to climate mitigation, to promoting the involvement of women in ocean governance, and empowering women in oil spill prevention, preparedness, response and restoration.	4.5.1.1 Activities delivered in collaboration with other UN agencies and stakeholders on environmental issues, notably in relation to ocean governance, the UN Decade of Ocean Science for Sustainable Development (2021-2030), marine biodiversity, prevention of marine pollution, marine litter, ocean stewardship and the blue economy, particularly in cooperation with UN Oceans and Communities of Ocean Action, taking full advantage of MED's central role in these matters as the Secretariat for both the London Convention/Protocol and GESAMP and develop outreach material to highlight IMO's contribution to the achievement of the SDGs (Partially funded by TC Fund)

Immediate objectives	Expected outputs	Activities
5) Support the global delivery of technical cooperation thematic priorities agreed by the Facilitation Committee (FAL) to promote systems for the electronic exchange of information for enhanced facilitation of maritime traffic and reduction of pollution, specifically the 'IMO Compendium on Facilitation and Electronic Business' project FAL 2	5.1 Maintenance and extension of the Compendium and the production of its associated publications. This includes the annual software license, repository management for hosting the IMO Compendium data, modelling assistance for new and existing data sets, updates to the IMO Compendium database, maintenance of the HTML Web Server for the IMO Compendium website, reporting and tool development, and user friendliness.	5.1.1 Annual funding for the contract to host and maintain the IMO Compendium (TC Fund)
6) Support the global delivery of technical cooperation thematic priorities agreed by the Maritime Safety Committee to promote and enhance ship and seafarer safety MSC 3	7.1 Enhanced understanding and capability to implement instruments for ship and seafarer safety, including industry information and analysis to support safety outcomes.	6.1.1 Marine Casualty data statistics and trend analysis (Partially funded by TC Fund)
7) Support the global delivery of technical cooperation thematic priorities agreed by the Legal Committee to strengthen the legal capacity, maritime policies and infrastructure of national maritime administrations LEG 1	7.2 Enhanced implementation of international obligations and responsibilities as flag, port and coastal States.	7.2.1 Workshops, seminars and training courses to enhance awareness and understanding of international maritime obligations, as well as develop the legal capability required to implement the obligations.
TC-funded activities		1, 2, 3, 4 and 6 (partially) 5 (fully)
Total Funding requirement (in \$)		1,879,000
TC Fund allocation (in \$)		621,255
Donor funds required for activities (in \$)		1,257,745

Summary funding requirements for all Global programmes

Total funding requirement for all Global programmes (in \$)	11,154,120
TC Fund allocation for all Global programmes (in \$)	5,660,026
Donor funds required for remaining activities in all Global programmes (in \$)	5,494,094

APPENDIX 3

GLOSSARY

2030 Agenda	2030 Agenda for Sustainable Development
2050 AIM Strategy	2050 Africa's Integrated Maritime Strategy
AAMA	Association of African Maritime Administrations
Abuja MoU	West and Central Africa Memorandum of Understanding on Port State Control
AFS	Anti-fouling Systems
AFS Convention	International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001
Agenda 2063	Agenda 2063: The Africa We Want, is the continent's shared strategic framework for inclusive growth and sustainable development
Aktau Protocol (to Tehran Convention)	Protocol Concerning Regional Preparedness, Response and Cooperation in Combating Oil Pollution Incidents
APHoMSA	Asia-Pacific Heads of Maritime Safety Agencies
ASEAN	Association of Southeast Asian Nations
ASEAN MTWG	Association of Southeast Asian Nations Maritime Transport Working Group
AU	African Union
AWIMA	Arab Women in Maritime Association
Biofouling Guidelines	Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species
BUNKERS 2001	International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001
BWM	Ballast Water Management
BWM Convention	International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
CASIT	Caribbean Ship Inspector Training Course
Carib-SMART	A Programme to develop and implement a Sustainable Maritime Transport system in the Caribbean
Cape Town Agreement	Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977
CAPs	Corrective Action Plan
CASRs	Consolidated Audit Summary Reports
CLC 92	International Convention on Civil Liability for Oil Pollution Damage, 1992
CMPs	Country Maritime Profiles
COCATRAM	Comisión Centroamericana de Transporte Marítimo (Central American Commission on Maritime Transport)
COVID-19	Coronavirus Disease 2019
CTA	Cape Town Agreement 2012
CTED	Counter-Terrorism Executive Directorate
DIHMAR	Directors and Heads of Maritime Administrators
DPP	Department of Partnership and Projects

DSA	Daily Subsistence Allowance
ECA	Emission Control Area
ECDIS	Electronic Chart Display and information System
ESA	Eastern and Southern Africa
EU	European Union
FAL	Facilitation Committee
FAL Convention	Convention on Facilitation of International Maritime Traffic, 1965, as amended
FAO	Food & Agriculture Organization
FSI	Flag State Implementation
Fund 92	International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992
G7++FoGG	Group of Seven Group of Friends of the Gulf of Guinea
GCLME	Guinea Current Large Marine Ecosystem
GEF	Global Environment Facility
GESAMP	Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection
GHG	Greenhouse Gas
GHG SMART	Sustainable Maritime Transport Training Programme to support the Implementation of the Greenhouse Gas Strategy
GHG Strategy	Initial IMO strategy on Reduction of Greenhouse Gas Emissions from Ships
GI	Global Initiative
GI WACAF	IMO-IPIECA Global Initiative for West, Central and Southern Africa
GIA	Global Industry Alliance
GIA-SEA	GIA for South-East Asia
GISIS	IMO Global Integrated Shipping Information System
GlobalReg	Standards for non-convention ships
GloFouling Project/Partnership	Building Partnerships to Assist Developing Countries to Minimize the Impacts from Aquatic Biofouling (GEF/UNDP/IMO project)
GMDSS	Global Maritime Distress and Safety System
GoG	Gulf of Guinea
GreenVoyage 2050 Project	Global project aiming to transform the shipping industry towards a lower carbon future (Norway/IMO Project)
Hong Kong Convention	Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009
HNS	Hazardous and noxious substances
HTML	Hypertext Mark-up Language
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IAMSAR	International Aeronautical and Maritime Search and Rescue Manual
ICAO	International Civil Aviation Organization
IEMA	Institute of Environmental Management and Assessment
IHO	International Hydrographic Organization
III Code	IMO Instruments Implementation Code

ILO	International Labour Organization
IMDG Code	International Maritime Dangerous Goods Code
IMLI	IMO International Maritime Law Institute
IMO	International Maritime Organization
IMO Compendium	IMO Compendium on Facilitation and Electronic Business
IMO2020	Mandatory global upper limit on the sulphur content of ships' fuel oil to be reduced to 0.50%
IMSAS	IMO Member State Audit Scheme
IMSBC Code	International Maritime Solid Bulk Cargoes Code
IMSSEA	International Maritime Safety Security and Environment Academy
INTERSPILL	International Oil Spill Forum
IOC	Indian Ocean Commission
IOSC	International Oil Spill Conference
IPER	Institut Portuaire d'Enseignement et de Recherche du Havre (Le Havre)
IPIECA	The global oil and gas industry association for environmental and social issues
ISM	International Safety Management
ISPS Code	International Ship and Port Facility Security Code
ITCP	Integrated Technical Cooperation Programme
IUU	Illegal, Unreported and Unregulated
IWT	Illicit Wildlife Trade
JPOs	Junior Professional Officers
LC	London Convention
LDCs	Least developed countries
LEG	Legal Committee
LP	London Protocol
London Protocol/Convention	1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, as amended
LRIT	Long Range Identification and Tracking
MARPOL	International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended
MDA	Maritime Domain Awareness
MDBs	Multilateral Development Banks
MED	Marine Environment Division
MEPC	Marine Environment Committee
MEDEXPOL	Regional Workshop on Response to Spill Incidents involving Hazardous and Noxious Substances
MENA	Middle East and North Africa
MoU	Memorandum of Understanding
MRCC	Maritime Rescue Coordination Centre
MSA	Maritime Situational Awareness
MSC	Maritime Safety Committee
MSW	Maritime Single Window
MTCCs	Maritime Technology Cooperation Centres

NAPs	National Action Plans
NEPAD	New Partnership for Africa's Development
NMTPs	National Maritime Transport Policies
NPWMP	Network of Professional Women in the Maritime and Port Sectors
OECS	Organisation of Eastern Caribbean States
OJT	On-the-job training
OPRC	Oil Pollution Preparedness, Response and Co-operation
OPRC Convention	International Convention on Oil Pollution Preparedness, Response and Cooperation, 1990
OPRC-HNS Protocol	Protocol on Preparedness, Response and Cooperation to Pollution Incidents by Hazardous and Noxious Substances, 2000
PacWIMA	Pacific Women in Maritime Association
PERSGA	Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden
PETMM	
PI	Performance Indicator
PIEMA	IEMA Practitioner
PRFs	Port Reception Facility
PSC	Port State control
PSSAs	Particularly Sensitive Sea Areas
RAC	Regional Activity Centre
Red-MAMLa	Red de Mujeres de Autoridades Marítimas de Latinoamérica
REMPEC	Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea
REMPEITC-Caribe	Regional Marine Pollution Emergency Information and Training Centre
ROCRAM	Red Operativa de Cooperación Regional de Autoridades Marítimas de las Americas (Operative Regional Cooperation Network of Maritime Authorities of the Americas)
ROCRAM-CA	Red Operativa de Cooperación Regional de Autoridades Marítimas de Centroamérica y República Dominicana (Operative Regional Cooperation Network of Maritime Authorities for Central America and the Dominican Republic)
RO Code	Code for Recognized Organizations
RPO	Regional Presence Office
R&D	Research and Development
SAMOA Pathway	SIDS Accelerated Modalities of Action Pathway
SAR	Search and Rescue
SAR Convention	International Convention on Maritime Search and Rescue, 1979
SD	Strategic direction
SDGs	(United Nations) Sustainable Development Goals
SECAs	Sulphur Emission Control Areas
SIDS	Small island developing States
SOLAS	International Convention for the Safety of Life at Sea, 1974, as amended
SO_x	Sulphur oxide

SPC	Pacific Community
SPREP	Secretariat of the Pacific Regional Environment Programme
STCW	Seafarers' Training, Certification and Watchkeeping
STCW Convention	International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended
STCW-F Convention	International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995
SUA	Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988
SWiFT Project	Single Window for Facilitation Trade Project
TC	Technical cooperation
TC Fund	Technical Cooperation Fund
TCC	Technical Cooperation Committee
Tokyo MOU	Memorandum of Understanding on Port State Control in the Asia-Pacific Region
UN	United Nations
UNDAF	United Nations Development Assistance Framework
UNDG	United Nations Development Group
UNDP	United Nations Development Programme
UNEP	United Nations Environment Programme
UNGAs	United Nations General Assemblies
UNSDCF	United Nations Sustainable Development Cooperation Framework
UNSCR	United Nations Security Council Resolution
WCA	West and Central Africa
WIMAs	Women in Maritime Associations
WIMAC	Women in Maritime Association, Caribbean
WMO	World Meteorological Organization
WIMOWCA	Association of Women in Maritime of West and Central Africa
WISTA	Women's International Shipping & Trading Association
WMU	World Maritime University
WOMESA	Association for Women in the Maritime Sector in the Eastern and Southern Africa Region
YCC	Yaoundé Code of Conduct