

ANNUAL
REPORT
2020

IMO Technical Cooperation



INTERNATIONAL
MARITIME
ORGANIZATION



Kitack Lim,
IMO Secretary-General

Foreword by Kitack Lim, IMO Secretary-General

Despite the unprecedented challenges facing the world in 2020 due to the COVID-19 pandemic, IMO continued to roll out many varied activities around the globe within its Integrated Technical Cooperation Programme (ITCP).

Through new ways of working and a great spirit of collaboration, we supported our Member States towards better and more effective implementation of IMO regulations. I remain convinced that the maritime sector will be critical in ensuring global post-COVID-19 economic recovery and, in the longer term, achieving the 2030 Agenda and the Sustainable Development Goals. It is imperative that Member States and development partners continue to invest in maritime development and training, both by supporting the ITCP and through direct support to our global training institutions – the World Maritime University and the IMO International Maritime Law Institute.

The responsibility to implement IMO regulations lies with governments, but IMO, as an organization, has a firm commitment to supporting those in need of assistance. IMO's technical cooperation efforts remain at the heart of our work. They are key to supporting safe, secure and efficient shipping and to preventing marine and atmospheric pollution from ships.

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1.

Impact of the COVID-19 Pandemic on IMO Technical Cooperation Activities



Impact of the COVID-19 Pandemic on IMO Technical Cooperation Activities

On 30 January 2020, the World Health Organization (WHO) declared the COVID-19 outbreak to be a Public Health Emergency of international concern. Global travel restrictions soon followed.

Those restrictions significantly impacted the IMO's work and modus operandi. The delivery of Technical Cooperation (TC) activities was no exception, with the result that several activities scheduled to take place throughout the year were cancelled or postponed.

Nevertheless, IMO continued its TC work and delivered numerous Integrated Technical Cooperation Programmes (ITCPs) and thematic long-term project activities covering diverse subject matters such as maritime safety, security, facilitation, legislation, marine environment protection, Member State audits, maritime training and other issues.

The impact of the COVID 19 pandemic resulted in an overall reduction of deliverables while the world adjusted to new ways of working, including adjusting to global travel restrictions. However, the IMO Secretariat rose to the challenge by adapting its working practices and developing new methodologies to continue to deliver TC strategic work. Despite the challenges faced, the continued successful delivery of remote technical assistance initiatives and activities augurs well for future developments.

Due to notable efforts by IMO, Member States, implementing agencies and coordinating staff, 2020 still saw the delivery of 81 TC activities, the training of 943 people worldwide and the provision of 99 fellowships in the maritime field, including a total of 22 fellows at the World Maritime University (WMU) and the International Maritime Law Institute (IMLI). Expenditure of nearly \$9 million was recorded on TC activities during 2020.



That translates to a financial delivery rate of 41% of programmed resources, with funding from 27 different sources. Besides delivering some of the planned technical assistance activities virtually, the Secretariat also undertook TC-related strategic work, including:

- Developing training materials
- Revising TC-related processes and manuals
- Developing e-learning and online delivery training programmes
- Adapting the Integrated Technical Cooperation Programme (ITCP) for the 2020–2021 biennium to reflect the new realities
- Providing input to the Internal Oversight and Ethics Office evaluation of ITCP 2016–2019



E-learning

Considerable work was carried out to develop e-learning and distance learning programmes. Those efforts notably included a cross-divisional Secretariat team engaging in a joint e-learning pilot project with WMU aimed at developing three e-learning courses:

- 1-day introductory Oil Pollution Preparedness Response and Cooperation (OPRC) course
- 5-day IMO Member State Audit Scheme (IMSAS) auditor' training course
- 2.5-day biofouling management course

The e-learning courses, owned and hosted by IMO, are used to deliver some components of IMO's capacity-building programmes virtually to broaden access to tailored training materials complementing the regular training programme.

The Secretariat, in cooperation with the Marine Accident Investigators' International Forum (MAIIF), also developed and delivered a train-the-trainers distance learning course on marine casualty investigation based on IMO Model Course 3.11 and other related materials.

Seafarer matters related to COVID-19

During 2020, over 400,000 seafarers on ships were affected worldwide by not being able to leave their ships to be repatriated to their home countries at the end of their contracts. A similar number were waiting to join ships and unable to work in the meantime.

Within the framework of IMO's work to facilitate crew changes, the Secretariat, in liaison with its Seafarer Crisis Action Team (SCAT), delivered a series of virtual regional events on the challenges faced by seafarers during the COVID-19 pandemic with a view to identifying best practices and helping to alleviate the impact of the crisis on seafarers and the shipping industry.

Those regional events provided insights into relevant key issues such as:

- Travel-related guidance
- Quarantine measures and procedures
- Medical guidance
- Emotional and mental health support
- Digital certification

SCAT was involved in over 500 individual cases and dealt directly with several thousand seafarers. Examples of SCAT intervention in specific cases can be found at:

<https://www.imo.org/en/MediaCentre/HotTopics/Pages/Support-for-seafarers-during-COVID-19.aspx>

2. Delivering Sustainable Technical Cooperation



2. Delivering Sustainable Technical Cooperation

Maritime transport's importance to the world economy and in maintaining global connections was proved once again in 2020 as the pandemic disrupted social and economic activities. Access to commercial ships ensured that the world could still function, with the maritime trade relentlessly delivering the world's food, energy, manufactured goods and components, including vital medical supplies.

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

IMO's mission is to promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation. Through the Integrated Technical Cooperation Programme (ITCP), IMO ensures that technical assistance is provided to developing countries* which lack the capacities to implement those standards.



The Organization's Strategic Plan 2018–2023 (IMO Resolution A.1110(30)) identifies strategies for enabling IMO to achieve its mission and strategic objectives in the years ahead, and it reaffirms the IMO's intention to improve the adoption of standards through capacity-building and technical cooperation (TC).

The Integrated Technical Cooperation Programme (ITCP), is designed to respond to Member States' technical assistance needs. It is therefore an essential part of the IMO mandate and values, as we encourage the adoption of the highest practicable standards of maritime safety and security, navigation efficiency and the prevention and control of pollution from ships. We also consider related legal matters and effective IMO instrument implementation with a view to universal and uniform application.

The ITCP mission is to help developing countries to improve their ability to comply with international rules and standards, with priority given to technical assistance programmes focusing on human resources development and institutional capacity-building.

Strategic and sustainable implementation

One aspect of the strategic plan requires IMO to improve the implementation of its instruments to create a level playing field for its members. To that end, IMO continues to provide Member States and the industry with the information needed to better identify and understand barriers to implementation, and to consider ways of eliminating those barriers, including through analysis of findings from the IMO Member State Audit Scheme (IMSAS) and data from other sources.

ITCP projects and activities are a result of a consultative process between the Organization's Technical Cooperation Committee (TCC), the thematic priorities of its other committees and its key strategic principles. We continue to develop and execute projects to provide targeted capacity-building and TC that fosters, promotes and supports implementation efforts, while continuing to pay particular attention to the needs of Small Island Developing States (SIDS) and Least Developed Countries (LDCs).

TC activities are formulated through partnerships of recipient countries, resource providers and the Organization. Activities are designed to address identified needs and are funded through a combination of sources, including:

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

Consequently, the shape and scope of IMO's technical assistance continues to evolve over the years in response to our Member States' changing needs and global maritime priorities. IMO's TC programmes address the objective of strengthening national and regional maritime competencies and promoting maritime development around the globe in a harmonized manner.

Expertise networks

The ITCP has developed expert knowledge and experience in providing TC that matches each Member State's needs to the resources available through partnerships with other Member States, international organizations and regional institutions.

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

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 rules and standards.

Once implementation has been agreed, activities are mostly delivered through specialists in the field or institutions and networks in the developing world. In partnership with IMO, those institutions and networks coordinate and manage regional programmes while our Regional Presence Offices in Africa, Asia and the Caribbean provide in the field advice and expertise.

Technical assistance activities in 2020

81 Activities delivered



1,410 People trained



5 advisory and needs assessment

49 other activities

27 training courses

943 trainees

99 fellows

368 strategy officials

*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.

2. Delivering Sustainable Technical Cooperation*

TC contribution to SDGs

The United Nations 2030 Agenda for Sustainable Development, with its 17 Sustainable Development Goals (SDGs) and 169 targets, was adopted by 193 countries in 2015.

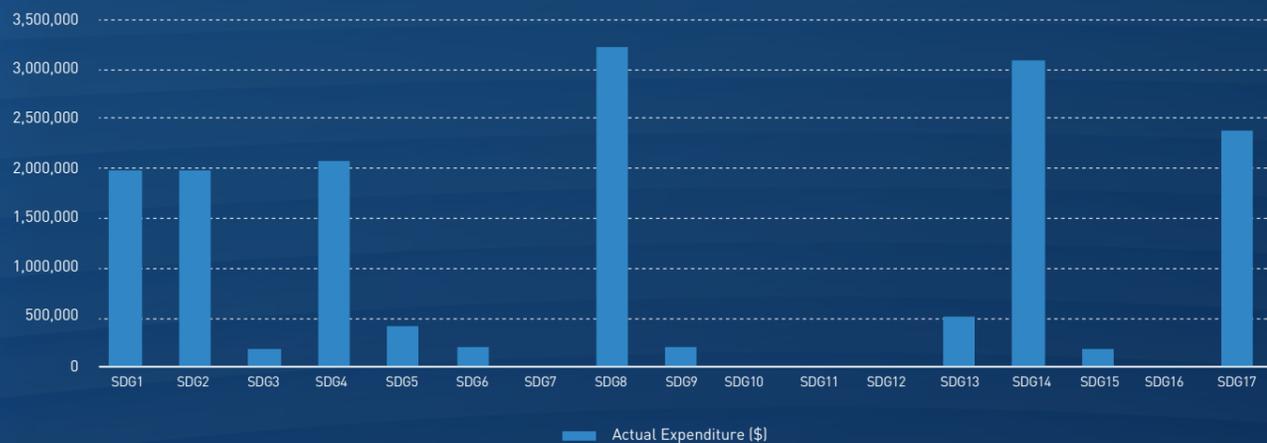
That Agenda calls for action by all countries to eradicate poverty, achieve gender equality, recognize the human rights of all and achieve worldwide sustainable development by 2030, and the SDGs are seen as an opportunity to transform the world for the better while leaving no one behind.

IMO continues to work actively towards those goals, as most of the elements of the 2030 Agenda can only be realized with a sustainable transport sector supporting world trade and facilitating the global economy.

The IMO TCC has formally approved linkages between the Organization's technical assistance work and the SDGs. It prioritizes those activities which not only promote the early ratification and effective implementation of IMO instruments but also contribute to the attainment of the SDGs, with the special needs of LDCs and SIDS being taken into account to ensure that the ITCP addresses them.

While the SDG 14: Life below water goals are central to IMO activities, aspects of the Organization's work can be linked to all individual SDGs. As much as possible, TC activities are linked to relevant SDGs with a view to facilitating implementation at the country level.

The TCC established a Working Group on the 2030 Agenda for Sustainable Development to develop a series of specific, measurable, attainable, relevant and time-based (SMART) indicators for data collection to serve as performance indicators for IMO's TC work. Those indicators set the 2020 data as the baseline for the 2024 targets.



- 1 No Poverty
- 2 Zero Hunger
- 3 Good Health and Well-being
- 4 Quality Education
- 5 Gender Equality
- 6 Clean Water and Sanitation
- 7 Affordable and Clean Energy
- 8 Decent Work and Economic Growth
- 9 Industry, Innovation and Infrastructure
- 10 Reducing Inequality
- 11 Sustainable Cities and Communities
- 12 Responsible Consumption and Production
- 13 Climate Action
- 14 Life Below Water
- 15 Life On Land
- 16 Peace, Justice, and Strong Institutions
- 17 Partnerships for the Goals

3. The Year in Numbers



3.

The Year in Numbers

During 2020, nearly \$9 million was spent on IMO technical cooperation activities. That was less than the previous years' expenditure due to the global impact of the COVID-19 pandemic.

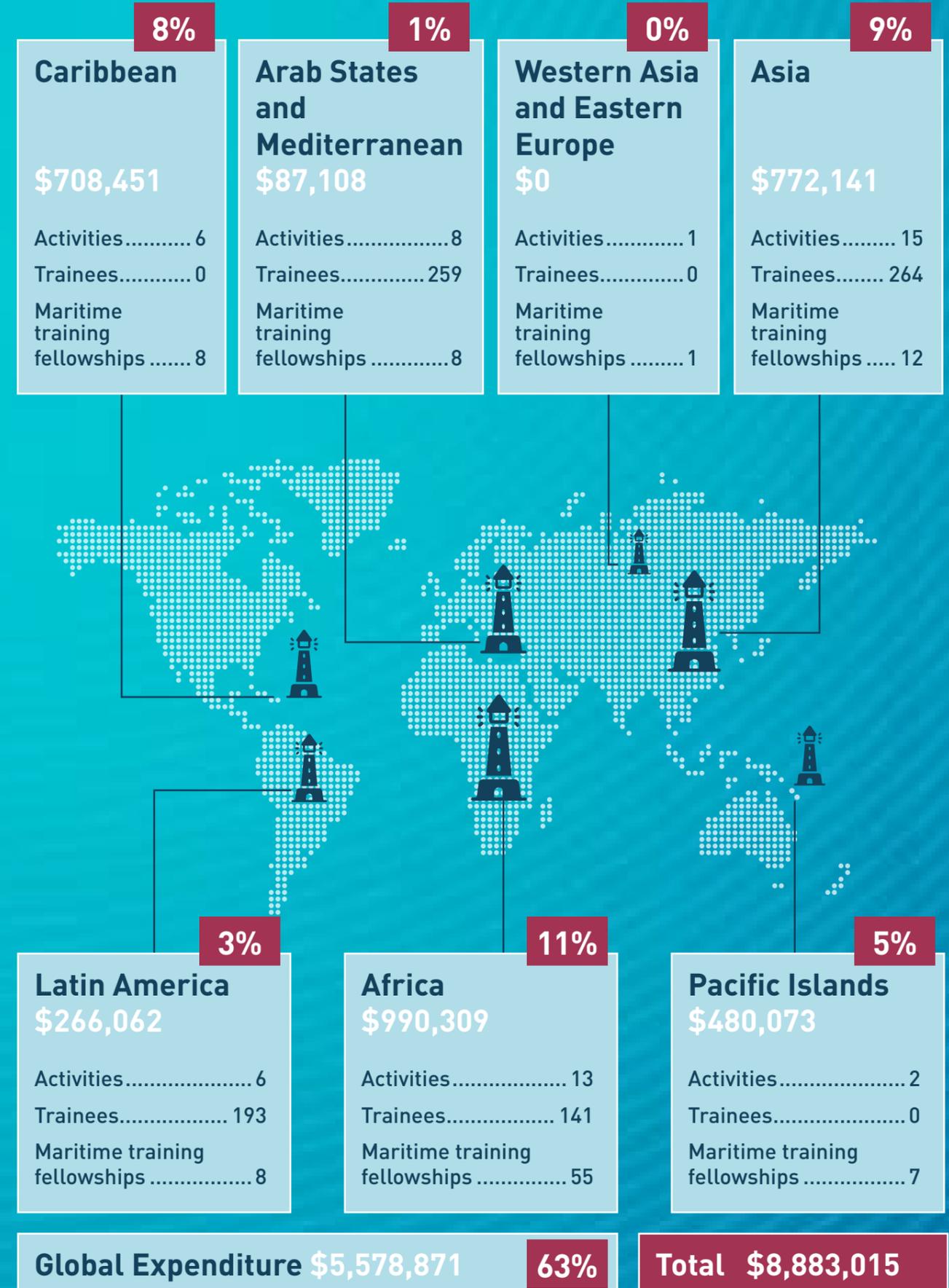
Technical cooperation expenditure for the last three years (\$)



2020 expenditure by discipline (\$)



2020 activities and expenditure by region (\$)



4.

ITCP Regional Programmes





The robust planning that goes into developing the Integrated Technical Cooperation Programme (ITCP) ensures that Member States' specific needs are carefully considered and that principles of transparency, effectiveness and efficiency underpin all programmes.

IMO regional programmes provide a geographical framework and are aimed at delivering tailored technical assistance to strengthen institutional capacities and human resource development.

The coordination and management of technical cooperation (TC) activities can be delegated to our Regional Presence Offices in Africa, East Asia and the Caribbean, and to the IMO TC Officer for the Pacific, based at the Pacific Community (SPC), as well as regional and national institutions and networks.

During 2020, the COVID-19 pandemic impacted the delivery of some planned ITCP activities across all regions. However, boosted by the Secretariat's efforts to adapt to new challenges, supported by maritime administrations, organizations and associations, the regions operated to the utmost extent of their abilities and capabilities to successfully deliver a number of important TC activities.

Africa

The three Regional Presence Offices in Africa, located in Abidjan, Côte d'Ivoire, Accra, Ghana, and Nairobi, Kenya, continued to play crucial roles in providing technical assistance support, advisory services and identification of relevant Technical Cooperation needs of countries in the regions.

In February 2020, the Regional Presence Office in Accra, Ghana, actively participated in and provided advice to the fourth session of the Executive Council meeting of the Association of African Maritime Administrations, held in Accra, Ghana.

Furthermore, the repression of piracy and armed robbery against ships in the Western Indian Ocean and the Gulf of Aden continued to receive much-needed attention through the delivery of activities under the IMO Djibouti Code of Conduct (DCoC) programme. Similar collaborative efforts were initiated and strengthened in the west and central African subregion for the Gulf of Guinea.

In collaboration with the United Nations Assistance Mission in Somalia (UNSOM) and other international partners, IMO continued to support maritime governance in Somalia through the establishment of the Somali Maritime Administration (SMA).

The SMA, together with its technical team, attained initial operational capability on the four agreed pillars of ship registration, legal compliance, crew certification and maritime rescue coordination. The draft legislation on ship registration was submitted to the Somali Minister of Ports and Marine Transport for further consideration and signing into law. Moderate progress was also made on the three other pillars despite the considerable challenges posed by COVID-19.

Other governance-related activities were implemented in Somalia, including an induction training course for SMA's new staff members and the translation of the revised Somali Shipping Code from English into Somali language for ease of consideration by the Somali Parliament and passage into national law.

During 2020, the Global Search and Rescue (SAR) Plan continued to receive support through collaboration with the International Maritime Rescue Federation (IMRF). Two activities were delivered in Morocco, namely a regional On-Scene Coordinator function training course and a Regional SAR Committee meeting in conjunction with a SAR workshop on the Basic Rescue Boat Operator Manual for North-West and West Africa.

The region also benefited from several training activities on marine environment sustainability, including a regional workshop held in Zanzibar, United Republic of Tanzania, on cooperation in preparedness and response during marine pollution incidents in Eastern Africa and the Western Indian Ocean. The workshop enhanced the participants' knowledge regarding preparing and responding to marine pollution incidents, with the additional output of a series of short-and medium-term recommendations on enhancing regional preparedness for addressing oil pollution. IMO also fielded an oil pollution response expert to Mauritius following the grounding of the bulk carrier MV Wakashio. The expert assisted the Government of Mauritius to develop plans to mitigate the effect of oil pollution on its coastline.

In response to the seafarer crisis caused by the COVID-19 pandemic, two virtual regional webinars were held on the challenges faced by seafarers and the identification of best practices during the COVID-19 pandemic in Africa.



Arab States and Mediterranean



In collaboration with the Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA), some activities were implemented in the Arab States and Mediterranean region:

- Regional workshop to promote the implementation and enforcement of the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex V and port reception facilities
- Regional webinar on the Ballast Water Management (BWM) Convention which raised awareness and shared implementation knowledge and best practices. The webinar was delivered in collaboration with the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)

Two national workshops were also delivered in Algeria and Egypt on the ratification and implementation of MARPOL Annex VI with the aim of assisting recipient countries in developing their national capacities to prevent air pollution from ships.

Asia and Pacific Islands



The IMO Regional Coordinator for East Asia and the IMO TC Officer for the Pacific Islands region stationed at the Pacific Community (SPC) continued to identify and provide advice relating to the technical assistance needs of countries in the region. The allocated technical assistance resources, which were supported through various partnership arrangements, including with SPC and the Secretariat of the Pacific Regional Environment Programme (SPREP), were mostly postponed due to the pandemic.

Considerable efforts went into developing and delivering a virtual regional train-the-trainer course on marine casualty investigation and the development of projects for donor-funding consideration, including a study of domestic passenger ship safety and energy efficiency.

In response to the seafarer crisis caused by the pandemic, a regional webinar was delivered on the challenges faced by seafarers and identification of best practices during the COVID-19 pandemic in Asia. Several recommendations were identified regarding protocols and a wide range of measures to support seafarers in need, including travel and repatriation support to medical care and testing.

The region further benefited from the Norway-funded long-term Marine Environment Protection of the South-East Asian Seas (MEPSEAS) project, which provides assistance to seven South East Asian countries (Cambodia, Indonesia, Malaysia, Myanmar, the Philippines, Thailand and Viet Nam) in the field of marine environment protection.

Western Asia and Eastern Europe



During 2020, the regional programme focused on providing Member States in the region with assistance in addressing the difficulties caused by the COVID-19 pandemic in relation to repatriation and crew changes. Member States were advised to designate seafarers as key workers providing an essential service, to continue complying with Resolution MSC.473(ES.2) and to implement MSC.1/Circular 1636, which provides industry recommended protocols for ensuring safe ship crew changes and travel during the pandemic.

Some countries in the region benefited from marine environmental protection-related activities, which were delivered virtually through partnership with REMPEC, covering the BWM Convention, the Hazardous and Noxious Substances (HNS) Convention 2010, the Protocol on Preparedness, Response and Cooperation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (OPRC/HNS 2000 Protocols), and other related issues.



Latin America and Caribbean



With the support of the IMO regional partners, Comisión Centroamericana de Transporte Marítimo (the Central American Commission on Maritime Transport), and the IMO Regional Maritime Adviser for the Caribbean, the region benefited from ITCP activities including:

- Advisory mission on the administrative structure and legislative framework governing the Maritime Administration of Antigua and Barbuda
- Advisory mission for Cuba and El Salvador in relation to the Viña del Mar Port State Control Agreement
- Senior Maritime Administrators meeting
- Regional virtual training course for maritime administrations on the implementation of the International Safety Management (ISM) Code
- Webinar for senior maritime administrators from countries in the Operative Network Authorities of the Americas – Central America
- Virtual national workshop on drafting national legislation for Costa Rica, through which officials acquired the necessary skills to draft national legislation, thus providing a solid basis for Costa Rica to begin the process of complying with the IMO Member State Audit Scheme Corrective Action Plan

It is important to note that four needs assessment activities were initiated during 2020 focused on SAR, the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Convention, the ISM Code, and the Facilitation of International Marine Traffic (FAL) Convention. Those are the four three-year pilot thematic programmes commenced in the Central America sub-region.

The Latin America and Caribbean region also benefited from a regional webinar on the ratification and implementation of the 2012 Cape Town Agreement. That webinar was aimed at advocating the early acceptance/ratification and/or effective implementation of the 2012 Cape Town Agreement with a view to helping the Agreement's entry into force criteria to be achieved by the tenth anniversary of its adoption (i.e. by 11 October 2022).

IMO regional presence

The regional presence in selected developing regions supports the IMO's input into national and regional development policies. It also underpins the development, delivery and coordination of TC activities. Our current regional presence offices and responsible Regional Coordinators are as follows:

Our regional presence includes:

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





5. ITCP Global Programmes

5. ITCP Global Programmes

Various specific technical and emerging issues are best addressed from a global perspective, so the structure of the global Integrated Technical Cooperation Programme (ITCP) provides a mechanism by which funds can be targeted across a range of subject matters including support to Small Island Developing States (SIDS) and Least Developed Countries (LDCs), maritime security and climate change. Developing countries gain from a symbiosis of regional and global programmes which allows the delivery of training events and technical advisory missions and the provision of fellowships to those who need them most. All those measures together contribute to the sustainable development of the maritime community as a whole.



Technical Advisory Services

Through its flexible mechanism, our technical advisory services programme is aimed at responding to emergency technical assistance requests, such as those related to marine pollution or maritime safety incidents, and governments' requests for other assistance essential to the implementation of global maritime standards.

In 2020, the programme funded IMO participation in a United Nations (UN) inter-agency consultative mission on the wider UN efforts regarding the Floating Storage and Offloading (FSO) unit SAFER Unit off the coast of Yemen, as well as a consultancy project to support contingency planning and preparedness in the event of any related oil spills. The programme further funded the deployment of a response expert following the oil spill incident from the bulk carrier MV Wakashio off the south-eastern coast of Mauritius.

Support to SIDS and LDCs

IMO continues to identify and address the special shipping needs of SIDS and LDC Member States through a dedicated global support programme.

During 2020, technical assistance was delivered through online training courses by the IMO International Maritime Law Institute (IMLI). Assistance was provided for SIDS and LDC representatives to attend the virtual training course on the 1969 Vienna Convention on the Law of Treaties. Support was again provided to the Asia-Pacific Heads of Maritime Safety Agencies for its 21st session.

Capacity-building and training

The capacity-building and training programme continues to reinforce national and regional maritime capacities through human resource development.

In 2020, the programme funded fellowships to maritime specialists at the World Maritime University (WMU), IMLI and other training institutions

delivering short- and medium-term courses. It further provided governance support for WMU and IMLI, including funding the travel costs for five IMO officials who lectured at both institutions in the first months of 2020. During the COVID-19 pandemic, the programme provided support for the virtual delivery of lectures, seminars and webinars by another 14 IMO staff members and three WMU academic staff who lectured at IMLI. The programme also supported:

- Development of an e-learning training course on biofouling management within the framework of the IMO-WMU e-learning pilot project
- IMO participation and funding of participants from developing countries at the international workshop on the Maritime Labour Convention, 2006, as amended, organized by the European Maritime Safety Agency
- The support costs for two Junior Professional Officers recruited under the Organization's 'Gratis Personnel' mobility scheme

Women in Maritime

IMO's Women in Maritime Programme continues to enhance the symbiosis between the objectives of Sustainable Development Goal (SDG) 5, to achieve gender equality and empower all women and girls, and those technical cooperation (TC) activities that reinforce capacity-building in the maritime sector overall. A major symposium was held at IMO's headquarters in London on 19 February 2020 as part of the Organization's continuing efforts to maintain momentum in empowering women in the maritime community and to follow up on the 2019 World Maritime Theme of 'Empowering Women in the Maritime Community'.

In early 2020, IMO funded the participation of female officials from developing countries on the Women in Port Management and Operations course held at the Institut Portuaire d'Enseignement et de Recherche du Havre (IPER), Le Havre, France.

Following the implementation of COVID-19-related travel restrictions, avenues for remote and online delivery were developed, including:

- Another Women in Port Management course delivered online
- A virtual conference on mentorship and leadership

Later in 2020, 24 women from developing countries, with the focus being on participants from Africa, SIDS and LDCs, participated in a virtual Port Senior Management Programme organized by the Galilee International Management Institute in Nahalal, Israel.

The Women in Maritime programme continued to strengthen national and regional capacities through strategic support to the seven IMO-established regional Women in Maritime Associations (WIMAs) by developing their work programmes

and facilitating access to training courses, social media and mentorship platforms. The WIMAs delivered over 50 webinars on a variety of maritime subjects and a well-supported social media campaign on female role models (#MaritimeWomenPhotoShare).

IMO also enhanced strategic partnerships with UN Women, the International Labour Organization (ILO), the Intergovernmental Oceanographic Commission of UNESCO, and the Maritime Technology Cooperation Centres Network.

IMO's cooperation with the Women's International Shipping and Trading Association during 2020 led to the launch of an international survey on the number of women employed in the maritime sector. The survey results will provide baseline data on number of women and their positions in the maritime and ocean fields and help to build a picture of diversity and gender equality in the industry.

5. ITCP Global Programmes

Promotion of the London Protocol

The programme on the promotion of the London Protocol (LP) provides technical assistance to developing countries which require support in promoting and implementing the LP.

In 2020, the programme targeted accession to and implementation of the LP and conducted work on the identification and removal of barriers to achieving compliance with ocean disposal agreements as a crucial part of marine pollution management. The programme also supported the continuing work of the Joint Group of Experts on the Scientific Aspects of Marine Environment Protection Working Group 41 on marine geoengineering.

IMO Member State Audit Scheme

The IMO Member State Audit Scheme (IMSAS) programme provides technical assistance to Member States with a view to facilitating the preparation of their audits, including the identification of obstacles to completion and the effective implementation of actions to address audit findings, corrective action plans and Member States' comments on the progress of the implementation of such plans.

During 2020, the programme activities focused on the development of an e-learning IMSAS auditors training course to provide instant access to distance learning for auditors needing either training or a refresher. The e-learning training course is being developed with WMU within the framework of the IMO-WMU e-Learning Pilot Project.

Maritime Development and the Blue Economy

The Maritime Development and the Blue Economy global programme is aimed at supporting the alignment of IMO's technical assistance work with the SDGs and enhancing Member States' capabilities to reflect on and embed the SDGs in their maritime activities with a view to facilitating country-level implementation.

This programme is also aimed at assisting Member States to comply with all international regulations and standards addressing greenhouse gas emissions from international shipping and improving the energy efficiency of ships. Furthermore, it provides funding for developing and/or strengthening technology cooperation (TC) partnership arrangements and, finally, ensuring the global harmonization and coordination of all port state control inspection regimes.

During 2020, the programme funded a virtual national workshop on National Maritime Transport Policy (NMTP) which trained officials with a view to engaging the country in the development of an

NMTP to support sustainable maritime development and ensure the effective implementation of its international obligations and responsibilities as a flag, port and coastal state.

A review was also initiated of the maritime transport policy training package materials, which were developed in 2015, to incorporate the experiences since acquired and lessons learnt from delivering NMTP activities. Maritime sector developments were also addressed, with a view to delivering more targeted activities and better assisting the beneficiary countries.

- ITCP and the negotiation processes for the establishment of new partnership arrangements under the ITCP, including providing support to the first Caribbean Regional Knowledge Partnership Workshop and the second Asia Regional Knowledge Partnership Workshop
- Design and printing of the TC Annual Publication for 2019
- Production of a short video animation for a Facilitation of International Marine Traffic (FAL) Single Window awareness campaign
- Design and printing of FAL leaflets for the International Association of Ports and Harbours Conference

The programme also funded a social media campaign and other similar activities to promote the 2020 International Day of the Seafarer under the theme 'Our Seafaring Future'.

Enhancement of maritime security

This global programme continues to be aimed at supporting the enhancement of countries' 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.

Directly in response to requests from International Convention for the Safety of Life at Sea (SOLAS) contracting governments, the programme continued to focus during 2020 on targeted assistance related to the implementation of the requirements set out in SOLAS Chapter XI-2, the International Ship and Port Facility Security (ISPS) Code and other IMO maritime security measures such as the implementation of the Long-Range Identification and Tracking system, the implementation of the Suppression of Unlawful Acts Against the Safety of Maritime Navigation treaties and security aspects of the FAL Convention.

Regarding the ISPS Code, assistance was rendered through the organization of a series of national meetings for the Designated Authority (DA), port and ship security officials, managers and other related personnel. The meetings were designed to review and enhance the implementation of effective maritime security measures, including training on ISPS Code requirements, national maritime security legislation, self-assessment, drills and exercises.

Due to concerns regarding the escalating number and severity of attacks against ships in the Gulf of Guinea region, the programme acted to enhance the coordination of initiatives among stakeholders, including facilitating meetings with industry, Nigeria Maritime Administration and Safety Agency, and Interregional Coordination Centre representatives.

New national and regional workshops were piloted on how to assess maritime and port security risks. The programme also continued an implementation

partnership with the Organization of American States and the Regional Security System in the Caribbean to bring together senior government officials from seven countries in the eastern Caribbean with the aim of developing their own national maritime security strategies.

A comprehensive review of existing training materials was conducted with the aim of determining their suitability for virtual delivery. A new training course targeting passenger- and baggage-screening was developed, along with new training courses on diverse risks ranging from the increased presence of drones in port areas to cybersecurity practices.

The programme also promoted regional and subregional cooperation and coordination to strengthen maritime security. Work also continued with other UN agencies and regional organizations to build partnerships and put in place arrangements designed to combat terrorism and other forms of maritime crime while also enhancing maritime and port security.



6. Department of Partnerships and Projects



6. Department of Partnerships and Projects

The newly established IMO Department of Partnerships and Projects (DPP) serves as the gateway for developing partnership opportunities with a wide range of external partners, including IMO Member States, United Nations agencies, financial institutions, non-governmental organizations, intergovernmental organizations and the private sector.

The DPP commenced operations on 1 March 2020 with the objectives of:



The establishment of DPP reflects IMO's strong and continuing commitment to helping its Member States to achieve the objectives of the 2030 Agenda for Sustainable Development, with its 17 Sustainable Development Goals, and implement the Organization's regulatory framework.

IMO has a long and successful track record of matching the requirements of developing and less-developed countries with resources made available by a range of governmental, institutional and corporate donors. Building on that, DPP also promotes a culture of collaboration and innovation to create broader engagement and partnerships with maritime and ocean-related stakeholders.

DPP endeavours to help tackle key global challenges within a maritime context through innovative partnerships and long-term projects. Decarbonization, marine plastic litter and biofouling are among the topic areas already being addressed by major projects such as [GMN](#), [GloFouling Partnerships](#), [GreenVoyage2050](#), [GloLitter Partnerships](#), [MEPSEAS](#), [SENSREC](#), [GHG Smart](#) and [NextGEN](#).

IMO looks forward to continued support for its technical cooperation activities. It also seeks to explore new methods and areas of technical cooperation – under what we call 'knowledge partnerships'. Our knowledge partnership model brings together IMO's maritime expertise, knowledge and unrivalled global network, while our partners provide experience, investment and financial expertise, other resources and in-kind support. Together, we support Member States in improving their maritime capacity and infrastructure.



How to partner with IMO

By matching the differing requirements of developed and less-developed countries with the provision of appropriate resources from donors, IMO intends to tackle some of the major global challenges affecting today's maritime world. Those partnerships will be in line with the Secretary-General's 'Voyage Together' vision of 'leaving no one behind' when it comes to the effective implementation of IMO's global standards.

The video expands on some of the ways in which IMO can work with partners to improve their maritime capacity and infrastructure <https://youtu.be/6DYbP2owoIM>.



7. Thematic Long-Term Projects

In addition to the ITCP, IMO also provides of the Integrated Technical Cooperation Programme (ITCP), IMO provides technical assistance to Member States through a number of donor funded long-term projects aimed at implementing several thematic priorities relating to the protection of the marine environment and supporting regional maritime security.



These projects operate under a multi-year structure to deliver targeted results across a range of subjects relating to marine environmental protection, counter-piracy and maritime security, with a focus on legal, policy and institutional reform, and capacity-building activities in beneficiary countries.

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

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



In the Year 2020

Global Maritime Technology Cooperation Centres Network

<https://gmn.imo.org>

The **Global Maritime Technology Cooperation Centres (MTCCs) Network (GMN) –Capacity-Building for Climate Mitigation in the Maritime Shipping Industry**, funded by the European Union (EU), is aimed at helping beneficiary to limit and reduce greenhouse gas (GHG) emissions from their shipping sectors through technical assistance and capacity-building to promote ship energy.

Having successfully completed pilot projects related to fuel consumption data collection and low-carbon technologies and practices, all five MTCCs (located in Africa, Asia, the Caribbean, Latin America and the Pacific) have continued to operate and deliver capacity-building activities in their respective regions.

In 2020, the project also continued with its capacity-building activities focused on the implementation and ratification of the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI. Successful negotiations with the donor (EC) allowed for a non-cost extension to push the project end date back from December 2019 to March 2022.

GreenVoyage2050

<https://greenvoyage2050.imo.org>

The **GreenVoyage2050** project is a partnership between Norway and IMO aimed at supporting developing countries, including Small Island Developing States (SIDS) and Least Developed Countries (LDCs), in meeting their commitment to relevant climate change and energy efficiency goals for international shipping through support of the Initial IMO Strategy on reduction of GHG emissions from ships.

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

During 2020, the project re-established the Low Carbon GIA, supported countries in the ratification of MARPOL Annex VI, started providing targeted training and initiated discussions on potential demonstration projects in participating countries.

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

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

During 2020, due the challenges posed by the pandemic, the project focused on seeking new methods of implementation such as virtual training and activities, potential budget reallocation and project extension.



GloFouling Partnerships

www.glofouling.imo.org

Building Partnerships to Assist Developing Countries to Minimize the Impacts from Aquatic Biofouling (GEF-UNDP-IMO GloFouling Partnerships)

is a five-year project executed by IMO, implemented by the United Nations Development Programme (UNDP) and funded by the Global Environment Facility (GEF). The overall goal of GloFouling is to build capacity in developing countries to implement the 2011 IMO Biofouling Guidelines.

During 2020, the project progressed the establishment of national task forces in all participating countries and the development of national baseline reports and strategies. It also developed specific manuals and guides on how to conduct a baseline analysis, assess economic impact and establish a strategy. A GIA for marine biosafety was also launched.

GHG SMART Training Programme

The Sustainable Maritime Transport Training Programme (GHG SMART) is a four-year project funded by the Republic of Korea and implemented by the International Maritime Organization. Launched in 2020, the programme is aimed at supporting the implementation of the IMO GHG Strategy in LDCs and SIDS through a series of training courses.

The training programme will be designed based on the results obtained from the training needs assessment conducted with LDCs and SIDS. This is a long-term training programme where the trainees will take part over the duration of the project to ensure the continuation of learning beyond the in-class training.

Marine Environment Protection of the South-East Asian Seas (MEPSEAS)

<https://mepseas.imo.org>

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

In 2020, the project developed a best practices document on compliance, monitoring and enforcement which will be crucial for national implementation, and it continued to provide capacity-building activities virtually. It also held an Extraordinary High-Level Meeting to address the impact of COVID-19.

NextGEN

<https://nextgen.imo.org>

NextGEN, where GEN is short for Green and Efficient Navigation, is a joint project between the Maritime and Port Authority of Singapore and IMO, aimed at developing a collaborative global ecosystem of maritime transport decarbonization initiatives.

Launched in 2020, the NextGEN initiative will bring together existing but currently disparate decarbonization initiatives to facilitate and coordinate global efforts in addressing decarbonization in shipping. That will be achieved by holding seminars and workshops to support the objectives and by creating a network of contact points for global decarbonization initiatives that will assist in the cooperation and effective allocation of resources.

NextGEN has created a one-stop global platform where all initiatives related to maritime decarbonization are represented, thus enabling participants to share ideas, seek resources and connect with relevant partners. NextGEN will also develop tools and organize events to map out the maritime decarbonization landscape, enhance the sharing of information between stakeholders and expand opportunities for cooperation.

FIN-SMART

IMO, the European Bank for Reconstruction and Development, and the World Bank co-lead the Financing Sustainable Maritime Transport (FIN-SMART) Roundtable, which is a platform for regular dialogue among key maritime stakeholders, especially financial institutions, on addressing the financial challenges related to the transition of shipping to a more sustainable and resilient future, with a focus on maritime decarbonization financing.

The Roundtable and its various workstreams were launched in 2020 to provide a platform for Member State representatives, international financial institutions, private bank representatives and other key maritime stakeholders to identify maritime decarbonization investment risks, opportunities and potential financial solutions, with a special emphasis on financing needs and options in developing countries, particularly LDCs and SIDS.



The Global Initiative projects

IMO and IPIECA, the global oil and gas industry association for environmental and social issues, have been working together since 1996 to develop global oil spill preparedness and response capacity under the umbrella GI programme in accordance with the provisions set out in the International Convention on Oil Pollution Preparedness, Response and Cooperation (OPRC 90).

The various GI projects represent a major commitment by governments and industry to improving oil spill preparedness and response and to reducing the level of oil spill risk in priority locations around the world. Each project organizes and delivers training sessions, capacity-building workshops, technical assistance activities and exercises aimed at strengthening the partner countries' oil spill preparedness and response capacities. To do that, the projects draw on expertise and experience from governments, industry and other organizations working in this specialized area. The projects also help the industry to improve its environmental and social performance.

Global Initiative for West, Central and Southern Africa

www.giwacaf.net

The Global Initiative for West, Central and Southern Africa (GI WACAF) was launched in 2006 with the aim of strengthening the oil spill preparedness and response capacities of 22 countries in West, Central and Southern Africa. To achieve its mission, GI WACAF organizes and delivers technical cooperation activities and encourages industry and governments to work cooperatively. Since its inception, GI WACAF's sustained and regional approach to capacity-building has proven its effectiveness and value for the region.

During 2020, all activities were cancelled due to the challenges posed by the COVID-19 pandemic.

Global Initiative for Southeast Asia

www.gisea.org

Since its launch in 2013, the Global Initiative for Southeast Asia (GI SEA) has supported all ten beneficiary countries in the Association of Southeast Asian Nations (ASEAN) region to enhance regional, subregional and national capacities and capabilities through industry and government cooperation.

During 2020, the region also faced the challenges of operating during the COVID-19 pandemic. The ASEAN Member States at the Project Steering Committee (PSCOM) held a meeting under the ASEAN Maritime Transport Working Group (MTWG) to address those challenges and establish a remote operating approach.

Global Initiative China

The Global Initiative China (GI China) project was created to improve and sustain the capacity of the People's Republic of China to prepare for and respond to oil spill incidents and to enhance industry-government cooperation. The project has benefited from several initiatives since it was launched in 2007.

In 2020, the resources allocated for technical assistance were put on hold while considerable efforts were made to develop and deliver virtual activities and e-learning programmes.



Support to the Djibouti Code of Conduct (DCoC)

This programme is aimed at enhancing the capacity to counter piracy and other maritime crimes that threaten the safety and security of navigation in the Western Indian Ocean and the Gulf of Aden.

During 2020, building on the previous experience and success in countering piracy and armed robbery against ships in the region, signatory States to the revised Code of Conduct concerning the repression of piracy, armed robbery against ships and illicit maritime activity in the Western Indian Ocean and the Gulf of Aden area established a governance structure to promote the implementation of the Code's provisions.

The adopted governance structure comprises a steering committee, a working group on information sharing and another on capacity-building. That structure will ensure better coordination of capacity-building through concerted efforts to promote utilization of synergies, avoidance of duplication and better collaboration with donors and implementing partners, with the result of more efficient responses to the range of maritime security threats in the region.

West and Central Africa Maritime Security

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

In 2020, the programme continued to support the activities of the Interregional Coordination Centre in Yaoundé, Cameroon, by recruiting an expert to assess its status, assist it to enhance its strategic role in the region and facilitate discussions with regional entities and existing centres under the Yaoundé Code of Conduct architecture. The programme also funded IMO's attendance at relevant meetings in the region, such as the G7++ Friends of the Gulf of Guinea.

8.

IMO's Work with the Regional Seas Programme

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

Launched in 1974, the United Nations (UN) Environment Regional Seas Programme (RSP) is aimed at protecting the world's oceans and coastal areas from industrial contamination through a regional shared seas approach, which engages neighbouring countries in comprehensive and strategic actions to safeguard human health and natural resources.

There are currently 18 Regional Seas Conventions and Action Plans (RSCAPs) in place, namely; **Antarctic, Arctic, Baltic, Black Sea, Caspian, Eastern Africa, East Asian Seas, Mediterranean, North-East Atlantic, North-East Pacific, Northwest Pacific, Pacific, Red Sea and Gulf of Aden, ROPME Sea Area, South Asian Seas, South-East Pacific, Western Africa and Wider Caribbean**; seven of which are hosted by UN Environment.

The programmes have several common elements, but each has an accompanying action plan that promotes the sustainable management and use of the respective region's marine environment. Those action plans are generally underpinned by a legal framework in the form of regional conventions and associated protocols tailored to address each region's specific environmental challenges and to support countries in addressing priorities to fulfil their responsibilities.

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

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

Since the RSP was established some 47 years ago, IMO has been working closely with UN Environment and the individual RSPs on the protection of the marine environment in the various sea regions. IMO is closely involved with certain RACs, particularly in the delivery of capacity-building and technical assistance activities on marine pollution preparedness and response.

IMO has varying levels of engagement across the range of RSPs, with some form of dialogue and interaction with virtually all of them. IMO has long-standing cooperative arrangements with the following RACs for the implementation of ITCP activities:

- Mediterranean: **Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)**
- Wider Caribbean Region: **The Regional Marine Pollution Emergency, Information and Training Centre – Caribe (RAC/REMPEITC-Caribe)**
- South Pacific: **Secretariat of the Pacific Regional Environment Programme (SPREP)**

- South Asian Seas: **South Asia Co-operative Environment Programme (SACEP)**
- Red Sea: **Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA)**
- Black Sea: **The Commission on the Protection of the Black Sea Against Pollution (BSC)** [although this collaboration has been dormant for some years, IMO has implemented an array of activities through the BSC]

In addition to the above implementing partners, IMO collaborates on a more *ad hoc* basis with:

- Abidjan Convention (West Africa)
- Nairobi Convention (East Africa)
- East Asian Seas Action Plan
- Tehran Convention (Caspian Sea area)
- Regional Organization for the Protection of the Marine Environment (ROPME), covering the Gulf Region
- Northwest Pacific Action Plan Marine Environmental Emergency Preparedness and Response Regional Activity Centre (NOWPAP MERRAC) (Northwest Pacific)
- OSPAR Commission (North East Atlantic)
- Helsinki Commission (Baltic Sea)



Such cooperation focuses on the following geographical areas:

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

www.rempec.org

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

Administered by IMO in cooperation with the Mediterranean Action Plan of the United Nations Environment Programme (UNEP/MAP), REMPEC is a RAC operating within the framework of MAP and the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (Barcelona Convention).

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

www.racrempeitc.org

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) through developing and assessing national and multilateral contingency plans, training and workshops, technical support and consultancy, information and public awareness.

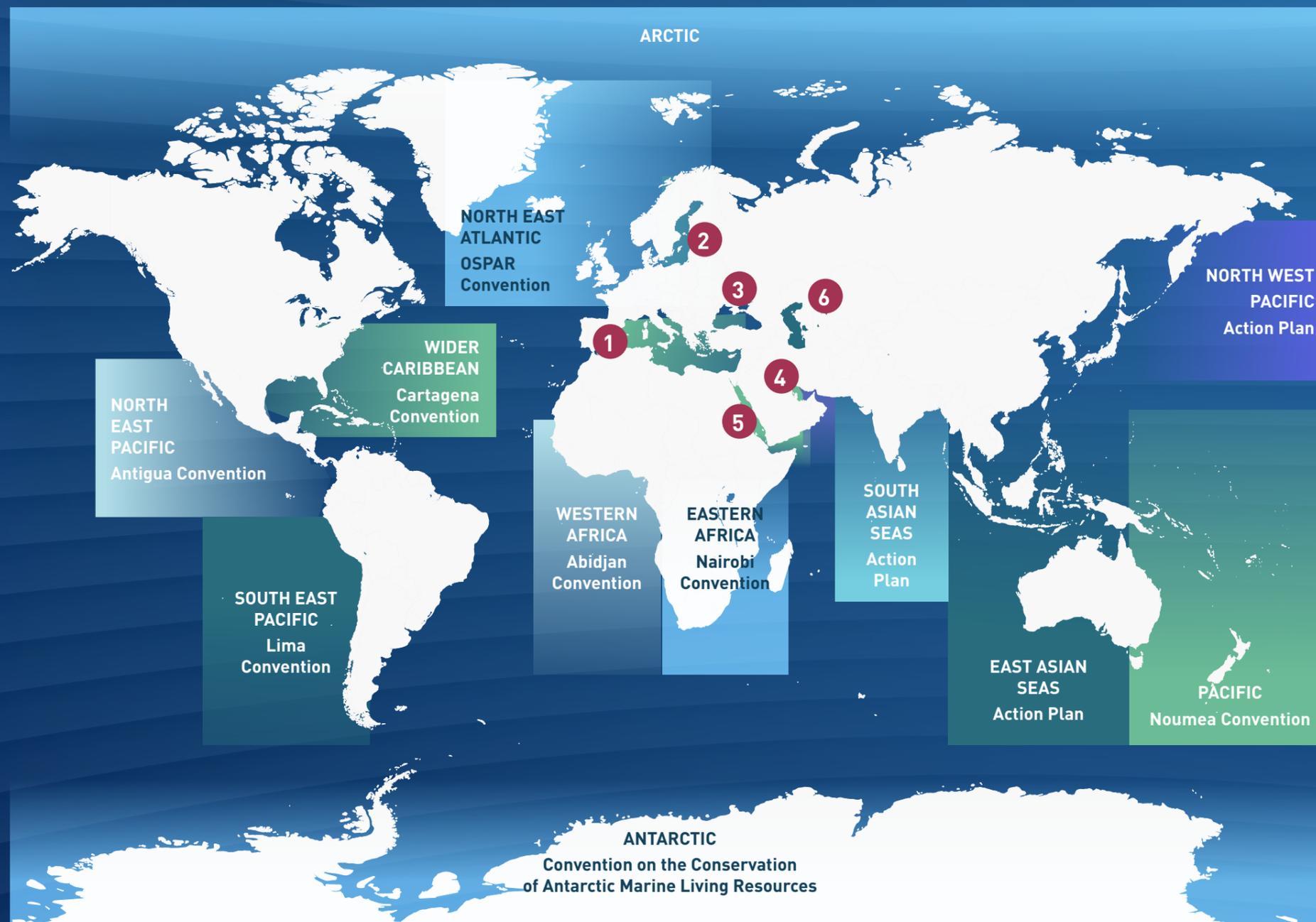
3. Other geographical regions

IMO actively supports the activities of MERRAC, which was established in 2000 under NOWPAP by the People's Republic of China, Japan, the Republic of Korea and the Russian Federation.

Other regions and RACs supported by IMO include those established under the Nairobi Convention for the Protection, Management and Development of the Marine and Coastal Environment of the Western Indian Ocean (Nairobi Convention) and the Framework Convention for the Protection of the Marine Environment of the Caspian Sea (Tehran Convention). They also include those that are not directly administered by UN Environment, such as SPREP, SACEP and PERSGA.

Overview of the Regional Seas Programmes

- 1 **MEDITERRANEAN**
Barcelona Convention
- 2 **BALTIC SEA**
Helsinki Convention
- 3 **BLACK SEA**
Bucharest Convention
- 4 **ROPME SEA AREA**
Kuwait Convention
- 5 **RED SEA & GULF OF ADEN**
Jeddah Convention
- 6 **CASPIAN SEA**
Tehran Convention



Many of the RSPs and RACs initially focused on chemical waste, conservation of marine species and ecosystems, and coastal development measures for preparedness, response and cooperation in the event of oil spills caused by ships. Those activities were specifically promoted as a means of complying with 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 provide useful frameworks for regional cooperation over other IMO environmental conventions.

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

In 2020, the RACs and other bodies established under the RSP were subject to the COVID-19 pandemic impact and challenges, so a very limited number of technical cooperation activities were implemented:

REMPEC

REMPEC's long-standing partnership with IMO supported the implementation of regional webinars on the Ballast Water Management (BWM) Convention which raised awareness while sharing knowledge and best practices on the implementation of the Convention.

In 2020, REMPEC conducted several virtual regional activities on matters related to MARPOL Annex VI, the Ballast Water Management Convention, the OPRC Convention and the OPRC-HNS Protocol.

With respect to marine environment protection, REMPEC conducted various national and regional activities on matters related to the OPRC Convention and the OPRC-HNS Protocol.

PERSGA and the Teheran Convention

In 2020, with a focus on clean shipping in the Red Sea and the Gulf of Aden, PERSGA delivered a virtual national workshop on MARPOL Annex V and the provision of port reception facilities. Two regional workshops were also delivered on the ratification and effective implementation of MARPOL Annex VI, with a particular focus on the Initial IMO Strategy on reduction of GHG emissions from ships, including implementation of the 0.50% sulphur limit.

IMO has worked in close cooperation with PERSGA on matters related to the Floating Storage and Offloading unit Safer off the coast of Yemen.

Delivering as One

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

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



A woman wearing a yellow hard hat and a high-visibility green vest over a dark blue long-sleeved shirt is standing on a ship's deck. She is holding a silver laptop in her left hand and pointing with her right hand towards a vertical metal structure. The background shows the ship's hull and a clear blue sky.

9. Women in the Maritime Community

IMO continues to take a strategic approach to enhancing the contribution of women as key maritime stakeholders in shore-based and sea-going posts.

Through its Women in Maritime programme, which is in its fourth decade, IMO continues its commitment to supporting its Member States attainment of the United Nations (UN) 2030 Agenda for Sustainable Development's Sustainable Development Goal (SDG) 5 to achieve gender equality and empower all women and girls.

Since its launch in 1988, the programme has helped to create an institutional framework that incorporates a gender dimension into IMO policies and procedures. That approach has supported increased access to maritime

training and employment opportunities for women in the maritime sector all over the world.

During 2020, the implementation of the Women in Maritime programme was consistent with the overall IMO technical cooperation (TC) mission of giving priority to meeting the special assistance needs of Africa, the Least Developed Countries (LDCs) and the Small Island Developing States (SIDS). The overall strategy also continued to evolve by taking into consideration the 'Empowering Women in the Maritime Community' contributions of the World

Maritime Theme for 2019, Resolution A.1147(31) on preserving the legacy of that theme, the priority conclusions of the Third World Maritime University (WMU) International Women's Conference and a symposium held at IMO headquarters.



The programme continued to facilitate the increased access of women to technical training through several avenues to empower women in maritime. The achievements in 2020 included:

46 fellowships
awarded for two short courses

29 women sponsored
to attend the virtual Women Offshore UNITE conference on mentorship and leadership to support women in operations

IMO participated in three
online raising-awareness events on empowering women, namely women in peace and security, women in leadership, digitalization and diversity, and the blue economy

COVID-19 webinars
on mental health and well-being of seafarers, especially women

Participation in a workshop
on the fundamentals of leadership aimed at training future leaders in the maritime industry

Participation in webinars
on a wide range of subjects including gender sensitive laws, policies, peace agreements, unconscious bias, authenticity, imposter syndrome, leadership – focusing on six things we can learn from how women leaders have handled the pandemic, and addressing sexual harassment and bullying

Another focus of the programme was to provide support for greater inter-agency involvement in official UN Days.

For the International Day of Women and Girls in Science on 11 February

the Women in Maritime programme showcased women in science, technology, engineering and mathematics as role models through a series of online profiles.

To mark International Women's Day on 8 March

IMO launched an online initiative to continue to raise the profile of women at sea not just as role models but increasingly as the new normal. Women in the maritime sector were invited to share photos of themselves at work using the hashtag #MaritimeWomenPhotoShare.

To achieve a more diverse workforce, it is essential that women are visible – both within the maritime community and beyond – in such roles as captain, chief engineer and seafarer. Such visibility will be key to inspiring young women to embark on maritime careers by showing that there is a place for them in the maritime sector.

The Day of the Seafarer (25 June)

saw the launch of a global strategy on women seafarers to increase their access education and employment by 2030.

The strategy was developed by WMU and the United States Coast Guard and sponsored by IMO. It sets out the challenges, stakeholders and targets to be addressed, and it advocates for the adoption of policies and regulations that support women's access to maritime education and the marine professions. The plan is to create an online map to call for pledges from various stakeholders in different countries through sharing of information, experiences and best practices, and by contributing to relevant associations and networks.

Women in Maritime Associations

Regional harmonization has been another key priority under this programme. As a result, with IMO support, seven regional associations for women in the maritime sector (WIMAs) have been established across Africa, the Arab States, Asia, the Caribbean, Latin America and the Pacific, covering some

152 countries

700+ participants

Red de Mujeres de Autoridades Marítimas de Latino América (Red-MAMLa)

Arab Women in Maritime Association (AWIMA)

Women in Maritime Association, Asia (WIMAAasia)

Pacific Women in Maritime Association (PacWIMA)

Network of Professional Women in the Maritime and Port Sectors for West and Central Africa (NPWMP-WCA)

Women in Maritime Association, Caribbean (WiMAC)

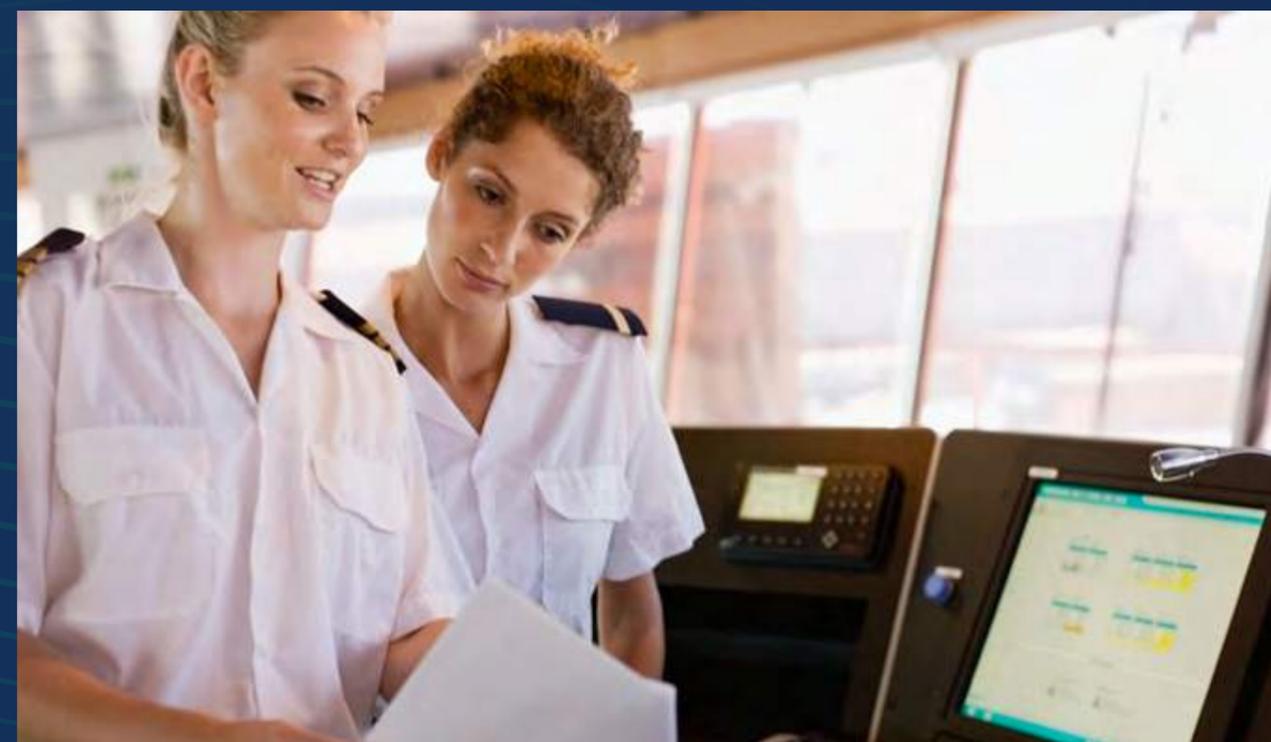
Women in the Maritime Sector in Eastern and Southern Africa region (WOMESA)

Access to those regional associations provides members with a platform for discussing diverse issues, not just those related to gender, including technical issues such as the application of a gender lens to priority environmental conventions on climate change mitigation and biofouling management.

These associations could contribute to reducing some of the institutional barriers and the cultural stigma facing women who enter the maritime industry.

In 2020, these networks delivered some 50+ webinars on a wide range of issues including: maritime careers, crew change/repatriation, HIV prevention, sexual health, beach clean ups, domestic violence, mentorship, mental health, leadership, challenging stereotypes, female genital mutilation, work/life balance and unconscious bias. IMO also launched seven new national chapters in 2020.

WIMAs benefited from a range of other events in 2020. Fiji WIMA held an event showcasing the many facets of maritime during the Careers Day at one of the country's leading secondary schools. The Latin America Women's Maritime Association (RED MAMLa) launched a series of 'Café con MAMLa' virtual meetings to provide an open space for women from maritime authorities and guests to discuss gender, professional and technical issues, and to promote the leadership of RED MAMLa members.





10. IMO Global Maritime Training Institutions

10. IMO Global Maritime Training Institutions

The shipping industry continues to expand to meet the needs of global trade between nations. Its safety and efficiency depend on a new and continuous supply of recruits to an educated maritime community. Thus, IMO Global Maritime training institution roles are of paramount significance to the dissemination of knowledge for the benefit of IMO Member States and the international maritime community at large.

Maritime education and training are crucial to the maritime industry, so IMO continues to focus on advancements through close cooperation with various institutions offering access to high-level specialized maritime instruction. An important role is played by the two IMO-established global maritime training institutions:

- World Maritime University (WMU)
- IMO International Maritime Law Institute (IMLI)

The United Nations General Assembly (UNGA) adopted on 31 December 2020 Resolution A/RES/75/239 on Oceans and the Law of the Sea recognizing the work of WMU and IMLI as centres of excellence for maritime education and the training of government officials and legal advisers, mainly from developing countries.

The institutions welcome financial and in-kind contributions from Member States, intergovernmental and non-governmental organizations, and the shipping industry, in the form of, for example, student fellowships, equipment and donations.

World Maritime University

About:

Based in Malmö, Sweden, and founded in 1983 by IMO, the WMU is a postgraduate maritime training institution that aims to provide high-level specialized education and train well-qualified, highly educated maritime experts. WMU's mission is to further the objectives and goals of IMO, its Member States and the maritime industry at large through education, research and capacity-building on maritime and related ocean affairs, to ensure safe, secure and efficient shipping on clean oceans and to promote a sustainable maritime industry for the long term.

2020 Graduates

239 graduates from 73 states/territories, bringing the overall total of graduates to 5,392 from 170 states/territories.

Contribution to the UN 2030 Agenda for Sustainable Development

WMU places a strong emphasis on contributing to the implementation of the Sustainable Development Goals (SDGs) and, especially, its role in addressing goals 4, 5, 7, 8, 9, 13, 14 and 17.

In support of UN SDG 5 on gender equality, a third of the overall graduates in 2020 were women. WMU has adopted an equal opportunities policy and positively welcomes applications from women for all its programmes.

Donors and partners

In 2020, WMU continued to be generously supported by the Government of Sweden and the City of Malmö. It further benefited from several donors' contributions to the successful functioning of the University in the form of fellowships and donations, both financial and in-kind.

During 2020, WMU continued its collaboration with IMO through its fellowship support programme, the co-delivery of lectures by IMO staff and the hosting of National Maritime Transport Policy activities, while also actively engaging with strategic partners from governments, the public sector, international organizations and academia with a view to positioning itself as the go-to partner for maritime and ocean affairs.

WMU hosted seven complimentary Alumni Webinars in the 'Knowledge for Life' series, with nearly 2,000 participants, from all continents registered. It also offered a further five webinars, open to the public, focused on the impact of COVID-19.

Full WMU report for 2020 can be found at: www.wmu.se

2020 WMU Conferences and Events

January	• International workshop on IMO's 2020 Global Sulphur Cap
February	• Prospects for energy and maritime transport in the Nordic Region Workshop
March	• WMU-IMLI Symposium on Flag State Responsibilities and the Future of Article 91 of the United Nations Convention for the Law of the Sea (UNCLOS)
September	• Workshop on Empowering Women for UN Decade of Ocean Science for Sustainable Development
November	• 4th KMI-WMU Container Shipping Business and Maritime 4.0 Policy & Strategy Seminar



10. IMO Global Maritime Training Institutions

IMO International Maritime Law Institute

About:

Based in Msida, Malta, and established under the auspices of IMO in 1988, IMLI is a world-recognized institution for the delivery of expert legal training in international maritime law, with a special focus on the effective implementation of international maritime regulations adopted by IMO.

IMLI trains suitably qualified legal experts, mainly from developing states, in all aspects of international maritime law, including study and research programmes. It also focuses on legislative drafting techniques aimed at incorporating international instruments into national law.

2020 Graduates

63 graduates from 35 states/territories, bringing the overall total of graduates in postgraduate programmes to 948 from 145 states/territories.

Contribution to the UN 2030 Agenda for Sustainable Development

Through its intensive education, training and research agenda, IMLI contributes to the implementation of SDGs 4, 5, 7, 9, 13, 14, 16 and 17. Since its inception, 50% of places on IMLI master's programmes have been reserved for suitably qualified female candidates.

Donors and partners

IMLI enjoys the continuous support of the host Government of Malta and a number of donors.

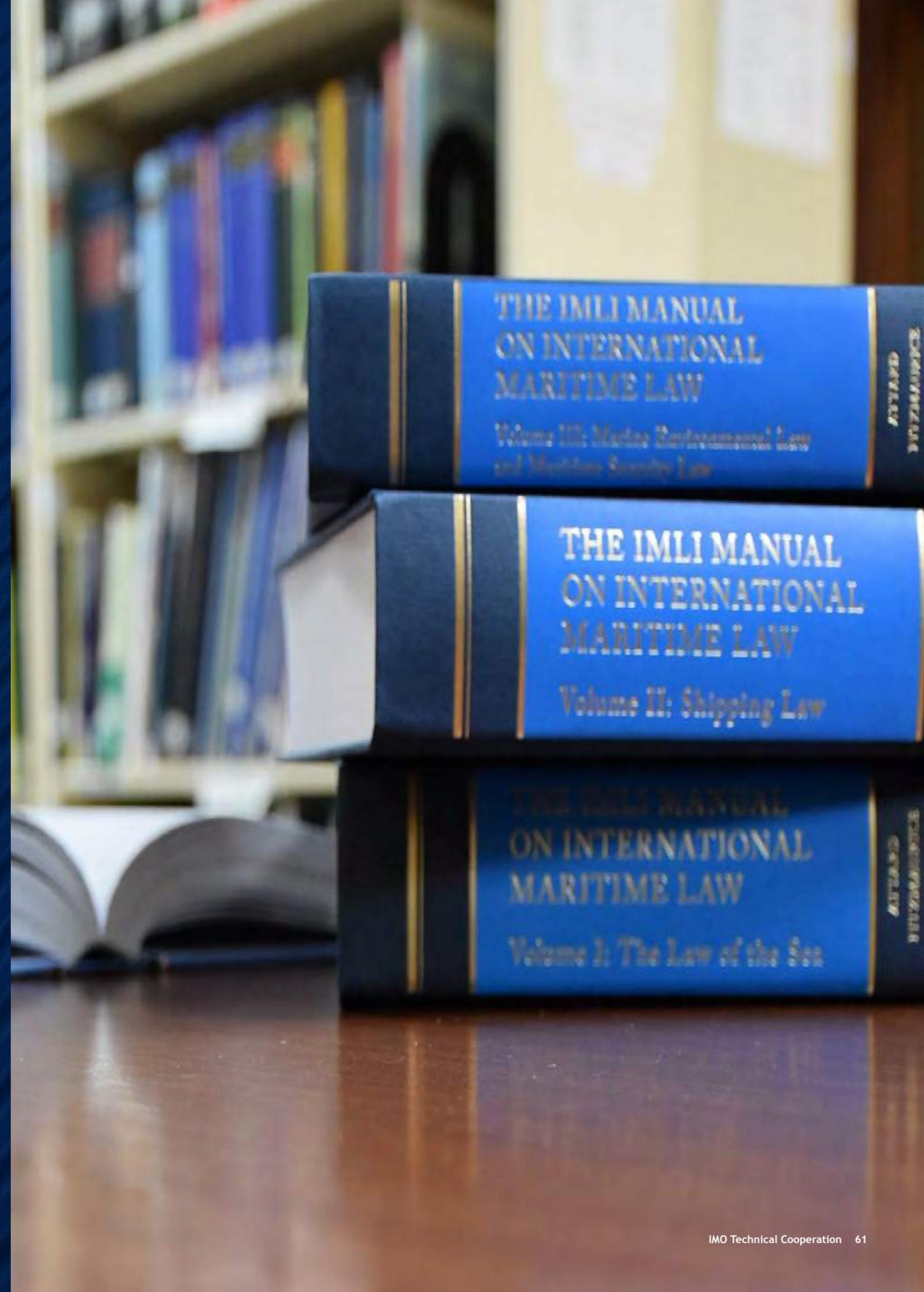
In 2020, the Institute continued to collaborate closely with IMO through its fellowship support programme, the delivery of lectures by IMO staff and the hosting of a Maritime Transport Policy Seminar in cooperation with IMO and WMU.

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

The full IMLI report for 2020 can be found at: www.imli.org

2020 IMLI Conferences and Events

January	<ul style="list-style-type: none"> Inauguration of a specialized course on the Law of Ports
March	<ul style="list-style-type: none"> IMLI-WMU Symposium on Flag State Responsibilities and the Future of Article 91 of the United Nations Convention on the Law of the Sea (UNCLOS)
November	<ul style="list-style-type: none"> Launched a specialized programme on the Law of Treaties
Throughout 2020	<ul style="list-style-type: none"> IMLI staff delivered lectures and presentations at various international conferences and events on a range of subjects, including capacity-building, ocean governance, maritime boundaries, decarbonization and the role of women



11. Our Future is Digital



11. Our Future is digital

The worldwide impact of the COVID-19 pandemic has accelerated the adoption and enhancement of digital technologies. IMO and its technical cooperation work are no exceptions. IMO has embraced the new digital era and changed its modus operandi to meet the needs of Member States under the new circumstances.

In 2020, IMO launched a new website with various resources related to its technical cooperation (TC) activities and collaboration with key partners. The relevant information can be found on the pages dedicated to the Technical Cooperation Division and the Department of Partnerships and Projects by clicking on the links below:

<https://www.imo.org/en/OurWork/TechnicalCooperation/Pages/Default.aspx>

<https://www.imo.org/en/OurWork/PartnershipsProjects/Pages/default.aspx>



Member States and partners can use the updated website to:

- Review IMO's efforts to deliver activities in support of the UN Sustainable Development Goals
- Access historical Technical Cooperation Annual Reports summarizing each year's activities with infographics, graphs, case studies and images highlighting key achievements in a user-friendly electronic format
- 'Voyage Together' through brochures and videos with resources for potential donors
- Use the revised Country Maritime Profile module, which guides Member States through the process of requesting assistance
- Read about activities being delivered under IMO's regional and global Integrated Technical Cooperation Programme
- Peruse dedicated pages on Maritime Transport Policy and IMO's Women in Maritime Programme
- Browse information on each donor-funded thematic long-term project supporting IMO's technical cooperation objectives

In addition to launching the new IMO website, the Secretariat initiated an IT project to create a 'TC Space' to facilitate the delivery of TC activities. The primary purpose of the system is to assist the Secretariat with the automation of invitation, nomination and communication processes involved in coordinating and delivering TC activities. However, TC Space also has a range of additional functionalities that capture and address some of the important needs of the new digitalization era and the possible future ways of working.

Considerable work was also carried out during 2020 to develop e learning courses and distance learning training/ programmes as an effective way of overcoming the challenges of the pandemic and embracing the digital revolution.

New technologies are pervasive in our everyday lives. They can help us to secure a sustainable and inclusive recovery from the global impact of the COVID-19 pandemic, particularly for those of us still facing the resulting travel restrictions and financing constraints.

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