

Annual Report 2018

IMO Technical Cooperation



INTERNATIONAL
MARITIME
ORGANIZATION



Kitack Lim, IMO Secretary-General

“IMO regulations for the safety, security and environmental performance of shipping are only effective if they are implemented properly.

Implementation is one of the seven key strategic directions approved by IMO Member States in the Organization’s Strategic Plan.

However, some States need support and assistance in developing the technical knowledge, resources, skills or expertise to effectively implement IMO regulations. That’s why the Organization as a whole is firmly committed to supporting those States.

Our technical cooperation programme carefully matches the needs of recipient countries with resources available from donors to deliver targeted activities across a wide range of maritime topic areas. Together, we work through technical cooperation to achieve our shared objectives.

In addition to the technical requirements of IMO regulations, our technical cooperation programme addresses wider issues of maritime development and sustainability including helping Member States to implement the United Nations 2030 Agenda for Sustainable Development, including 17 Sustainable Development Goals (SDGs).

The world relies on international shipping and benefits from its smooth operation, by which food, commodities, raw materials, energy and consumer goods are moved reliably and effectively around the globe at low cost. International shipping is central to the functioning of global trade.

Ultimately, more efficient shipping, working in partnership with a port sector supported by governments, will be a major driver towards global stability and sustainable development for the good of all people.”

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2018 Highlights

Maritime transport is the most cost-effective, reliable way to move goods and raw materials around the world. It accounts for over 80% of the world's trade by volume, driving commerce and helping create prosperity among nations and peoples.

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

Administering and promoting standards in developing countries¹

Our mission is to promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation. We achieve this by encouraging the adoption of the highest practicable standards of maritime safety and security, efficiency of navigation and prevention and control of pollution from ships. We also consider related legal matters and the effective implementation of IMO instruments with a view to their universal and uniform application.

Implementing parts of this framework can be a challenge to developing countries and we provide technical assistance to these countries with capacity-building programmes adopted by our Technical Cooperation Committee (TCC).

The shape and scope of IMO's technical assistance continues to evolve through the years. The Integrated Technical Cooperation Programme (ITCP), a framework of regional and global programmes, is designed to help developing countries implement international maritime rules and standards in a harmonized manner. Similarly, we support developing countries with long-term projects on topics like marine environment protection and maritime security.

Strategic implementation and delivery

The ITCP is a result of a consultative process between IMO units responsible for technical cooperation. Its biennial delineation is based on the programme-building directives of TCC, the thematic priorities of other IMO Committees, and

the Organization's key principles. The ITCP responds to requests for assistance from IMO Member States, follows up on previous activities and implementation gaps identified during the IMO Member State Audit Scheme (IMSAS) audits, and raises awareness on developments within its remit.

Informed by the Organization's wider strategy, the Secretary-General's vision and policy direction in technical cooperation matters, and the 2018-2019 biennial action plan (resolution A.1099(29)), we emphasize strengthening institutional capacities and human resource development.

We address these pre-identified areas of technical assistance with tailored, long-term projects funded by various donors. Technical assistance has traditionally been funded or part-funded through extra-budgetary sources and external resources including:

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



Creating a network of expertise

For our TC activities, we partner with Member States, international organizations and regional institutions. Recipient countries take full ownership of the assistance process, while resource providers are able to support sustainable maritime development and promote the implementation of IMO's rules and standards.

Once implementation is agreed, activities are mostly delivered through specialists in the field or institutions and networks in the developing world. In partnership with IMO, these institutions coordinate and manage regional programmes. Meanwhile, our Regional Presence Offices in Africa, Asia, the Caribbean, and since 2018, in the Pacific Islands, provide in-the-field advice and expertise.

Activities aligned with Sustainable Development Goals

In 2015, the UN Sustainable Development Summit adopted the UN Sustainable Development Goals (SDGs) as part of the 2030 Agenda for Sustainable Development with its 17 SDGs and 169 targets. Since international shipping is interwoven with economic growth and

sustainable development, it plays a role in all of the SDGs.

In July 2017, TCC considered and approved links between our technical assistance work and the 2030 Agenda for Sustainable Development. As much as possible, we link our technical cooperation activities to relevant SDGs with a view to facilitating implementation at country level.

Technical assistance activities in 2018

In 2018, IMO's technical assistance covered a wide range of areas under the maritime disciplines of safety, security, facilitation, legislation, marine environment protection, Member State audit, maritime training and general maritime sector.

In total, we delivered 196 activities including 13 advisory and needs assessment missions, as well as 123 training courses, seminars and workshops held at national, regional and global levels. These events resulted in the training of approximately 3,198 people worldwide.

In addition, IMO sponsored 76 fellowships in the maritime field, including a total of 36 fellows at the World Maritime University

2018 activities reflected an expenditure of

\$13.5m

representing a financial delivery rate of

83%

of the resources programmed for that year



(WMU) and the IMO International Maritime Law Institute (IMLI).

A further 561 senior officials attended events aimed at developing and harmonizing regional strategies on maritime technical issues.

The activities implemented in 2018 reflected an expenditure of \$13.5 million – a financial rate delivery of 83% of programmed resources, with funding from 23 sources, with the Technical Cooperation Fund being the most significant (\$7.3 million, 54% of the total funds expended).

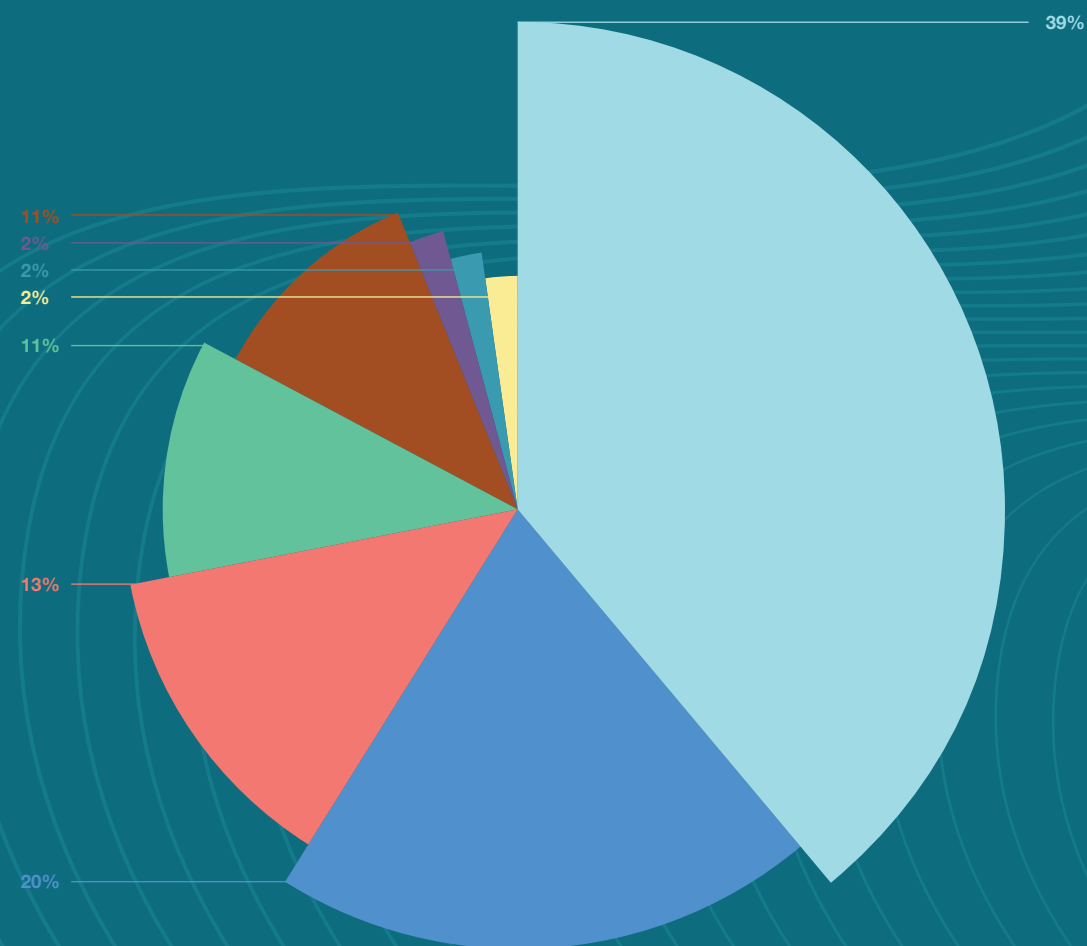


¹ The designations 'developing countries' and 'developing regions' are intended for statistical convenience and do not express a judgement about the stage reached by a particular country or area in the development process.

Building Capacity through Technical Assistance

Total IMO technical cooperation expenditure 2016-2018

During 2018, around \$13.5 million was spent on IMO technical cooperation activities, which is consistent with previous years' expenditure.



- Marine environment protection: \$5,228,466
- General maritime sector: \$2,765,780
- Maritime safety: \$1,778,084
- Maritime security: \$1,422,856
- Maritime training: \$1,553,790
- Maritime legislation: \$309,210
- Member State audit: \$251,922
- Facilitation of international maritime traffic: \$209,706

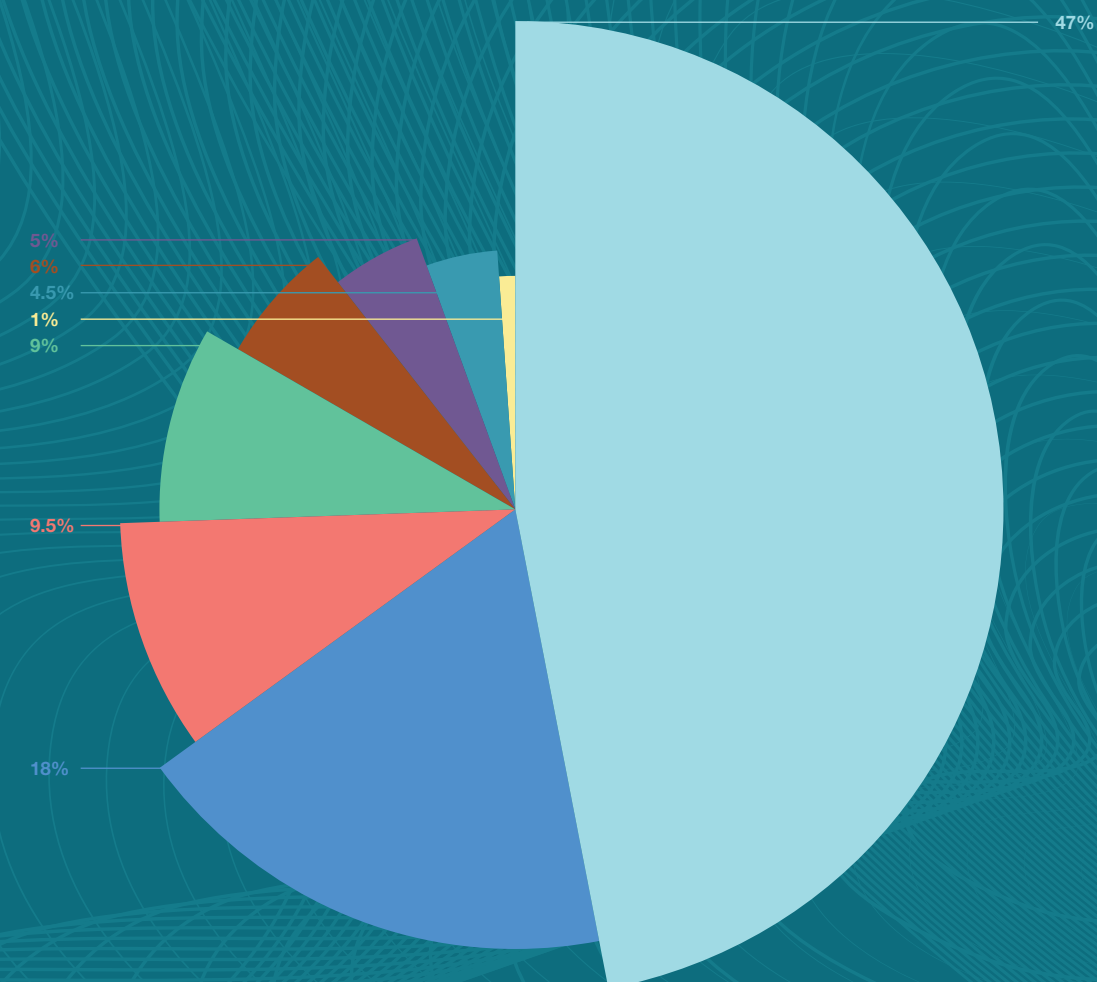
Total in \$: 13,519,814

2018 expenditure by discipline

The above chart represents the distribution of technical cooperation expenditure by maritime discipline for 2018.

Note: General maritime sector includes activities related to maritime transport policy, integration of women in the maritime sector, implementation of IMO instruments and meetings of heads of maritime administrations. Maritime training relates to the provision of fellowships and activities associated with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, and maritime English.

Expenditure US \$



- Global: \$6,330,848
- Africa: \$2,410,119
- Asia: \$1,287,298
- Arab States and Mediterranean: \$1,221,870
- Caribbean: \$850,941
- Pacific Islands: \$687,907
- Latin America: \$627,374
- Western Asia and Eastern Europe: \$103,457

Total in \$: 13,519,814

2018 expenditure by region

The above chart illustrates the delivery of technical cooperation activities by regional and global distribution for 2018.



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

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

2018 Global Programmes

Technical advisory services

Through a flexible funding mechanism, our technical advisory services programme responds to emergency requests such as marine pollution or maritime safety incidents. We also respond to government requests in areas from upgrading maritime legislation to implementing global maritime standards.

In 2018, the programme funded:

- A consultative mission on the progress of a casualty investigation
- IMO participation in the regional workshop on maritime governance and the steering committee meeting of the Memorandum of Understanding on flag State implementation for domestic ships in the Pacific Islands region followed by a regional transport forum in the Pacific region

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

The SIDS and LDCs programme continued to support the sustainable development of these unique and particularly vulnerable Member States. We address the special shipping needs of SIDS and LDCs, assisting to implement the SIDS Accelerated Modalities of Action (SAMOA) Pathway as the blueprint of the 2030 Agenda for Sustainable Development.

In 2018, we sponsored the participation of a number of SIDS and LDCs at the nineteenth session of the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) Forum.

SDG 5: promoting gender equality in the maritime sector

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

IMO's network of regional associations and national chapters enhance gender mainstreaming and are a springboard for regional training and access to specialized training. The programme also builds capacities through gender-specific fellowships. These reinforce access to high-level technical training for women in developing countries, while enhancing career development for women in maritime administrations, ports and training institutes.

In 2018, the programme supported:

- The ninth regional conference of the Association for Women in Maritime Sector in Eastern and Southern Africa region (WOMESA)
- The second regional conference of the Women in Maritime Association, Caribbean (WiMAC)
- A side event organized by WOMESA, held in the margins of the Nairobi Global Sustainable Blue Economy Conference

Capacity-building and training

This programme reinforces national and regional maritime capacities through human resource development. This includes the provision of fellowships to IMO's global maritime training institutions



and other training institutions, as well as response to specific requests for technical assistance to develop National Maritime Transport Policies (NMTPs).

In 2018, we focused on human resource development and high-level maritime education. We provided fellowships for students from developing countries (partially SIDS and LDCs) for long, medium and short-term courses at the World Maritime University (WMU), the IMO International Maritime Law Institute (IMLI), the International Maritime Safety, Security and Environment Academy (IMSSEA) and the Institut Portuaire d'Enseignement et de Recherche (IPER).

The programme also included activities to help countries develop NMTPs and funded the production of two promotional videos on the benefits of NMTPs.

Finally, the programme supported, inter alia, the workshop on general principles of drafting national legislation to implement IMO Conventions, the ongoing revision and redesign of the Country Maritime Profile module, and the development of a maritime single window for Antigua and Barbuda.

Partnership and emerging issues

This programme is designed to increase the resources of the Integrated Technical Cooperation Programme (ITCP), diversifying the donor composition of its resource base and forging new partnerships for cost-sharing arrangements.

Achievements in 2018 included:

- Strengthening existing partnerships and continuing the development of new regional agreements for the decentralized implementation of the ITCP
- The delivery of the first donor-recipient workshop, which raised awareness of IMO's resource mobilization strategy and established networks to develop knowledge partnerships that underpin cooperation activities
- IMO participation in Global Environment Facility (GEF) meetings on emerging environmental issues
- The participation of developing countries in the International Oil Spill Conference 2018
- IMO participation at the Steering Committee of the Regional Marine Pollution Emergency, Information and Training Centre for the Wider Caribbean Region (RAC/REMPEITC-Caribe) to discuss the Centre's new institutional arrangements and work programme for the coming biennium
- A number of port State control training activities

Finally, the programme included a social media campaign to promote the Day of the Seafarer under the theme 'Seafarers' Wellbeing'. This aimed to bring global attention to the issues affecting the work and lives of seafarers, particularly mental health.

Enhancement of maritime security

This programme aims to support countries in enhancing security measures to protect ships and ports from threats posed by terrorism, piracy and armed robbery, smuggling of arms, drugs, and illicit goods, and other illicit activities at sea.

The programme focuses on targeted assistance in response to requests from SOLAS Contracting Governments. In particular, these requests are related to the implementation of requirements from the Safety of Life at Sea (SOLAS) chapter XI-2 and the International Ship and Port Facility Security (ISPS Code).

In 2018, a series of meetings and regional events were organized or co-organized with development partners for the Designated Authority, port and ship security officials, managers and other related personnel. These were designed to review and enhance the implementation of effective maritime security, including training on ISPS Code requirements, national maritime security legislation, self-assessment and drills and exercises.

Other achievements included a new project in partnership with the United Nations Office on Drugs and Crime (UNODC). The project aimed to strengthen the implementation of international instruments related to countering maritime terrorism in a number of Asian Member States. A series of table-top exercises were also organized in an effort to enhance inter-agency collaboration on maritime security issues, particularly incident planning and response and promoting a whole-of-Government approach to maritime and port security.

IMO Member State Audit Scheme

Our programme for the Member State Audit Scheme (IMSAS) provides technical assistance to Member States in their preparation for audits. In 2018, this included the delivery of both national and regional workshops and a regional training course for auditors.

Effective implementation and enforcement of energy-efficiency measures for ships

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

In 2018, the programme delivered a series of national and regional workshops on the prevention and control of shipping and port air emissions. These trained maritime and port administration personnel on conducting assessments and inventories as well as developing strategies to address emissions. The programme also developed and delivered a new training package on the IMO data collection system for fuel oil consumption, with a view to training maritime administrations on the provisions of regulation 22A of the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI, which came into force in 2018.

IMO model courses

This programme provides a framework tool for managing the production, translation, editing and printing of model courses.

In 2018, three new model courses were published:

1. Use of Leadership and Managerial Skills
2. Crowd Management Training
3. Safety Training for Personnel Providing Direct Service to Passengers in Passenger Space

The model course 'Security Awareness Training for Port Facility Personnel with Designated Security Duties' was also revised.

Promotion of the London Protocol

This programme provides technical assistance to developing countries related to the London Protocol (LP) and prospective LP parties. Our activities promote accession to and implementation of the LP. We also support the identification and removal of barriers for countries to achieve compliance with ocean disposal agreements as a crucial part of marine pollution management.

During 2018, several national and subregional workshops were held, providing a comprehensive overview of the legal, technical and scientific tools required in preparation for and accession to the LP and its successful implementation. The programme also supported a joint London Convention and Protocol/Convention for the Protection of the Marine Environment of the North-East Atlantic (OSPAR Convention)/Convention for the Co-operation in the Protection and Development of the Marine and Coastal Environment of the West and Central African Region (Abidjan Convention) regional workshop.

During 2018, following several targeted interventions in the Latin America and Caribbean region over the last five years, three Member States from the region deposited their instruments of ratification. In addition, five out of the ten latest ratifications of the LP were from Latin America or the Caribbean.

This is a clear illustration of the impact of technical cooperation efforts and shows good progress towards one of the key indicators in the LP/LC Strategic Plan: to 'substantially increase the rate per year of new ratifications or accessions to the LP.'

Support to IMO's global maritime training institutions

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

In 2018, we covered the travel costs of 17 staff members who lectured at WMU and IMLI.

In addition, the programme facilitated the provision of funds to cover the visa fees of IMLI students visiting IMO Headquarters on a field-trip.

Support for the 2030 Agenda for Sustainable Development and the blue economy

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

During 2018, the programme enabled IMO's participation in the Nairobi Global Sustainable Blue Economy Conference as well as other relevant meetings. We also provided funds for the production of promotional materials related to IMO's involvement with the SDGs and the blue economy.



The ITCP global programmes contribute to the

sustainable development

of the maritime community



ITCP Regional Programmes



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

IMO's technical assistance activities are delivered through experts engaged by the IMO Secretariat or IMO officers and, on occasions, both working together. Additionally, the execution of these activities may be supplemented by regional outreach mechanisms.

The coordination and management of technical coordination programmes can be delegated to our regional presence offices in Africa, East Asia and the Caribbean, the newly-appointed IMO officer based in the Pacific Community (SPC) as well as regional institutions and networks.



IMO's technical assistance activities are

delivered through experts

engaged by the IMO Secretariat or IMO officers



Africa

In 2018, IMO continued its active engagement in Africa with the wider United Nations system for capacity-building in the region.

IMO actively participated in both the Senior Officials Meeting (SOM) and the Ministerial Preparatory meeting of the Tokyo International Conference on Africa's Development (TICAD). Held in October 2018, highlights of the meeting included human resource development and technology transfer through public and private partnership against the backdrop of African Union's Agenda 2063.

We participated in the nineteenth session of the Regional Coordination Mechanism for Africa (RCM Africa) and represented IMO at the International Association for Navigation and Lighthouse Authorities (IALA) seminar on safety of navigation in Africa back-to-back with the Second Preparatory Diplomatic Conference. We also participated in the third Ministerial Conference of the Abuja MoU on port State control for West and Central African countries.



Our regional programmes aim to

strengthen institutional capacities and human resource development

through tailored technical assistance

Finally, we participated in:

- The 39th Council Meeting and 14th Managing Directors' Round Table Conference of the Ports Management Association of West and Central Africa (PMAWCA)
- The 15th Southern African and Island Hydrographic Commission (SAIHC)
- The fourth Conference of the Association of African Maritime Administrations (AAMA), with the theme "Protecting the African marine environment to support sustainable development"

In collaboration with the United Nations Assistance Mission in Somalia (UNSOM), we implemented a number of activities in support of maritime governance in Somalia.

During the period under review, the Global Search and Rescue (SAR) Plan continued to receive support through collaboration with the International Maritime Rescue Federation (IMRF). Three regional meetings of the Coordinating Committees of the Maritime Rescue Coordination Centres (MRCCs) in Southern and Northern Africa were held to improve regional SAR coordination and the development of national SAR plans.

In addition, IMO delivered:

- Two regional SAR coordination training courses in Southern Africa
- Training courses on Global Maritime Distress and Safety System (GMDSS) and SAR operations organization and management

The Africa region also benefited from a range of activities which included, inter alia:

- International Safety Management (ISM) Code, domestic ferry safety and facilitation of maritime traffic, self-auditing of security in ports, legislation drafting training, IMO model courses 6.09 and 3.12, International Ship and Port Facility Security (ISPS) Code
- Support to gender equality and the integration of women in the maritime sector

Throughout 2018, IMO has continued to give consideration to the special shipping needs of Small Island Developing States (SIDS) and Least Developed Countries (LDCs) in the region.

IMO also conducted a number of workshops and training activities on marine environmental sustainability, increasing awareness of the Biofouling guidelines, ratification, implementation and enforcement of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention), the development of oil spill contingency plans, the International Convention for the Prevention of Pollution from Ships (MARPOL) Annexes I-V and the London Protocol (LP). In the spirit of partnership development, IMO and IPIECA, the global oil and gas industry association for environmental and social issues, under the Global Initiative for West, Central and Southern Africa (GI WACAF), continued to strengthen the national oil response capacity and capabilities of countries in these regions.

In November 2018, IMO took part in the Sustainable Blue Economy Conference in Nairobi, Kenya, discussing topics such as ocean governance, marine environment protection and maritime security and development. As part of our efforts to support a sustainable blue economy for Africa and beyond, we hosted both a side event – *How States can leverage the Blue Economy into their national policies* – and an exhibition.

Arab States and Mediterranean

In collaboration with the International Hydrographic Organization (IHO) and IALA, we conducted the first joint needs assessment mission in Sudan on matters related to hydrography, hydrographic surveys, nautical charts, ships' routing and aids to navigation.

Other activities in the region included a training course for instructors delivering training and technical assistance related to Standards of Training, Certification and Watchkeeping for Seafarers (STCW) for the development of a national maritime strategy. We also implemented several activities in collaboration with the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) on matters related to MARPOL Annexes V and VI, response to oil spill incidents involving hazardous and noxious substances (HNS), illegal disposal of garbage and marine plastic litter, and Oil Pollution Preparedness, Response and Co-operation (OPRC) Level 3.

In November 2018, we held a national workshop on the implementation and enforcement of MARPOL Annex V and port reception facilities in Port Sudan, Sudan, enabling 19 participants to acquire knowledge in these key areas.



Asia and Pacific Islands

In 2018, capacity-building activities in Asia concentrated on strengthening national maritime administrations.

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

The Asia region also benefited from a range of workshops, seminars and training courses, particularly in the areas of:

- Search and rescue
- International Safety Management (ISM) Code
- Cape Town Agreement
- Domestic ferry safety
- International Convention for the Prevention of Pollution from Ships (MARPOL) Annex V including port reception facilities
- MARPOL Annex VI
- Oil Pollution, Preparedness, Response and Co-operation (OPRC) and oil spill contingency planning
- The Hong Kong Convention
- Particularly Sensitive Sea Areas (PSSAs)
- The implementation of conventions focusing on legal aspects

Meanwhile, the Marine Environment Protection for Southeast Asian Seas (MEPSEAS) project provided assistance to six East Asian countries in ratifying and implementing IMO instruments related to the protection of the marine environment (for more details, see [Long-term projects](#)).

The Pacific Islands region benefited from a variety of activities in support of the Pacific Community (SPC)'s maritime transportation programme and the various activities of the Secretariat of the Pacific Regional Environment Programme (SPREP), including the Pacific Ocean Pollution Prevention Programme (PACPOL). This joint initiative of IMO and SPREP addresses ship-sourced marine pollution in the Pacific island region in accordance with the Pacific Ocean Pollution Prevention Programme (PACPOL) Strategy for 2015-2020.

Activities delivered in collaboration with SPC included those related to marine casualty investigation, the ISM Code, port State control, domestic ferry safety, facilitation of maritime traffic and capacity-building of maritime administrations. IMO also supported SPC's initiative in providing legal technical assistance to Kiribati, Niue and Vanuatu in 2018.

In addition, 2018 saw the launch of a series of capacity-building activities to enhance the capacities of the Solomon Islands Maritime Safety Administration (SIMSA), as well as the project on *Improved implementation and enforcement of MARPOL Annex V and development of a strategy for the reduction of ship-sourced marine plastic litter in the Pacific Islands region*.

IMO technical assistance and institutional support has been instrumental in the adoption of the Association of Southeast Asian Nations (ASEAN) Regional Oil Spill Contingency Plan. The plan was adopted by the 24th ASEAN Transport Ministers Meeting, held in Bangkok, Thailand in November 2018. The Regional Oil Spill Contingency Plan provides a mechanism where ASEAN Member States can request and provide mutual support in response to any oil spills.

In the run up to the adoption of the regional contingency plan, we delivered various national and subregional activities in different ASEAN countries. These familiarized stakeholders with the content of the plan and prepared them for its adoption.

Supporting implementation of the OPRC 1990 Convention, this technical assistance was provided through the Global Initiative project for South East Asia (GI SEA), a joint project with the global oil and gas industry association for environmental and social issues (IPIECA).

Through 2018, the safety of passenger ships on non-international voyages remained an IMO focus in the Pacific Islands region. The third Pacific Forum on Domestic Ship Safety was held in Port Moresby, Papua New Guinea in collaboration with SPC and with the support of the Government of Papua New Guinea.

The discussion forum was aimed at observing progress made in the region and emphasizing the importance of voluntary implementation of a safety management system. Participants were also sensitized on the key elements of the ISM Code to appreciate the value of the Pacific Islands Domestic Ship Safety System (PIDSS) promoted by SPC and supported by IMO.

Western Asia and Eastern Europe

Technical assistance in Western Asia and Eastern Europe centred around the outcome of the IMO Member State Audit Scheme (IMSAS). Building institutional capacity continued through regional events related to:

- The IMO Liability and Compensation Conventions
- The Ballast Water Management (BWM)
- OPRC Conventions
- Advisory missions related to the implementation and enforcement of IMO instruments including their transposition into national legislation

In September 2018, we held a regional workshop in Batumi, Georgia, giving 19 participants from 11 countries an overview of IMO Liability and Compensation Conventions, insurance requirements and schemes. We also discussed the responsibilities of various stakeholders involved in the matter.

Latin America and Caribbean

In the Latin America and Caribbean region, technical cooperation activities were delivered with the support of IMO regional partners including the Central American Commission on Maritime Transport (COCATRAM), the Secretariat of the Operative Network of Regional Cooperation of Maritime Authorities of the Americas (SECROGRAM) and the Regional Activity Centre/Regional Marine Pollution Emergency Information and Training Centre of the Wider Caribbean (RAC/REMPEITC-Caribe).

Marine environment protection and maritime safety training in the region covered a range of subjects. These activities delivered on the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS), the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2011 (AFS) and Biofouling, BWM, MARPOL, port State Control (PSC), the International Convention for Safe Containers (CSC) and standards of training, certification and watchkeeping for seafarers (STCW).

In November 2018, IMO delivered the first phase of the Ship Inspector Training Course (CASIT), held in Port of Spain, Trinidad and Tobago. Approximately 40 participants from the Caribbean region participated in this three-week training course, which primarily focused on the regional Codes of Safety for Small Commercial Vessels (SCV) Code and the Code of Safety for Caribbean Cargo Ships (CCSS Code).

In October 2018, we held a regional workshop in Viña del Mar, Chile on the United Nations Development Assistance Framework (UNDAF) system and the inclusion of the maritime sector in the UNDAF processes.

IMO regional presence

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

Our regional presence includes:

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



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

Arab States / Mediterranean

Activities

| | |
|-------------------------------|-----|
| Advisory/needs assessment | 2 |
| Training activities | 10 |
| Trainees | 207 |
| Maritime training fellowships | 6 |

Training activities

| | | | |
|----------------------|---|--|-------------|
| Environment | 2 | | Total 10 |
| Safety | 1 | | |
| Security | 4 | | |
| Maritime legislation | 1 | | |
| Member State audit | 1 | | |
| Maritime training | 1 | | |

Western Asia & Eastern Europe

Activities

| | |
|-------------------------------|----|
| Advisory/needs assessment | 2 |
| Training activities | 4 |
| Trainees | 87 |
| Maritime training fellowships | 1 |

Training activities

| | | | |
|-------------------------|---|--|---------|
| Environment | 3 | | Total 4 |
| General maritime sector | 1 | | |

Asia

Activities

| | |
|-------------------------------|-----|
| Advisory/needs assessment | 2 |
| Training activities | 23 |
| Trainees | 729 |
| Maritime training fellowships | 18 |

Training activities

| | | | |
|-------------------------|----|--|-------------|
| Environment | 12 | | Total 23 |
| Safety | 6 | | |
| Security | 1 | | |
| Maritime legislation | 1 | | |
| Member State audit | 1 | | |
| General maritime sector | 2 | | |

Caribbean

Activities

| | |
|-------------------------------|-----|
| Training activities | 9 |
| Trainees | 261 |
| Maritime training fellowships | 3 |

Training activities

| | | | |
|--------------------|---|--|------------|
| Environment | 4 | | Total 9 |
| Safety | 2 | | |
| Security | 2 | | |
| Member State audit | 1 | | |

Latin America

Activities

| | |
|-------------------------------|-----|
| Advisory/needs assessment | 4 |
| Training activities | 20 |
| Trainees | 497 |
| Maritime training fellowships | 5 |

Training activities


| | | | |
|-------------------------|---|--|-------------|
| Environment | 9 | | Total 20 |
| Safety | 3 | | |
| Security | 5 | | |
| Maritime legislation | 1 | | |
| General maritime sector | 2 | | |
| | | | |

Africa

Activities

| | |
|-------------------------------|-----|
| Advisory/needs assessment | 2 |
| Training activities | 33 |
| Trainees | 910 |
| Maritime training fellowships | 37 |

Training activities

| | | | |
|-------------------------|----|---|-------------|
| Environment | 9 |  | Total 33 |
| Safety | 15 | | |
| Security | 2 | | |
| Maritime legislation | 2 | | |
| Facilitation | 3 | | |
| Member State audit | 1 | | |
| General maritime sector | 1 | | |

Pacific Islands

Activities

| | |
|-------------------------------|-----|
| Advisory/needs assessment | 1 |
| Training activities | 9 |
| Trainees | 216 |
| Maritime training fellowships | 6 |

Training activities

| | | | |
|-------------------------|---|--|------------|
| Safety | 6 | | Total 9 |
| Facilitation | 2 | | |
| General maritime sector | 1 | | |



In addition to the regional and global programmes, IMO executes a number of donor-funded long-term projects. These include those related to the protection of the marine environment and supporting regional counter-piracy and maritime security agreements, which are in line with the SDGs. They are also aligned with the Organization's high-level strategies for technical cooperation and capacity-building in developing countries.

The activities augment our technical cooperation work by focussing on the high priority needs of Member States through thematic interventions, operating under a multi-year structure to deliver targeted results.

The main donors for these projects include:

- The Global Environment Facility (GEF) in partnership with the United Nations Development Programme (UNDP)
- The European Union (EU)
- The Norwegian Agency for Development Cooperation (Norad)

Creating lasting impact

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

Our projects are guided by a clear set of end goals, outcomes and activities defined by a project results framework that is regularly monitored and evaluated. Furthermore, projects are delivered with the support of global, regional and national stakeholders and strategic partners. These include governments, industry, NGOs and other civil society organizations – all vital partners in a successful, impactful implementation.

An innovative public-private partnership model

The solution for global environmental problems also depends on the contribution of the private sector's vast technical, managerial and financial resources.

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

Our innovative public-private partnership continues to serve as a model in the maritime sector, addressing marine environment issues in new ways through technology, training and capacity-building activities.

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

2018 key achievements

GloMEEP
<https://glomeep.imo.org>

Executed in partnership with the United Nations Development Programme (UNDP), the **Transforming the Global Maritime Transport Industry towards a Low Carbon Future through Improved Energy Efficiency (GloMEEP)** project, is mainly funded by the Global Environment Facility (GEF). The overall goal of the project is to strengthen the national capabilities for countries to become party to and effectively implement MARPOL Annex VI.

During 2018, the project:

- Completed the development of a Ship Emissions Toolkit and a Port Emissions Toolkit
- Finalized the development of national legal, policy and institutional reform reports and the national ship emissions reduction strategies of all lead countries
- Assisted in drafting legislation to incorporate MARPOL Annex VI into national law in most of the lead countries

A new training package was also developed on the IMO data collection system for fuel oil consumption and a training workshop on this topic was delivered for the first time.

The project also developed a workshop package on the 'Prevention and control of shipping and port air emissions', which was delivered in all lead countries and also at a regional level.

The Global Project Task Force meeting of the project brought together all major project stakeholders.

Finally, we continued to collaborate with the industry through its Global Industry Alliance to Support Low Carbon Shipping (GIA). The GIA progressed work on the development of an E-Learning tool for seafarers on the energy efficient ship operation, supported wider uptake of the ISO 19030 standard on measurement of changes in hull and propeller performance and implemented industry roundtables to promote the Just-In-Time (JIT) operation of ships. We also progressed work to incentivize the uptake of alternative fuels.

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

Funded by the European Union (EU), the **Capacity Building for Climate Mitigation in the Maritime Shipping Industry– Global MTTC Network (GMN) project** unites **Maritime Technologies Cooperation Centres (MTCCs)** – in targeted regions into a global network.

All five MTCCs, located in Africa, Asia, the Caribbean, Latin America and the Pacific, became fully operational in 2018. Together, they promote technologies and operations to improve energy efficiency in the maritime sector and help create a low-carbon future in shipping.

The centres have been delivering capacity-building activities in their respective regions as well as undertaking pilot projects related to fuel consumption data collection and low-carbon technologies. We are currently in discussion with the EU and other donor communities to identify opportunities to sustain this valuable and strategic global network and institutional framework beyond the current project time frame (2016-2019). This will allow the GMN to continue to contribute to the implementation of the Initial IMO Strategy on reduction of Greenhouse Gases (GHG) emissions from ships.

For a short video on the positive impact of the GMN, please visit gm.imo.org/media-channels.

GEF-UNDP-IMO GloFouling Partnerships
<https://www.glofouling.imo.org>

Building Partnerships to Assist Developing Countries to Minimize the Impacts from Aquatic Biofouling (GEF-UNDP-IMO GloFouling Partnerships) was initiated in 2018 to reduce the transboundary introduction of invasive aquatic species attached to ship's hulls and other marine underwater structures (commonly known as biofouling).

During 2018, we undertook detailed planning for implementation of the project. The work planned under GloFouling focuses on helping 12 developing countries to adopt IMO's Biofouling Guidelines and other best practices through the development and implementation of national regulations. The GloFouling project supports this effort through technical guidance to instigate a legal, policy and institutional review, with training and demonstration sites on different aspects related to biofouling management. Planning for the project also resulted in the concept of a Global Industry Alliance providing a neutral platform for strong participation from the industry to address this significant threat to our oceans.

The Project will be implemented in collaboration with the Intergovernmental Oceanographic Commission of the United Nations Educational, Scientific and Cultural organization (UNESCO) to ensure that biofouling is also addressed by other maritime industries such as aquaculture, offshore oil and gas and ocean energy.

Full-scale implementation of the project will begin in 2019.

MEPSEAS project

The **Marine Environment Protection for Southeast Asian Seas (MEPSEAS)** project is a follow-up to the IMO-Norad foundation project delivered during 2012-2017. This provided assistance to six East Asian countries in ratifying and implementing IMO instruments for the protection of the marine environment.

Following its launch in 2018, the project made significant progress in achieving the targets set for the year, including:

- Identifying national lead agencies
- Developing national work plans
- Forming national task forces
- Recruiting national and international consultants
- Developing training strategy and training packages
- Identifying strategic project partners including the Association of Southeast Asian Nations Maritime Transport Working Group (ASEAN-MTWG), the Secretariat of Partnerships in Environmental Management for the Seas of East Asia (PEMSEA) and Tokyo MoU Secretariat
- Holding the first high-level regional meeting of the project in Indonesia

SENSREC (Phase II)

The **Safe and Environmentally Sound Ship-recycling in Bangladesh – Phase II – Capacity Building (SENSREC Phase - II)** project is a follow-up of the SENSREC Phase I project with funding from the Norwegian Ministry of Foreign Affairs. Its focus is capacity-building and training.

During 2018, the project recruited a national project manager and concluded the project implementation agreements.

The first work package was also commissioned, to assist in developing a roadmap for the Government of Bangladesh to accede to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (the Hong Kong Convention).

The project also implemented a study on the Bangladesh ship recycling industry and the current gaps in their compliance with the Hong Kong Convention (HKC) requirements. The study completed a generic assessment of ship recycling facilities in Bangladesh and provided a roadmap with relevant recommendations and milestones for improvement. This roadmap provides guidance for the Government of Bangladesh on how to assist its yards in their journey towards HKC compliance.



Our long-term projects focus on

legal, policy and institutional reforms and capacity-building

in beneficiary countries



The Global Initiative (GI)

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

GI WACAF www.giwacaf.net

The **IMO-IPIECA GI for West, Central and Southern Africa Project (GI WACAF)** was launched in 2006 with the aim of enhancing capacity in 22 West, Central and Southern African countries. In 2018, we implemented seven capacity-building activities including a subregional workshop in Namibia. During this workshop, decision makers from nine countries were provided with a comprehensive knowledge of shoreline response to oil pollution at operational, tactical and strategic levels.



GI SEA www.gisea.org

In 2013, the **GI for Southeast Asia (GI SEA)** project was launched to provide long-term support to eight beneficiary countries in Southeast Asia. The Project's focus is on improving regional, subregional and national capacities through industry and government cooperation. In 2018, we organized a regional workshop in Malaysia aimed at familiarizing stakeholders with the content of the Association of Southeast Asian Nations (ASEAN) Regional Oil Spill Contingency Plan, which was subsequently adopted by the 24th ASEAN Transport Ministers Meeting in November 2018. This Regional Plan provides for a mechanism whereby ASEAN Member States can request and provide mutual support in response to any oil spills. It also ensures a common understanding and effective integration between affected and assisting ASEAN Member States in the event of incidents involving oil spills.

GI CHINA

The **GI CHINA** project follows from the signing of a Statement of Intent between China Maritime Safety Administration (MSA), IMO and IPIECA in 2007, aiming to enhance the capacity of China to prepare for and respond to oil spills. In 2018, IMO supported GI China's effort to strengthen national preparedness and response capacity through the organization of IMO level 2 and 3 training courses in Yantai.

Djibouti Code of Conduct

The **Djibouti Code of Conduct** programme continued to deliver capacity to counter piracy and other illicit activities that threaten the safety and security of navigation in the West Indian Ocean and the Gulf of Aden.

Following the adoption of the Jeddah Amendment in 2017, the focus in 2018 shifted to laying the groundwork for developing capability, legal frameworks and inter-agency cooperation nationally as the foundation for stronger regional cooperation.

Activities in 2018 included the implementation of a series of training courses and workshops, as well as delivery of equipment projects in the region to enhance maritime domain awareness.

In addition, IMO provided support to the Djibouti Regional Training Centre (DRTC) to help it achieve its mandate.

West and Central Africa Maritime Security

The **West and Central Africa Maritime Security** programme delivered capacity-building activities focused on providing direct assistance to Member States in the region. These would develop and enhance Member State capacities to address issues and challenges in their maritime domains. Activities included assistance on the development of national maritime strategies and national maritime security strategies through the creation of national maritime security committees, and adoption of national maritime security implementation plans and procedures.

The programme also focused on assistance in the implementation of Safety of Life at Sea (SOLAS) chapter XI-2, the International Ship and Port Facility Security (ISPS) Code and IMO maritime security measures. This involved the organization of national workshops for designated authority, port security officials, managers and related personnel.

A series of assessments and training on port security in different ports in the region was also delivered, focusing on enabling the strengthening of maritime and port security-related requirements. SOLAS Contracting Governments and port authorities must adhere to these requirements in order to meet their obligations under the current international maritime framework and to develop their capacities to enforce the requirements.

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



Our projects are guided by a

clear set of end goals, outcomes and activities

defined by a project results framework



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

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

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

United Nations recognition

On 11 December 2018, the United Nations General Assembly recognized the work of IMO's Global Maritime Training Institutions by adopting resolution A/RES/73/124 on Oceans and the Law of the Sea. This acknowledges WMU and IMLI's work as centres of excellence for maritime education and the training of government officials and legal advisers, mainly from developing States.

World Maritime University

The World Maritime University (WMU) is a postgraduate maritime university founded in 1983 by IMO which focuses on postgraduate maritime and ocean-related education and research. Its mission is to build global capacity and promote sustainable development, thereby enhancing the objectives and goals of IMO, its Member States and the global maritime industry.

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

WMU 2018 highlights

Students

267 students graduated from WMU in 2018, bringing the overall total to 4,919 from 168 States and territories.

Academic developments and partnerships

The University continues to engage with strategic partners from governments, the public sector, international organizations and academia. These partnerships are supportive of WMU's strategic objective of long-term financial stability, independence and sustainability of the University. They also augment WMU's capacity to provide education, training, research, scholarships and capacity-building in maritime and ocean-related matters for government officials and industry stakeholders, particularly those in developing countries.

Donors

Fellowships and financial contributions from donors play a vital role in the successful operation of the University. In 2018, the University continued to be generously supported by the Government of Sweden as well as the City of Malmö, and received donations from a number of governments, the maritime industry and non-governmental organizations.

Contribution to the UN 2030 Agenda for Sustainable Development

The University has placed a strong emphasis on contributing to the implementation of the UN Sustainable Development Goals (SDGs) and, in particular, its role in addressing Goals 4, 5, 7, 8, 9, 13, 14 and 17.



Conferences and events

| | |
|---------|--|
| April | <ul style="list-style-type: none"> Liquefied natural gas (LNG) training offered by the Baltic Sea Region (BSR) Competence Centre |
| May | <ul style="list-style-type: none"> Global Ocean Conference on Building Transformative Partnerships for Ocean Sustainability Trends and Challenges in Maritime Energy Management Workshop |
| June | <ul style="list-style-type: none"> World Oceans Day – Malmö Coastline Clean-up Participation in a panel on 'The future of the Maritime Labour Market' at the IMO World Maritime Day Parallel Event in Poland |
| August | <ul style="list-style-type: none"> Oceans Trends 2018 Scientific Seminar on Conservation and Sustainable Use of the Ocean – Supportive Technologies and Future Trends |
| October | <ul style="list-style-type: none"> 4th Inter-regional Workshop on Risk Assessment Tools for Pollution Preparedness and Response |

WMU's annual report can be found on its website: www.wmu.se



IMO International Maritime Law Institute

The IMO International Maritime Law Institute (IMLI) is a world-recognized educational institution that specializes in the teaching of international maritime law. IMLI was founded in 1988 by IMO with the objective of providing suitably qualified persons, particularly from developing countries, with high-level training in maritime law including the drafting of legislation implementing the IMO conventions.

IMLI 2018 highlights

Students

51 students graduated from IMLI in 2018, bringing the total to 781 graduates from 137 States and territories.

For this academic year, 43 fellowships were granted, of which 28 were awarded to female candidates. This substantial figure is a result of the Institute's policy, established since its inception, that 50% of the places in its master's programmes are reserved for deserving female candidates.

Academic developments and partnerships

IMLI continues to collaborate closely with IMO, in particular with the Technical Cooperation and the Legal Affairs and External Relations Divisions, through the delivery of lectures by IMO Secretariat staff members.

Donors

Fellowships and financial contributions for donors play a vital role in the success of the institution. Further to the continuous support of the host Government of Malta, 2018 saw a significant progress in attracting funding from a number of countries, organizations and individuals in support of fellowships.

Contribution to the UN 2030 Sustainable Development Agenda

Through its intensive education, training and research agenda, IMLI contributes towards the implementation of SDGs 4, 5, 7, 9, 13, 14, 16 and 17. IMLI bears in mind the requirements of developing and, in particular, of least developed countries. IMLI also mandates in its admissions process that 50% of places in the Institute's Master's programmes be reserved for deserving female candidates.

Conferences and events

| | |
|----------|--|
| February | <ul style="list-style-type: none"> Human Rights and the Law of the Sea |
| May | <ul style="list-style-type: none"> Marine biological diversity in areas beyond national jurisdiction (BBNJ) workshop |
| November | <ul style="list-style-type: none"> Round-table on 'The Challenges of Ocean Governance' The International Legal Protection of the Global Climate: 30 Years since the Maltese UN Climate Change Initiative seminar |



Providing

high-level specialized maritime education and training

for students from around the world

Regional Seas Programmes



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

Today, there are 18 Regional Seas Programmes in place, seven of which are hosted by UN Environment (<https://www.unenvironment.org/explore-topics/oceans-seas/what-we-do/working-regional-seas>).

Each programme has an accompanying action plan that promotes the sustainable management and use of the marine environment in that region. These action plans are generally underpinned by a legal framework in the form of a regional convention and associated protocols. While the regional conventions and action plans reflect a similar approach, they are tailored to suit the particular environmental challenges of each region.

The day-to-day management of the action plans is largely undertaken by Regional Coordinating Units (RCUs) and Regional Activity Centres (RACs) set up under each Regional Seas Programme. The RACs play a key role in the implementation of various (thematic) components and activities of the action plans at regional, subregional, national and local levels.

Since the Regional Seas Programme was established over 45 years ago, IMO has worked closely with UN Environment and the individual Regional Seas Programmes on the protection of the marine environment in the different sea regions. We are closely involved with certain RACs, particularly in the delivery of capacity-building and technical assistance.

This cooperation focuses on the following geographical areas:

1. REMPEC

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

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

2. RAC/REMPEITC-Caribe

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

3. Other geographical regions

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

Other regions and RACs supported by IMO include those established under the Convention for the Protection, Management and Development of the Marine and Coastal Environment of the Western Indian Ocean (Nairobi Convention) and the Framework Convention for the Protection of the Marine Environment of the Caspian Sea (Tehran Convention). They also include those that are not directly administered by UN Environment (for example, the Pacific Regional Environment Programme (SPREP), the South Asia Co-operative Environment Programme (SACEP) and the Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA)).

A framework for regional cooperation

The initial focus of many of the Regional Seas Programmes and RACs has been on regional preparedness, response and cooperation in case of oil spills caused by ships. They have specifically been promoted as a means of compliance to the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC 90) and its Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances (OPRC-HNS Protocol). However, many of the programmes prove to be useful frameworks for regional cooperation on IMO's other environmental conventions.

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



In 2018, RACs and other bodies established under the Regional Seas Programme implemented a number of technical cooperation activities on behalf of IMO. Meanwhile, IMO also participated in a number of regional events organized by these entities, including:

REMPEC

- A regional workshop aimed at enhancing awareness of the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI
- A study outlining the costs and benefits of designating the Mediterranean, or parts thereof, as sulphur oxides (SOx) Emission Control Area (ECA)
- A regional workshop on response to spill incidents involving HNS (MEDEXPOL 2018)

RAC/REMPEITC-Caribe

- A feasibility study on the development of a regional port reception facilities plan for Small Island Developing States (SIDS) in the Wider Caribbean Region
- Four national workshops on contingency planning and implementation of the OPRC-Convention

PERSGA

- A subregional workshop aimed at enhancing regional capacity to implement and enforce MARPOL Annex V and port reception facilities

Tehran Convention

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

IMO and UN Environment, in collaboration with the Nairobi Convention

- Regional training on oil impacted shoreline assessment and response in East Africa

Delivering as one

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

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



Through its Women in Maritime programme, IMO has taken a strategic approach towards enhancing the contribution of women as key maritime stakeholders. We continue to support the participation of women in both shore-based and sea-going posts under the slogan of 'Training-Visibility-Recognition'.

IMO is strongly committed to helping its Member States achieve the United Nations 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals (SDGs), particularly SDG 5 on achieving gender equality and empowering all women and girls.

Our gender programme began in 1988. At that time, only a few maritime training institutes opened their doors to female students. Since then, the programme has helped create an institutional framework that incorporates a gender dimension into IMO policies and procedures. This has supported increased access to maritime training and employment opportunities for women in the maritime sector.

During 2018, the programme facilitated increased access to high-level technical training and employment opportunities for women in the maritime sector through short development courses.



Facilitating increased access to high-level technical and

employment opportunities for women

in the maritime sector

Women in Maritime Associations

IMO has facilitated the creation of professional networks to improve gender balance in the shipping industry. Under IMO's auspices, seven Women in Maritime Associations (WIMAs) have been established in Africa, Arab States, Asia, the Caribbean, Latin America and the Pacific:

- Pacific Women in Maritime Association (PacWIMA)
- Network of Professional Women in the Maritime and Port Sectors for West and Central Africa (set for relaunch on 2019)
- Association for Women in the Maritime Sector in Eastern and Southern Africa region (WOMESA)
- Women in Maritime Association, Asia (WiMA Asia)
- Women in Maritime Association, Caribbean (WiMAC)
- Arab Women in Maritime Association (AWIMA)
- Red de Mujeres de Autoridades Marítimas de Latinoamérica (Red-MAMLa)

Together, these associations cover some 152 countries and dependent territories and 490 participants.

The impetus of our regional associations

Access to these regional WIMAs gives members a platform to discuss a number of topics, not just about gender, but also technical maritime issues. These associations narrow some of the institutional barriers and cultural stigma facing women who enter the maritime industry.

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

During 2018, several capacity-building activities to support IMO's WIMAs took place. These included but were not limited to:

Pacific Women in Maritime Association (PacWIMA)

One of the key outcomes of the 2018 conference was the establishment of a drafting committee to develop a regional strategy for regional coordination and providing guidance towards progressing gender equity and equality in the Pacific maritime sector.

Association for Women in the Maritime Sector in Eastern and Southern Africa region (WOMESA)

The conference enabled the transfer of knowledge to assist WOMESA members integrate meeting outcomes into their work. They addressed a wide range of practical aspects as well as:

- Partnership development
- Development of a social media

campaign to increase the visibility of African women in the maritime sector

- A campaign to end gender-based violence (GBV) in the workplace, advocating GBV policies in collective agreements of shipping lines and seafarers
- Identifying training funds and facilitating access to mandatory sea time for cadets, in particular, female cadets
- Establishment of a mentorship programme

To promote greater visibility of WOMESA and in celebration of the African Day of Seas and Oceans, which is celebrated on 25 July annually, WOMESA members agreed to celebrate a Day for Women in Maritime. A beach clean-up is planned to mark its first activity.

Women in Maritime Association, Caribbean (WiMAC)

The association was strengthened through the delivery of a second regional conference under the theme of 'Charting the course for generations of women'.

Key outcomes included the identification of performance indicators to support the development of a five-year strategy for WiMAC. This strategy will become the roadmap to mark the stages of WiMAC's progress. In addition, a mentorship programme was developed and launched with a view to sensitizing women and young girls to the industry and, in general, promoting a career in the maritime sector.





During 2018, an expenditure of \$13.5 million allowed us to effectively deliver technical assistance all over the world, covering a diverse range of maritime subjects with large-scale, multi-year projects as well as focused training workshops and needs assessments. Of this total, \$6.2 million came from 22 donor sources and multi-donor trust funds, representing over half of our expenditure.

Partnership arrangements

IMO has developed bilateral partnerships with governments, international organizations, regional institutions and industry. In addition, our new knowledge partnership model seeks to broaden the sources of funding available for our technical assistance.

During 2018, a total of 75 partnership arrangements were in operation, including:

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

These collaborations offer valuable support for capacity-building activities, while at the same time increasing the effectiveness of technical cooperation by enhancing awareness of the Organization's mandate.



IMO's technical cooperation activities are conceived and developed through partnerships with Member States, governments, other UN bodies, international organizations and the private sector. These partnerships provide valuable support for the delivery of technical cooperation activities. The experience, expertise and generosity of our partners and donors enable us to continue to deliver technical assistance, skills and knowledge where they are most needed.

Going forward, we will strengthen partnership arrangements in the implementation of the 2030 Agenda for Sustainable Development. We expect our partnerships to significantly contribute to sustainable maritime transport and the implementation of the UN Sustainable Development Goals (SDGs).

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

The first donor/recipient IMO workshop was held in Seoul, Republic of Korea, in November 2018. The workshops aim was to develop a knowledge partnership for development cooperation activities in the maritime field and to seek possible cooperation opportunities. This provided a platform for discussion of possible cooperation, not only between donors and recipients but also between the maritime administrations and development cooperation agencies of the respective countries.

Partnerships to deliver

technical assistance all over the world

covering a diverse range of maritime subjects



Development of a Maritime Single Window for Antigua and Barbuda

Facilitating the establishment of e-systems to ensure electronic exchange of information is vital to the modernization of shipping and the facilitation of maritime trade. Avoiding duplication and parallel reporting systems by developing a robust maritime single window (MSW) system is an important element.



An MSW enables all information required by public authorities in connection with the arrival, stay and departure of ships people and cargo to be submitted electronically via a single portal, without duplication. This type of system is recommended by the Facilitation Convention (FAL Convention), the treaty which aims to reduce administrative burdens and make shipping and trade by sea more efficient.

In 2017, based on its experience in electronic facilitation of maritime trade, Norway agreed to offer in-kind and financial support to the IMO Integrated Technical Cooperation Programme (ITCP) to initiate a project for the establishment of a national MSW in Antigua and Barbuda. The project was designed to facilitate the implementation of an MSW providing an electronic system for the transmission of data for maritime transport clearance, as per requirements covered by the FAL Convention.

The project developed a generic national MSW system that could be adopted for the maritime transport domain, with the inherent ability to be modified for unique stakeholders' requirements at a

future date. The project also recognized that authorities, such as customs, port administrations, maritime authorities, health, police and immigration, operate in the port environment. As a result, an MSW would secure efficient coordination between the authorities, which is essential for the smooth and efficient transit of people, ships and goods through the port.

The project was successfully deployed and the fully functional generic MSW was delivered on 13 December 2018. The source code was also made available to other countries who need it.

To assist Member States in complying with their obligations under the FAL Convention, IMO intends to replicate the generic MSW system, which has been custom-designed for Small Island Developing States (SIDS) without an MSW and with small ports.

The IMO MSW is an Open Source implementation and the source code, basic documentation and Wiki information on the project and system is found on GitHub.

The IMO MSW repository is at <https://github.com/Fundator/IMO-Maritime-Single-Window>



Marine plastic litter



In 2018, IMO's Marine Environment Protection Committee (MEPC) adopted the IMO Action Plan to address marine plastic litter from ships. This aims to contribute to the global solution for preventing marine plastic litter entering the oceans through ship-based activities in two: enhancing existing policy and regulatory frameworks and introducing new supporting measures. The Action Plan also supports the Organization's commitment to meeting the targets set in the UN 2030 Sustainable Development Goal (SDG) 14 on the oceans.

The measures taken by IMO to regulate marine litter are numerous and wide-ranging. They consider microplastics, the avoidance of single-use plastic, placards, garbage management plans and garbage record-keeping, port reception facilities, dumping of wastes at sea and recycling ships.

UN Environment estimates that 15% of marine litter floats on the sea's surface, 15% remains in the water column and 70% rests on the seabed. IMO works closely with a number of partners to address this global issue and support research work including:

- The Food and Agriculture Organization (FAO) through the Joint FAO/IMO Ad Hoc Working Group on Illegal, Unreported and Unregulated (IUU) Fishing and Related Matters (JWG)
- The Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP)
- The UN Environment-managed Global Partnership on Marine Litter (GPML)
- The United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea (ICP)
- The United Nations Environment Assembly (UNEA)

In line with timeframes provided in the UN 2030 SDG 14, the measures within this Action Plan should be completed by 2025.

IMO will undertake periodic reviews of the Action Plan to ensure that it continues to deliver against the objective and planned outcomes.



UN Environment estimates that

15%

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15%

remains in the water column and

70%

rests on the seabed



Workshop on drafting national legislation

An important strategic direction for IMO is improve the way its instruments are implemented at the national level.

In October 2018, IMO hosted a workshop on the general principles of drafting national legislation to implement IMO conventions. This workshop was aimed at lawyers and legislative drafters from developing countries.

Participants from 17 countries were guided through legislative drafting techniques and the mechanisms that should be applied when developing national maritime law. Our focus was on best practices for the incorporation of treaties into national legislation. Meanwhile, special attention was paid to the implementation of amendments to IMO treaties adopted through the tacit acceptance procedure and methods of allowing domestic legislation to keep pace with changes at IMO.

The workshop was also an opportunity for networking and sharing experiences, particularly with regard to the challenges countries face in implementing technical regulations into national law. Finally, the workshop allowed participants to familiarize themselves with the Organization, its structure and the treaty-making process at IMO. Ultimately, the event enabled participants to carry out the tasks necessary to effectively implement and enforce relevant IMO instruments into their national legislation.



Regional workshop on the UNDAF

As part of the United Nations family, IMO resolutely addresses the 2030 Agenda for Sustainable Development and its associated Sustainable Development Goals (SDGs). Adopted in 2015 by 193 countries, these call for action to eradicate poverty and achieve sustainable development by 2030 worldwide. We work to support this process and ensure that the maritime sector is fully integrated into the United Nations Development Assistance Framework (UNDAF), the main platform for the collaboration of the UN system at country level.

In October 2018, in collaboration with the Government of Chile, we organized a regional workshop on the United Nations Development Assistance Framework, UNDAF: A look into the future. The workshop brought together 46 participants from 18 Member States in Latin America and a number of UN agencies, raising awareness of the 2030 Agenda amongst the countries' maritime authorities. The workshop's focus was

on implementing the goals at both national and regional levels. This regional workshop was a pilot project to assist Member States to include maritime issues in their UNDAF processes that would be replicated in other geographical regions.

Following this workshop, Colombia announced the beginning of coordination with State entities for the inclusion of a maritime project in the UNDAF 2020-2023 process. This was just one of many indications of the success of IMO's support to its Member States to achieve the SDGs.



A module to

identify and manage

the real technical assistance needs of countries and territories



New revised Country Maritime Profile (CMP)

The Country Maritime Profile (CMP) module, an IMO electronic data module forming part of the Organization's Global Integrated Shipping Information System (GISIS), was created in 2012. The module would help IMO to identify and manage the real technical assistance needs of countries and territories, providing storage for data and the ability to retrieve and analyse it. As a result, IMO can adopt a more targeted approach when planning technical cooperation activities. All Member States are required to complete their profile and update their respective records.

In 2018, at the request of its Member States, IMO initiated a project to review and restructure the CMP module to serve as an expert system in analysing the information recorded by Member States. We looked at areas including its user-friendliness, effectiveness, efficient data populating and updating from publicly available sources.

The CMP module review and restructuring exercise was completed in 2018 and the new version was launched on a trial basis with the formal launch scheduled in 2019. The revised module is mobile device-friendly and is compiled through reliable and relevant information available from various internal and external sources.

The module:

- Provides links between technical assistance areas/IMO treaties and SDGs
- Reflect the IMO Member State Audit Scheme (IMSAS) audit outcomes and the States' treaty status
- Reflects the status of country-specific technical assistance needs
- Captures IMO meeting participation including gender representation at such meetings

Some elements of the module will be developed on an incremental basis, taking into account the evolving needs of stakeholders and Secretariat.

The module also uniquely allows countries to request technical assistance associated with a specific treaty or area, and generates reports that would assist the Secretariat in technical assistance identification, management and governance. As a result, it considerably strengthens the overall strategy on technical assistance and cooperation.



Contact Details

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

Tel: +44 20 7735 7611

Fax: +44 20 7587 3210

Email: todregistry@imo.org

www.imo.org