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**REPORT OF THE TECHNICAL COOPERATION COMMITTEE  
ON ITS SEVENTY-FIFTH SESSION**

Attached are annexes 1 to 14 to the report of the Technical Cooperation Committee on its seventy-fifth session (TC 75/16).

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## ANNEX 1

### DRAFT ASSEMBLY RESOLUTION CAPACITY-DEVELOPMENT STRATEGY

THE ASSEMBLY,

RECALLING Articles 2(e), 15(k) and 43(a) of the Convention on the International Maritime Organization concerning the functions of the Organization in relation to the facilitation and promotion of technical cooperation,

RECALLING ALSO resolutions A.900(21) on *Objectives of the Organization in the 2000s* and A.909(22) on *Policy making in IMO – setting the Organization's policies and objectives*,

RECALLING FURTHER resolutions A.1126(30) on *Linkages between the technical assistance work of IMO and the 2030 Agenda for Sustainable Development* and A.1173(33) on *Strategic plan for the Organization for the six-year period 2024 to 2029*,

RECALLING that the Technical Cooperation Committee, at its fifty-seventh session, approved the *Strategy for the long-term financing of the ITCP*,

RECALLING ALSO that the Technical Cooperation Committee, at its sixty-eighth session, approved the *Strategy for resource mobilization for IMO's technical cooperation activities*,

RECALLING FURTHER resolutions A.1166(32) on *Capacity-Building Decade 2021-2030 Strategy* and A.1167(32) on *Revised financing and partnership arrangements for an effective and sustainable Integrated Technical Cooperation Programme*,

RECOGNIZING the importance of safe, secure, environmentally sound, efficient and sustainable shipping, and the role of cooperation in achieving overall sustainable development globally, as well as the crucial role of IMO to support capacity development in these areas,

BEARING IN MIND that a number of IMO instruments contain specific provisions requiring parties to support other States through technical cooperation,

ACKNOWLEDGING with appreciation the work of the Technical Cooperation Committee in developing a renewed Capacity-Development Strategy, with the vision to achieve and sustain excellence in the effective and efficient development and implementation of IMO instruments by all Member States, and to build resilience to address future challenges facing the maritime industry,

HAVING CONSIDERED the recommendations of the Technical Cooperation Committee, at its seventy-fifth session,

1 ADOPTS the Capacity-Development Strategy, as set out in the annex to the present resolution;-

2 REQUESTS the Secretary-General to develop an Implementation Plan for the Capacity-Development Strategy, including objective-level key performance indicators, elaboration of implementation and monitoring, with regular reporting to the Technical Cooperation Committee on the implementation of the Strategy;

3        URGES parties to IMO instruments that require the provision of technical cooperation to fulfil their commitments, as well as the Organization's development partners, to support implementation efforts to countries in need, especially developing countries, small island developing States (SIDS) and least developed countries (LDCs), while noting of the need for larger scale to plan multi-year thematic projects, programmes to progress Member States in their capacity-development efforts;

4        REQUESTS the Technical Cooperation Committee to assist the Secretariat to keep the Capacity-Development Strategy under review and recommend changes, as appropriate, for the Committee's consideration;

5        ALSO REQUESTS the Technical Cooperation Committee to revoke documents TC 57/5/2 on *Strategy for long-term financing of the ITCP* and TC 68/4(a) on *Long-term Resource Mobilization Strategy*;

6        REVOKES resolution A.1166(32).

## ANNEX

### DRAFT CAPACITY-DEVELOPMENT STRATEGY

#### 1 Introduction

1.1 Maritime transport is essential to the global economy, carrying over 80% of the world's trade. The maritime sector is an important source of income and employment for hundreds of countries around the world, and each day, around 50,000 merchant ships are delivering the things people need and want.

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

1.3 IMO has almost 60 years of experience, developing more than 50 international treaties, together with the related standards, guidelines and other documents. Member States must first understand the requirements of this extensive body of international law for it to be effectively, efficiently and consistently implemented and enforced.

1.4 IMO's Member States all have different levels of capabilities and resources to meet their international obligations and responsibilities as a flag, port or coastal State. This presents a challenge for universal adoption and implementation.

1.5 IMO, therefore, delivers a programme of technical assistance to support its developing Member States and those categorized as small island developing States (SIDS) and least developed countries (LDCs), with due account taken to ensure a just and equitable transition.

1.6 IMO's technical cooperation efforts are instrumental in supporting safe, secure and efficient shipping and in preventing marine and atmospheric pollution from ships. IMO's technical cooperation efforts align with the UN development programme and support its 2030 Agenda for Sustainable Development.

1.7 IMO is therefore committed to supporting those who need assistance with implementation through our technical cooperation efforts as well as coordination of bilateral partnerships among Member States. This Strategy outlines what that programme looks like, including its focus areas and implementation strategies for enhancing IMO Member States' maritime capabilities. The overall goal is for Member States to fully appreciate the value of the maritime transport sector and remain committed to sustainable maritime development.

#### 2 Guiding principles

IMO's technical cooperation is guided by the following principles:

- .1 ownership of the development and implementation process by the beneficiary countries based on country-specific needs and tailoring;
- .2 promotion of the United Nations 2030 Agenda for Sustainable Development, through the delivery of the Sustainable Development Goals (SDGs) identified as relevant to IMO's technical assistance work;

- .3 contribution to the work of the United Nations Development Group (UNDG) and the UNDG Working Group in the development of specific performance indicators against which the success of maritime technical assistance activities will be determined;
- .4 priority to meeting the special assistance needs of developing countries, in particular SIDS and LDCs;
- .5 integration of IMO's regulatory priorities into the programme-building process;
- .6 development of human resources and institutional capacities on a sustainable basis, including gender equality and the integration and empowerment of women in the maritime sector;
- .7 integration of South-South cooperation<sup>1</sup> and triangular cooperation<sup>2</sup> into IMO's programmes;
- .8 development and enhancement of effective public and private partnership arrangements, both financial and in-kind, in order to ensure the long-term, sustainable delivery of technical cooperation;
- .9 formulation of national maritime transport policies, considering the need to prepare for future regulatory shifts and fostering adaptability within national policies and infrastructures, to achieve continuous improvement at the level of institutions, administrations, individuals and among stakeholders;
- .10 delivery of technical assistance through knowledge sharing, technical advisory services, modern and digital technology including e-learning, regional expertise and resources, and maritime education and training, taking into consideration the comprehensive needs assessment for beneficiary countries and outcomes of IMO Member States Audit Scheme (IMSAS) audits, and in coordination with other development aid programmes in the maritime sector; and
- .11 open, fair and transparent decision-making process for all technical assistance programmes, taking into account regional and national expertise, to facilitate inclusive participation.

### **3 Mission**

3.1 The Capacity-Development Strategy aims to support Member States, including developing countries, in particular SIDS and LDCs, in:

- .1 the adoption, implementation and enhancement of compliance with IMO instruments;

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<sup>1</sup> *South-South cooperation* means a process whereby two or more developing countries pursue their individual and/or shared national capacity-development objectives through exchanges of knowledge, skills, resources and technical know-how, and through regional and interregional collection actions.

<sup>2</sup> *Triangular cooperation* means southern-driven partnerships between two or more developing countries supported by a developed country(ies) or multilateral organization(s) to implement development cooperation programmes and projects.

- .2 addressing the needs of Member States; and
- .3 achieving the maritime aspects of the UN 2030 Agenda for Sustainable Development and the SDGs, through a focus on supporting the development and implementation of robust national maritime policies and strategies predicated on harnessing the full potential of the maritime economies while taking into account the protection of the marine environment and sustainable shipping practices.

3.2 IMO is committed to assisting all Member States, including developing countries, in particular SIDS and LDCs, in:

- .1 building their human and institutional capacities for uniform and effective compliance to achieve the full implementation of IMO instruments through its technical cooperation efforts;
- .2 the delivery and execution of projects and facilitation of partnerships with various stakeholders, which could include IMO Member States, UN agencies, financial institutions, non-governmental organizations (NGOs), intergovernmental organizations (IGOs) and the private sector; and
- .3 the enhancement of capacity-development capabilities locally and regionally.

3.3 Enhanced sustainable resource mobilization to support IMO technical cooperation.

## **4 Vision**

To achieve and sustain excellence in the effective and efficient development and implementation of IMO instruments by all Member States, and to build resilience to address future challenges facing the maritime industry.

## **5 Objectives**

The key objectives of the IMO Capacity-Development Strategy are:

### **Objective 1: Improve effective implementation of IMO instruments**

Increase the support for Member States to adopt, develop and improve legal, technical, regulatory, strategic, supervisory, organizational and administrative frameworks, in order to enhance the ratification, compliance and effective implementation of IMO instruments (i.e. supported by the findings and corrective action plans (CAPs) of IMSAS) through courses, projects and programmes in partnership with Member States, Regional Presence Offices (RPOs), Maritime Technologies Cooperation Centres (MTCCs), the World Maritime University (WMU), the IMO Maritime Law Institute (IMLI) and other relevant institutions.

### **Objective 2: Expand the suite of capacity-development offerings**

Increase the suite of available capacity-development programmes, projects and initiatives (e.g. e-learning, train-the-trainer, fellowships, courses) that address the customized needs of Member States (i.e. supported by findings and CAPs of IMSAS, indications by IMO committees) in their capacity-development efforts, including assistance to integrate new, emerging and advancing technologies and innovations.

**Objective 3: Enhance international and regional cooperation and partnerships**

Increase collaboration and coordination among stakeholders (e.g. Member States, donors, recipients, regional organizations, such as the MTCCs and IMO institutions, including IMLI and WMU) that foster international and regional support for technical cooperation and partnerships between IMO, RPOs and Member States.

**Objective 4: Improve effective management, coordination and delivery of capacity development and technical cooperation**

Improve the efficiency of management, coordination and delivery of capacity-development programmes, projects and initiatives (e.g. publicity and awareness building, learning mode, matching donors and recipients, data tracking and reporting, funds management and disbursement, training of personnel within the Secretariat, RPOs and IMO institutions), including through technological advancements and tools.

**Objective 5: Secure and mobilize sustainable funding and resourcing**

Ensure availability of sustainable funding and resourcing (e.g. TC Fund, in-kind contributions, public-private partnerships, innovative financing models, multi-donor trust funds, bilateral arrangements) and improve cost-effectiveness, efficiency and management of technical cooperation and capacity development.

## **6 Thematic priorities and cross-cutting themes**

To address the above objectives, IMO will take into consideration the following thematic priorities as well as cross-cutting themes to ensure the effective delivery of capacity-development programmes, projects and initiatives.

### **6.1 Thematic priorities**

The following thematic priorities, as set out by the IMO committees, will form a foundation to support capacity development and the implementation of technical assistance.

#### **6.1.1 Maritime safety**

Improve maritime safety of ships, ports and seafarers through effective ratification and implementation of the IMO instruments on maritime safety.

#### **6.1.2 Maritime security**

Improve the security of ships, ports and seafarers through effective ratification and implementation of the IMO instruments on maritime security.

#### **6.1.3 Environmental protection**

Protect the marine environment and reduce shipping's negative impact on the planet through effective ratification and implementation of the IMO instruments related to the environment.



#### **6.1.4    *Facilitation of maritime trade***

Reduce the administrative burden for the clearance of ships, cargo, passengers and crew in ports through effective ratification and implementation of the Convention on Facilitation of International Maritime Traffic, 1965, as amended (FAL Convention), and other technologies.

#### **6.1.5    *Liability and compensation***

Ensure a fair and equitable legal framework for determining liability and the level of compensation for damage through effective ratification and implementation of related IMO instruments.

#### **6.1.6    *Legislation***

Promote the rights and duties of flag, port and coastal States as parties to IMO instruments, by supporting Member States to enact appropriate domestic legislation, including mechanisms for implementation and enforcement.

### **6.2       *Cross-cutting themes***

The following cross-cutting themes are overarching factors which are complementary and applicable to all thematic priorities.

#### **6.2.1    *Human element***

The human element is key to protecting the safety of life at sea and the protection of the marine environment. IMO's technical cooperation efforts will be designed to improve the implementation of training, certification and watchkeeping related instruments, including but not limited to the consideration of new technologies, digitalization and alternative fuels, human-centred design principles, safe manning, fatigue management, operational safety, security and environmental protection.

#### **6.2.2    *Women in maritime, gender mainstreaming and promotion of diversity, equality, equity and inclusion***

IMO will strive to increase the participation and role of women in the maritime sector by creating access to maritime training and employment opportunities and supporting the promotion of women to senior maritime roles. The promotion of diversity, equality, equity and inclusion will be considered in all dimensions of IMO's technical cooperation work, including design, implementation, monitoring and evaluation.

#### **6.2.3    *Developing countries, in particular SIDS and LDCs***

Developing countries, in particular SIDS and LDCs, share common development constraints and needs. IMO will continue to enhance the sustainable maritime capabilities of these Member States through specially designed assistance that is suitable for their unique characteristics and shipping needs.

## **7         *Implementation***

The Capacity-Development Strategy will be implemented using a variety of tools and mechanisms that IMO has at its disposal in coordination with the IMO global training institutions or regional and local training institutions and partners. With the availability of different

implementation mechanisms, Member States receiving technical cooperation and assistance will be able to work with the method that is best suited to their needs. The five approaches can be used together or separately depending on the needs of the receiving Member:

- .1 Comprehensive needs assessment
- .2 Technical advisory
- .3 Training and education
- .4 Regional Presence Scheme

## **7.1 Comprehensive needs assessment**

### *Introduction*

7.1.1 A comprehensive needs assessment should form the basis for the planning and delivering of any technical cooperation activity for a given country. It is conducted to understand the particular needs of a Member State with regard to its maritime administration and its capacity to implement and adhere to IMO instruments. This will help IMO in better understanding of the areas that require development and technical cooperation to close gaps.

7.1.2 A needs assessment involves systematically gathering and analysing information related to the needs of the maritime administration.

### *Objective*

7.1.3 The needs assessments will guide the priority areas for technical cooperation, and in turn drive the planning of technical cooperation activities. Through detailed needs assessments, IMO can identify common areas where technical assistance is required. This can help in the design and delivery of capacity-development activities.

## **7.2 Technical advisory assistance**

### *Introduction*

7.2.1 Technical advisory assistance is central to IMO's technical cooperation programmes and vital for delivering capacity development to Member States. IMO undertakes technical advisory activities to assist Member States in improving technical capabilities, such as their maritime policies and legislation. Such legislation can form the foundation of a robust maritime administration, ensuring compliance with international regulations while promoting sustainable blue economic growth.

### *Objective*

7.2.2 Through technical advisory assistance, IMO aims to achieve the stated objective of further developing Member States' technical capacity and ability. This includes robust maritime legislation and the implementation of IMO instruments.

7.2.3 IMO will deliver technical assistance in such a way that promotes development in four key areas. The development of these target areas will provide a strong foundation for an efficient maritime administration:

.1 National maritime transport policy:

Assisting Member States to develop their own national maritime policies and national maritime transport, facilitation, safety, security and gender strategies to support the national maritime policy.

.2 National legislation:

Working with national legislators to assist them to develop and draft national legislation to implement IMO treaties and regulations.

.3 Capacity development of national maritime institutions:

IMO will assist Member States to improve the capacity of their national maritime institutions based on needs assessments and priority identification, and to develop jointly tailor-made programmes and projects on policy-setting and technology transfers, training and development.

.4 Promotion of maritime within the wider United Nations:

Situating maritime development within wider UN initiatives, including those related to the 2030 Agenda for Sustainable Development and the SDGs, the sustainable blue economy, environmental issues and post-pandemic response. IMO will promote the maritime agenda within wider national agendas through participation in the activities of UN Country Teams, United Nations Sustainable Development Cooperation Framework (UNSDCF) and other international and regional initiatives.

### **7.3 Training and education**

#### *Introduction*

7.3.1 Educated and trained people are the cornerstone for Member States to effectively implement their maritime responsibilities. Training and education are the means by which IMO offers programmes to help Member States gain the required knowledge to form an effective maritime administration.

7.3.2 IMO collaborates with WMU, IMLI and other global, regional and local maritime training institutions to improve access to specialized education and training, particularly for SIDS and LDC Member States. This helps to provide the maritime sector with the professionals it relies on, from national officials engaged in developing new regulations to seafarers and shore staff.

#### *Objective*

7.3.3 Developing, adopting, implementing and complying fully with IMO instruments requires a high level of understanding of maritime issues, not only by maritime authority personnel but also by senior officials in other government departments. A whole-of-government approach and a well-trained workforce are essential.

7.3.4 The overall objective is to improve the access of all relevant personnel to appropriate maritime training and knowledge resources, from national officials engaged in developing new regulations to seafarers and shore staff. The training of senior maritime authority staff, maritime lawyers and maritime legislation drafters is the task of WMU, IMLI and other global maritime training institutions, in cooperation with the Secretariat.

7.3.5 IMO will support global maritime training and education by focusing on the following three areas:

.1 WMU, IMLI and other global maritime training institutions:

The aim is to continue to support WMU, IMLI and other global maritime training institutions in their ongoing work to provide maritime education and training, in alignment with IMO's goals to develop maritime human resources. In this regard, some activities may include e-learning, institutional development, national and regional training courses, lectures and symposiums, fellowships and graduate projects.

.2 MTCCs:

The MTCC network has made a significant contribution to promoting technical cooperation, capacity development and technology transfer. On completion of its current mission and subject to the continued in-kind support of the host countries, consideration may be given to expanding the scope of some of the MTCCs to include a wide range of capacity-development activities including research, development and delivery of regional training, while at the same time keeping its focus on improving energy efficiency and promoting low-carbon technology and operation of the network. Likewise, increased capacity development and training will be delivered using the existing network of implementing partners.

.3 Training and education partnerships:

The Organization will continue to build training and education partnerships with the maritime industry, UN partners as well as other global universities and maritime training institutions. The intention is to expand available maritime training opportunities to Member States through train-the-trainer projects, development of new courses, and updating teaching and training curricula and exchange of faculties guided and supported by IMO. This will have the added benefit of allowing more training to take place locally, with consequential savings in work time and travel costs for personnel from SIDS and LDCs.

## **7.4 Regional Presence Scheme**

### *Introduction*

7.4.1 The Organization has established RPOs across developing regions through memoranda of understanding with host countries. The purpose is to support IMO's input into national and regional maritime development, and to provide active field-level participation in the development, implementation and coordination of IMO's technical cooperation efforts for the region. The Scheme is supported by resources and in-kind contributions of development partners and Member States, such as provision of office accommodation, equipment and support staff.

## *Objectives*

7.4.2 The Scheme facilitates IMO's input in national and regional development policies and supports participation in the development, execution and coordination of the delivery of IMO's technical cooperation.

7.4.3 RPOs are important points of contact in assisting IMO with respect to the assessment of the technical cooperation needs of Member States in a specific region and for leveraging local expertise and support in providing solutions, both with respect to IMO instruments and wider maritime development initiatives. In the longer term, the intention is that all IMO Member States will be covered by one or more RPOs. RPOs are expected to help Member States meet capacity-development objectives by focusing on key areas that are vital to improving maritime capacity.

## **8 Resource mobilization and partnerships**

8.1 IMO is constantly seeking to broaden its partnerships with Member States, Governments, other UN bodies, international organizations and the private sector. This allows IMO greater access to funding and innovative maritime solutions to assist Member States on bigger scale initiatives and facilitate long-term sustainable change for the global maritime sector. This is done under IMO's "knowledge partnership model".

8.2 The overarching goal is to establish a logical framework through which funding for the long-term, predictable and sustainable implementation of IMO's technical cooperation activities can be identified, through diverse income streams and the introduction of a mechanism for regular and predictable replenishment of funds to support the delivery of TC activities.

8.3 IMO provides skills, knowledge and networks in maritime matters. IMO partners provide experience and expertise in investment and finance. By matching these elements with the needs of Member States, IMO creates long-lasting partnerships that result in a boost to sustainable maritime development.

8.4 The aim is to bring together human and financial resources from donors, multilateral development banks and knowledge partners and then act as the knowledge and financial bridge to channel these resources to address the highest priority maritime development needs of the developing countries, in particular SIDS and LDCs.

8.5 Larger-scale funding allows IMO to plan multi-year thematic projects to progress Member States in their capacity-development efforts. This provides a road map to progressively develop maritime capability over time towards a long-term goal, rather than delivering a series of individual activities. Focusing on key strategic partnerships to increase the existing portfolio of donor-supported long-term projects will support IMO's technical cooperation priorities.

8.6 The focus will be on developing new partnerships between Member States, investors and development partners, and enhancing existing ones in order to mobilize resources of any kind to support capacity development, including to support longer-term project-based interventions. A particular focus will be on encouraging cooperation between SIDS and LDCs in sharing lessons learned, technical know-how and best practices. There will also be a strong focus on strengthening South-South cooperation.

## **9 Monitoring, evaluation and reporting**

IMO will continuously monitor, evaluate and periodically report on outcomes of its capacity development, including its implementation plan and impact of its projects and programmes to ensure their alignment with the vision, mission and objectives of the current strategy. It will also promote adaptive management in response to progressive monitoring and evaluation, which enables improvement in the implementation and achievement of desired outcomes and report on these adaptive management responses.

## **10 Review**

The Technical Cooperation Committee, with the support of the Secretariat, should keep the Strategy under review and recommend changes for the Committee's consideration.

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## ANNEX 2

### CAPACITY-DEVELOPMENT STRATEGY IMPLEMENTATION GUIDANCE

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
<b>Annex 2, Section A: Proposals for KPIs Tuvalu</b>						
Improve effective implementation of IMO instruments	Needs assessment	Increase access to funding and resources for developing Member States [including SIDSs and LDCs]	Secure and distribute at least 50% of capacity development [activities] directly to developing Member States [including SIDSs and LDCs], prioritizing those with the highest need and potential impact, as identified by IMO assessments.	IMO Secretariat	2030	Track and report annually on fund allocation and distribution, ensuring equitable access to financial resources for capacity-development projects.
Expand suite of capacity-development offerings  Enhance international and regional cooperation and partnerships  Secure and mobilize sustainable	Resource mobilization and partnerships	Facilitate knowledge and technology transfer through partnerships	Establish partnerships with at least 100 maritime and climate organizations, research institutions and private sector stakeholders to facilitate technology and knowledge transfer for capacity-development initiatives.	IMO Secretariat	2027	Assess the number of active partnerships, frequency of knowledge-sharing events, and the implementation rate of transferred technologies in participating Member States.

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
funding and resourcing						
Expand suite of capacity-development offerings	Needs Assessment					
Enhance international and regional cooperation and partnerships	Technical Advisory					
	Training and Education	Enhance maritime infrastructure and operational readiness in developing States	Enable developing Member States to establish or improve maritime infrastructure that meets minimum IMO standards.	IMO Secretariat, MSs, IFIs/ MDBs, Partners	2030	IMO Secretariat to assess on a yearly basis a growing percentage of developing Member States' on meeting benchmarks for infrastructure standards based on IMO regulations.
Secure and mobilize sustainable funding and resourcing	Regional Presence Scheme					
	Resource Mobilization and Partnerships					
Expand suite of capacity-development offerings						
Enhance international and regional cooperation	Training and Education	Increase localized training and skill-building programmes	Launch and maintain maritime training programmes in Member States by 2028, with a focus on skill-building for maritime professionals across various roles, especially in sustainability and environmental protection.	IMO Secretariat, MSs	2028	Increase the number of professionals trained, completion rates, and post-training competency improvements through certification or accreditation standards.



Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
and partnerships						
Improve effective management, coordination and delivery of capacity development and technical cooperation	Comprehensive needs assessment Technical advisory Regional Presence Scheme	Strengthen data collection and monitoring for capacity-development progress	Develop a centralized data-collection and reporting system, with participation from all Member States, to monitor capacity-development outputs and report on progress towards IMO capacity objectives annually.	IMO Secretariat, MSs	2027	Measure system utilization rates, the accuracy and completeness of reported data, and publish annual performance reports on capacity-development metrics.
Expand suite of capacity-development offerings  Enhance international and regional cooperation and partnerships  Secure and mobilize sustainable	Technical advisory Resource Mobilization and Partnerships	Increase the adoption of low-carbon technologies and practices	Support developing Member States in adopting low-carbon technologies and practices in their maritime operations, in alignment with IMO's decarbonization goals.	IMO Secretariat, MSs, IFIs, MDBs, Partners	2030	Track the implementation of low-carbon technologies, the number of supported projects per country, and the resulting reductions in carbon emissions.

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
funding and resourcing						
Improve effective implementation of IMO instruments	Technical advisory Regional Presence Scheme	Promote equitable access to maritime policy and regulatory support	Provide tailored policy guidance and regulatory support to developing Member States to help them meet IMO regulatory requirements, with annual review sessions to assess and refine policies.	IMO Secretariat, MSs	2027	Record the number of Member States receiving policy support, document specific areas of regulatory improvement, and assess compliance levels with IMO standards.
Improve effective management, coordination and delivery of capacity development and technical cooperation  Secure and mobilize sustainable funding and resourcing	Resource Mobilization and Partnerships	Develop and maintain a transparent resource allocation framework	Establish a transparent, publicly accessible framework for tracking resource allocation, fund utilization, and impact assessments in all IMO-funded capacity development.	IMO Secretariat	2027	Measure adherence to framework guidelines, frequency of public reporting and stakeholder feedback on transparency and accountability.
Improve effective management, coordination	Training and education	Achieve high stakeholder satisfaction and	Maintain an 85% satisfaction rate among Member States and stakeholders with capacity-development initiatives by	IMO Secretariat MSs	2027	Collect and analyse survey data on satisfaction rates, engagement and perceived effectiveness of capacity-

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
and delivery of capacity development and technical cooperation	Regional Presence Scheme	engagement rates	conducting annual feedback surveys.			development efforts, adjusting the strategy based on feedback.
<b>Annex 2, Section A, Proposals for KPIs by Canada</b>						
Improve effective implementation of IMO instruments	all					number of mandatory IMO Instruments implemented.
Expand suite of capacity-development offerings						number of programmes available;  delivery rate vs completion rate; and  projects delivery estimate vs actual delivery timeline.
<b>Annex 2: Section A, Proposals for KPIs by Germany</b>						
Improve effective implementation of IMO instruments						# of programmes developed on the basis of findings IMSAS per biennium;  # of programmes developed on the basis of information provided in the Country Maritime Profiles;

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
						<p># of programmes with special focus on [organizational and administrative frameworks] to support ratification of IMO instruments; and</p> <p># of Member States ratified IMO instruments within [3] years after participating in an IMO capacity-development programme.</p>
Expand suite of capacity-development offerings						<p># of programmes developed on the basis of findings and observations by IMSAS per biennium;</p> <p># of programmes developed on the basis of information provided in the Country Maritime Profiles;</p> <p># of programmes developed on the basis of indications of IMO committees;</p>

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
						# of e-learning modules and # of participants of which # were women; and  # of courses and # of participants of which # were women.
Enhance international and regional cooperation and partnerships						# of regional coordination programmes/projects and partnerships arranged through IMO;  # of programmes/projects delivered through RPOs;  # of programmes/projects delivered through MTCCs; and  # of programmes/projects delivered through WMU and IMLI.
Improve effective management, coordination and delivery of capacity						# of trainings of IMO staff per biennium with special focus on project management and fund management;

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
development and technical cooperation						<p># of trainings of RPO staff per biennium with special focus on project management and fund management;</p> <p># of projects/programmes delivered within the planned time frame; and</p> <p># of projects/programmes supported by e-learning modalities.</p>
Secure and mobilize sustainable funding and resourcing						<p># of projects/programmes identified through findings of IMSAS and Country Maritime Profile and # of them financed through IMO funds/ ITCP; and</p> <p>time span between identified needs and secured funding.</p>
<b>Annex 2, Section B: Details of Implementation (to be considered when developing the implementation plan)</b>						
Effective implementation of IMO Instruments	Comprehensive Needs Assessment	Needs assessment to be completed	With full participation of the Member State in order to gain understanding of the areas that require development, which will	IMO Secretariat and MSs		N/A (objective level KPIs)

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			result in a better understanding of the situation and what technical cooperation activities best suited to close gaps			
Effective implementation of IMO instruments Expand suite of capacity-development offerings	Technical advisory	Support development of national maritime policy	<p>supporting Member States in conducting their own needs assessments;</p> <p>identifying key priorities for the development of the maritime sector in order to realize a sustainable blue and robust maritime economy;</p> <p>establishing baselines for going forward; articulating action plans;</p> <p>enhancing national inter-agency cooperation;</p> <p>raising their maritime profile within wider national development policy; and</p> <p>promoting a whole-of-government approach for a safe, secure and</p>	IMO Sec and MSs		N/A-objective level

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			environmental responsible maritime industry];			
Effective implementation of IMO instruments Expand suite of capacity-development offerings		Support development of national legislation	Support national maritime authorities and other national maritime governance institutions, paying special attention to the specific economic development stage and geographical characteristics.	IMO Secretariat, IMLI, WMU, other training institutions		N/A-objective level
Partnerships Effective management	Technical advisory	Promote maritime withing wider UN the	Focus areas will be on: promoting the benefit of the maritime sector;  leveraging funding through participation in multisector development projects;  raising awareness of IMO regulations;  developing baselines for further development and tracking progress made; and  reignite existing regional maritime development focused	IMO Secretariat, MSs and partners		N/A



Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			initiatives such as the Yaoundé Code of Conduct and the Revised Djibouti Code of Conduct, in cooperation with other competent UN agencies, and regional economic communities.			
All objectives	Regional Presence Scheme	Help MSs to meet capacity-development objectives by focusing on target areas that are vital to improving maritime capacity	<p>Including but not limited to:</p> <p>fuller engagement with Member States in support of their planning processes, for example development of national maritime policies and strategies, as outlined in the Vision Statement;</p> <p>support to development of action plans including country partnership plans and taking into account longer-term and end-to-end planning processes;</p> <p>assistance in the development of national governance and training capabilities;</p> <p>clearer understanding of Member States' current</p>	RPOs and IMO Secretariat		N/A

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			<p>positions, establishing baselines and monitoring effectiveness of technical cooperation programmes;</p> <p>closer engagement with regional economic communities and other regional bodies to promote the importance of the maritime sector and wider maritime development;</p> <p>engagement with other UN agencies, international organizations, intergovernmental organizations and non-governmental organizations through UN Country Teams;</p> <p>closer engagement with port State control Memoranda of Understanding (MoUs) with respect to training and data analytics;</p> <p>acting as a regional hub for wider IMO initiatives such as visibility campaigns, for</p>			

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			<p>example through engagement with universities, colleges and schools to promote the maritime message (potential tie-in with the IMO Goodwill Maritime Ambassador Scheme);</p> <p>leveraging financial and in-kind support from donor States in the region;</p> <p>Secretariat to strengthen the role of regional coordinators in the development and implementation of IMO's technical cooperation efforts; and</p> <p>Secretariat to widely publicize the clear and precise scope of the Regional Coordinators' activity.</p>			
<b>Section C: Details on resource mobilization and partnerships</b>						
Partnerships  Secure and mobilize funds	Resource Mobilization and partnerships	Extend scope and sustainability of income streams and roll out an intensive	<p>Including, but not limited to:</p> <p>identifying and approaching potential donors;</p> <p>developing a targeted message flow when addressing donors;</p>	IMO Secretariat, MSs, partners		

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
		outreach and publicity programme	<p>working as "Team Maritime";</p> <p>developing IMO's own programme modality to attract funding;</p> <p>developing a resource mobilization communications strategy;</p> <p>partnerships with the private sector;</p> <p>other issues to support resource mobilization activities;</p> <p>Member States, as development partners, to acknowledge and respond to their obligations by providing and enhancing financial support to IMO's technical cooperation efforts through long-term sustainable arrangements, for</p>			

\* Team Maritime refers to the overarching group that has a stake in the maritime sector. This includes IMO Member States and the Secretariat, intergovernmental organizations, non-governmental organizations, international industry groups, global maritime training institutions, etc. All of these partners and stakeholders can work together to provide innovative ideas, expertise and funding to best implement technical cooperation and improve the global maritime sector.

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			<p>the effective realization of the SDGs;</p> <p>Member States to align their goals with those of IMO's technical cooperation efforts to generate resources through their Official Development Assistance;</p> <p>Member States to develop collaborative multi-bilateral partnership arrangements to encourage South-South and triangular development cooperation through IMO TC activities;</p> <p>Secretariat to continue to develop and enhance effective partnership arrangements in order to ensure the long-term and sustainable delivery of IMO's technical cooperation efforts;</p> <p>Secretariat, when considering a further expansion of the geographic coverage, to secure the necessary resources and to</p>			

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			<p>evaluate the impact of the programme, taking into account the resources available; and</p> <p>Member States, international and regional organizations, non-governmental organizations and industry to engage actively in the support of IMO's technical cooperation activities through:</p> <p>voluntary cash donations to the Technical Cooperation Fund;</p> <p>financial allocations to the IMO multi-donor trust funds;</p> <p>multi-bilateral arrangements;</p> <p>voluntary donations of interest earnings under the Contributions Incentive Scheme; and</p> <p>in-kind support through the provision of no-fee Technical Cooperation Consultants, hosting of technical assistance</p>			

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			events and the donation of equipment.			
<b>Annex 2, Section D: Details on monitoring, evaluation and reporting</b>						
Effective management		The monitoring of technical cooperation activities will be done on a real-time basis to support continuous feedback and improvement. This approach will be able to best inform technical cooperation activities and enhance their quality. All recipients will be able to participate in the evaluation process, provide feedback and	<p>The evaluation of technical cooperation activities requires a layered approach, with each step of the process considered. The roles of stakeholders can be seen below:</p> <p>.1 IMO Secretariat: Responsible for evaluating the design and delivery of technical cooperation programmes. The Secretariat will report on the overall implementation of technical cooperation programmes. The Secretariat is the overall body responsible for evaluating and monitoring the delivery of technical assistance.</p> <p>.2 RPOs: Responsible to monitor and evaluate technical assistance at a regional level and provide feedback to the Secretariat.</p>	<p>IMO Secretariat</p> <p>RPOs</p> <p>Beneficiaries</p> <p>+ independent evaluators?</p>		

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
		create learning opportunities for future technical cooperation activities.	.3 Beneficiaries: Best placed to evaluate the long-term effectiveness of technical assistance. This can be measured over years to determine the effects on the maritime administration as a whole, as well as the specific target area of the assistance. Beneficiaries can report back to their RPO or to the Secretariat.			
<b>TC 75/5/1 (Brazil, Germany, Republic of Korea, Thailand and United Arab Emirates) on Link to the draft Capacity-Development Strategy and assessment of the outcome of measures</b>						
Effective Management  Partnerships  Secure and mobilize funds	Technical advisory  Resource Mobilization	SDG SMART indicators in line with ongoing TC work to be incorporated into the Strategy's implementation	To discuss whether the aspect of outcomes, i.e. impact of the respective measure should be included in the evaluation of the data in the future, to enable long-term benefits of measures within IMO's technical cooperation work to be assessed in terms of their contribution to the UN SDG, Capacity-Development Strategy and IMO's Strategic Plan. The measures could be than more targeted, fine-tuned. Studies and surveys of MSs could be used. For example, surveys	IMO Secretariat MSs		



Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			among attendees of IMO maritime workshops/participation have given them opportunities for advancement or led them serving as multipliers.			
<b>TC 75/3(b)/2 (Guatemala) on Capacity development for developing strategies for ratifying and implementing IMO instruments and their application to IMSAS corrective action plans</b>						
Effective implementation of IMO instruments	Comprehensive Needs Assessment  Technical Advisory	Improve the general performance of beneficiary countries' administration and develop a simpler and clearer process of ratification and implementation of IMO instruments	Consider applying the adaptable strategic approach model and temporary ex ante approach to the ratification of IMO instrument, on a regular basis, including its Monitoring and Evaluation Programme cycle, management model to facilitate a comprehensive process prior to ratification, with integration of all stakeholders, with SWOT analysis and full deployment of Strategic Approach (strategic planning/implementation/control and follow-up/corrections and adjustments), regional level coordination and national follow-up.  Enable interested maritime authorities to familiarize	IMO Secretariat and MSs		

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			themselves with the tools offered by the Strategic Approach for their benefit			
<b>TC 55/6/4 (IMLA) on Proposal for developing standard training package in pursuit of IMO's GHG Strategy</b>						
Effective implementation of IMO instruments  Expand suite of capacity-development offerings	Training education and Partnerships	Develop a standard training package on GHG	<p>Develop a framework training package on GHG, building on existing trainings, regulatory developments, with one generic training block (basic courses for functional knowledge on GHG reduction strategies, short- and mid-long-term measures) and further training block (advanced courses to increase trainees availabilities to handle specific operations or management, let it be knowledge or specific skill). Including on fuel consumption data, fuel efficiency index, rating and monitoring, best-practice measures for mitigation, safe handling of alternative fuels.</p> <p>Package should be comprehensive and flexible, with standard training to include trainee handouts, trainer's handbook, case studies, on-hand exercise.</p>	IMO Secretariat, and relevant partners, such as WMU, IMLI, MTCCs, IMLA and regional and local training institutions	2029	

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			Different versions for specific needs. Digital, multimedia-based material, e-learning also. Training package to be dynamically improved.			
<b>TC 75/6/5 (IMLA) on Proposal for the development of a digital GHG-related training tool to support the implementation of IMO's Capacity-Building Strategy</b>						
Effective implementation of IMO instruments  Expand suite of capacity-development offerings	Training education and Partnerships	Develop a specialized digital training tool to improve the skills and competencies of maritime personnel in using instruments to reduce GHG emissions from ships, noting on-site training can be costly	Build on existing tools developed by IMO, including DNV-GHG GIA/GV2050 project developed "Energy Efficiency Appraisal Tool" and the "details and high-level assessment tool", but incorporating additional material, including two core modules, (1) monitoring/estimating emissions and (2) selecting and evaluating mission reduction measures. Change to concentrate on awareness, knowledge and skills regarding alternative maritime fuels and market-based mechanisms. More intuitive, engaging and efficient learning experience by combining knowledge delivery	IMO Secretariat, and relevant partners, such as WMU, IMLI, MTCCs, IMLA and regional and local training institutions	2029	

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
			with practical case studies, enable self-paced learning and tailored paths. Special attention should be given to leveraging existing or potential maritime education and training resources and application-oriented digital tools to ensure cost-effectiveness.			
<b>Member State additional proposals for consideration by the Secretariat for the Implementation Plan during Working Group discussions (TC 75/WP.6)</b>						
Effective implementation of IMO instruments	all	Support to translate international obligations into concrete, sustainable and verifiable actions	Provide targeted technical assistance and capacity-development initiatives; promote the use of application-oriented tools and training; facilitate alignment of national legislation and systems with IMO instruments.  Provide technical assistance to draft national legislation to implement IMO instruments.	MS, IMO Secretariat, in cooperation with national authorities, and technical partners such as WMU, IMLI, MTCCs, IMLA and regional and local training institutions	Ongoing; progress review every 2 years	Number of additional instruments ratified; number of instruments domesticated.  Percentage of supported Member States that implement a coherent set of sustainable and verifiable national actions within 24 months of receiving technical assistance.

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
Effective implementation of IMO instruments	Technical advisory	Support Member States in developing or improving a national overall strategy for implementation and enforcement of IMO instruments	Organize regional/national workshops; disseminate best practices and IMSAS-based insights, provide templates and peer support mechanisms.	IMO Secretariat with RPO, regional partners and expert consultants	2025–2028 (aligned with IMSAS and II cycles)	Percentage of Member States with reported challenges that develop or improve an overall strategy within 2 years.
Expand suite of capacity-development offerings	Training and education	Training of officials with reference to PSC, FSI and maritime security and for the drafting national legislation / policy	A variety of courses, on the job training, capacity-development programmes, exchanges programmes, hybrid formats.	MS, IMO Secretariat and relevant partners, such as WMU, IMLI, MTCCs, IMLA and regional and local training institutions	2027	Number of courses delivered; number of officials trained.
Expand suite of capacity-development offerings	Training and education	Within cross-cutting theme on developing countries, in particular SIDS and LDCs, the	A variety of courses, on the job training, capacity-development programmes, exchanges programmes, hybrid formats.	MS, IMO Secretariat and relevant partners, such as WMU, IMLI, MTCCs,	2027	Number of courses delivered; number of officials trained.

Capacity-Development Strategy Implementation Guidance						
Objective	Implementation area	Action	How/specifics	Who	When	KPIs
		training of professionals through institutions with proven track record		IMLA and regional and local training institutions		
Review			The Committee's review should be based on monitoring and evaluation findings, the outcomes of implementation plan and future priorities / developments and evolving priorities.		Within a five-year period	

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## **ANNEX 3**

### **RULES OF PROCEDURE OF THE TECHNICAL COOPERATION COMMITTEE**

#### **MEMBERSHIP**

##### **Rule 1**

1 For the purpose of these Rules, the term "Member" means a Member of the Organization, and "other Participant" means a State not a Member of the Organization but Party to an international convention or other instrument in respect of which the Committee performs functions as provided therein. Membership of the Committee shall be open to all Members and other Participants.

2 For the purposes of these Rules, the word "Convention" means the "Convention on the International Maritime Organization".

#### **SUBSIDIARY BODIES**

##### **Rule 2**

1 The Committee may establish such subsidiary bodies as it considers necessary. Such subsidiary bodies shall follow these Rules of Procedure, except for rules 3, 9, 14, 15 and 16.

2 Periodically, the Committee shall examine the need for the continued existence of any subsidiary body.

#### **SESSIONS**

##### **Rule 3**

In accordance with Article 45 of the Convention, the Committee shall meet at least once a year in regular session and more frequently with the approval of the Council. The Committee may meet in an extraordinary session upon a request made in writing to the Secretary-General by at least 20 of its Members. Sessions of the Committee shall be held in person at the Headquarters of the Organization, supported by hybrid capabilities, unless convened elsewhere in accordance with a decision of the Committee approved by the Assembly or the Council.

##### **Rule 4**

The Secretary-General, acting on the direction of the Chair, shall notify Members and other Participants at least two months in advance of the holding of a session of the Committee, and shall also notify the Chairs of other interested IMO bodies who shall have the option of attending sessions as observers.

#### **OBSERVERS**

##### **Rule 5**

1 The Secretary-General, with the approval of the Council, may invite States having made applications for membership, States which have signed but not accepted the Convention, and States which are Members of the United Nations or of any specialized agency and liberation movements recognized by the African Union or the League of Arab States to send observers to sessions of the Committee.

2 The Secretary-General shall invite to be represented as observers at each session of the Committee:

- .1 the United Nations, including the United Nations Environment Programme; and
- .2 any of the specialized agencies of the United Nations and the International Atomic Energy Agency.

3 The Secretary-General shall invite to be represented by observers at each session of the Committee at which matters of direct concern to them are on the agenda:

- .1 other intergovernmental organizations with which an agreement or special arrangement has been made; and
- .2 non-governmental international organizations with which the Organization has established relationships in accordance with the rules governing consultations with such organizations.

4 Upon invitation by the Chair and with the consent of the Committee concerned, such observers may participate without vote on matters of direct concern to them.

#### **Rule 6**

1 Representatives of the United Nations, the International Atomic Energy Agency and of the specialized agencies shall receive copies of all documents issued to the Committee, subject to any arrangements as may be necessary for the safeguarding of confidential material.

2 Observers shall have access to non-confidential documents and to such other documents as the Secretary-General, with the approval of the Chair, may decide to make available.

### **DELEGATIONS**

#### **Rule 7**

Each Member or other Participant shall designate a representative and alternates, advisers and experts as may be required.

#### **Rule 8**

Each Member or other Participant shall notify the Secretary-General in writing as soon as possible, and in any case not later than the opening day of a session, of the composition of its delegation to that session.

### **CREDENTIALS**

#### **Rule 9**

1 Each Member or other Participant entitled to participate in a session of the Committee shall transmit to the Secretary-General the credentials of its representatives and alternates, if any. Copies of credentials transmitted electronically will be accepted provisionally and shall be followed by originals. The credentials shall be issued by the Head of State, Head of



Government, Minister for Foreign Affairs, Minister concerned or by an appropriate authority properly designated by one of them for this purpose. The Secretary-General shall examine the credentials of each representative and alternate and report to the Committee thereon without delay.

2 All representatives shall be seated provisionally with the same rights until the Secretary-General has reported on credentials and the Committee has given its decision.

## **PUBLICITY**

### **Rule 10**

1 The Committee may decide to hold meetings in private or public. In the absence of a decision to hold meetings in public, they shall be held in private.

2 Notwithstanding the aforesaid, and in accordance with the *Terms and conditions of media attendance at meetings of IMO Assembly, Council, Committees and their subsidiary bodies* approved by the Council, the media may attend meetings of the Committee unless the Committee decides otherwise. Meetings of working and drafting groups established by the Committee shall be held in private.

## **AGENDA**

### **Rule 11**

The provisional agenda for each session of the Committee shall be prepared by the Secretary-General and approved by the Chair, and shall normally be communicated with the basic supporting documents to the Members and other Participants two months before the opening of a session.

### **Rule 12**

The first item on the provisional agenda for each session shall be the adoption of the agenda.

### **Rule 13**

Subject to the provisions of rule 14, any item of the agenda of a session of the Committee, consideration of which has not been completed at that session, shall be included in the agenda of a subsequent session unless otherwise decided by the Committee.

### **Rule 14**

The provisional agenda for each session of the Committee shall include:

- .1 all items the inclusion of which has been requested by the Assembly or the Council;
- .2 all items the inclusion of which has been requested by the Committee at a previous session;
- .3 any item proposed by a Member;

- .4 subject to the provisions of an international convention or other instrument in respect of which the Committee performs functions, any amendment proposed by a Party to that international convention or other instrument;
- .5 subject to such preliminary consultations as may be necessary, any item proposed by any other subsidiary body of the Organization, by the United Nations, including the United Nations Development Programme, or by any of its specialized agencies, or by the International Atomic Energy Agency; and
- .6 any item proposed by the Secretary-General.

#### **Rule 15**

The Secretary-General shall report on the technical, administrative and financial implications of any substantive agenda items submitted to the Committee and, unless the Committee decides otherwise, no such item shall be considered until the Secretary-General's report has been available to the Committee for at least 24 hours.

#### **Rule 16**

In circumstances of urgency the Secretary-General, with the approval of the Chair, may include any question suitable for the agenda which may arise between the dispatch of the provisional agenda and the opening day of the session in a supplementary provisional agenda, which the Committee shall examine together with the provisional agenda. The Secretary-General shall advise Members and other Participants immediately of the intention to include an item in a supplementary provisional agenda.

#### **Rule 17**

Unless it determines otherwise, the Committee shall not proceed to the discussion of any item on the agenda until at least 24 hours have elapsed after the relevant documents have been made available to Members and other Participants.

### **CHAIR AND VICE-CHAIR**

#### **Rule 18**

1 The Committee shall elect from among its Members a Chair and a Vice-Chair who shall each hold office for a term of one calendar year. They shall both be eligible for re-election for up to four further consecutive terms of office. In exceptional circumstances they may be re-elected for one additional consecutive term of office.

2 The Chair, or the Vice-Chair acting as Chair, shall not vote.

3 The Chair and Vice-Chair shall be elected at the end of the last regular session in each calendar year and shall assume their functions at the beginning of the following calendar year.

#### **Rule 19**

If the Chair is absent from a session, or any part thereof, the Vice-Chair shall preside. If the Chair, for any reason, is unable to complete the term of office, the Vice-Chair shall act as Chair pending the election of a new Chair.

#### **Rule 20**

The Chair and the Vice-Chair of the Committee shall be present, in person, during the meetings of the Committee, unless exceptional circumstances arise.

### **SECRETARIAT**

#### **Rule 21**

The Secretary-General shall act as Secretary of the Committee. This function may be delegated to a member of the Secretariat.

#### **Rule 22**

The Secretary-General, or any member of the Secretariat designated for the purpose, may make either oral or written statements concerning any question under consideration.

#### **Rule 23**

It shall be the duty of the Secretariat to receive, translate and circulate to Members and other Participants all reports, resolutions, recommendations and other documents of the Committee.

### **LANGUAGES**

#### **Rule 24**

The official languages of the Committee are Arabic, Chinese, English, French, Russian and Spanish; the working languages are English, French and Spanish.

#### **Rule 25**

Speeches at the Committee shall be made in one of the official languages and shall be interpreted into the other five official languages.

#### **Rule 26**

1 All supporting documents to agenda items of the Committee shall be issued in the working languages.

2 All reports, resolutions, recommendations and decisions of the Committee shall be drawn up in one of the official languages and translated into the other five official languages.

### **CONDUCT OF BUSINESS**

#### **Rule 27**

1 The Chair may declare a meeting open and permit the debate to proceed when at least 25% of the Membership of the Organization are present, either in person or remotely through the hybrid system. The presence, either in person or remotely through the hybrid system, of a least 25% of the Membership of the Organization, or other Participants, as appropriate, shall be required for any decision to be taken.

2 When an international convention or other instrument in respect of which the Committee performs functions contains a provision relating to the quorum, such provision shall apply in respect of such functions.

#### **Rule 28**

In addition to exercising the powers conferred elsewhere by these Rules, the Chair shall declare the opening and closing of each session of the Committee, direct the discussion and ensure observance of these Rules, accord the right to speak, put questions to the vote and announce decisions resulting from the voting.

#### ***Time limit on speeches***

#### **Rule 29**

The Committee may, on proposal of the Chair, limit the time to be allowed to each speaker on any particular subject under discussion.

#### ***Points of order***

#### **Rule 30**

1 During the discussion of any matter, a Member or other Participant may rise to a point of order and the point of order shall be decided immediately by the Chair, in accordance with these Rules. A Member or other Participant may appeal against the ruling of the Chair. The appeal shall be put to the vote immediately and the Chair's ruling shall stand unless overruled by a majority of the Members or other Participants present and voting.

2 A Member or other Participant rising to a point of order may not speak on the substance of the matter under discussion.

#### ***Order of procedural motions***

#### **Rule 31**

1 Subject to the provisions of rule 30, the following motions shall have precedence, in the order indicated below, over all other proposals or motions before the meeting:

- .1 to suspend a meeting;
- .2 to adjourn a meeting;
- .3 to adjourn the debate on the question under discussion; and
- .4 for the closure of the debate on the question under discussion.

2 Permission to speak on a motion falling within rule 31.1 above shall be granted only to the proposer and in addition to one speaker in favour of and two against the motion, after which it shall be put immediately to the vote.

#### ***Proposals and amendments***

#### **Rule 32**

Proposals and amendments shall normally be introduced in writing and handed to the Secretary-General who shall circulate copies to delegations. As a general rule, no proposal

shall be discussed or put to the vote at any meeting of the Committee unless copies of it have been circulated to delegations not later than the day preceding the meeting. The Chair may, however, permit the discussion and consideration of amendments or of motions as to procedure even though these amendments and motions have not been circulated or have only been circulated the same day.

### ***Withdrawal of motions***

#### **Rule 33**

A motion may be withdrawn by its proposer at any time before voting on it has begun, provided that the motion has not been amended or that an amendment to it is not under discussion. A motion withdrawn may be reintroduced by any Member, or other Participant having the right to submit such a motion.

### ***Reconsideration of proposals***

#### **Rule 34**

When a proposal has been adopted or rejected, it may not be reconsidered at the same session of the Committee unless the Committee, by a majority of the Members or other Participants present and voting, decides in favour of reconsideration. Permission to speak on a motion to reconsider shall be accorded only to the mover and one other supporter, and to two speakers opposing the motion, after which it shall be put immediately to the vote.

## **VOTING**

### ***Voting rights***

#### **Rule 35**

1 When considering matters not connected with functions performed by the Committee in respect of international conventions or other instruments, all Members and other Participants may participate, but only Members of the Organization shall be entitled to vote.

2 Each Member entitled to vote shall have one vote.

3 When the Committee performs functions as provided for in an international convention or other instrument, all Members and other Participants shall be entitled to participate in the proceedings, but voting on amendments to the international convention or other instrument shall be in accordance with the provisions of that convention or instrument.

### ***Majority required***

#### **Rule 36**

Subject to the provisions of any international convention or other instrument which confers upon the Organization functions to be undertaken by the Committee, decisions of the Committee shall be made and reports, resolutions and recommendations adopted by a majority of the Members or other Participants entitled to vote, present and voting.

### ***Meaning of the phrases "Members present and voting" and "Members present"***

### **Rule 37**

1 For the purpose of these Rules, the phrase "Members present and voting" means such Members present and casting an affirmative or negative vote. Those abstaining from voting or casting an invalid vote shall be considered as not voting. The phrase "Members present" means Members present at the meeting, whether they cast an affirmative or negative vote, whether they abstain, whether they cast an invalid vote or whether they take no part in the voting. Members are considered present whether they are participating in person or remotely through the hybrid system. Members in the session who are not present at the meeting at which voting takes place shall be considered as not present.

2 The provisions in rule 37.1 above shall apply only if the quorum laid down in rule 27 is obtained at the meeting at which the vote is taken.

3 The provisions in rule 37.1 apply to other Participants entitled to vote when voting on any decision of the Committee relating to the functions performed by it as provided for in a convention or other instrument.

### ***Method of voting***

### **Rule 38**

The Committee shall normally vote by show of hands. However, any Member or other Participant entitled to vote may request a roll call which shall be taken in the alphabetical order of the names of the Members or other Participants entitled to vote in English, beginning with the Member or other Participant whose name is drawn by lot by the Chair. The vote of each Member or other Participant in any roll call shall be inserted in the report of the session concerned.

### ***Division of proposals and amendments***

### **Rule 39**

Parts of a proposal or amendment thereto shall be voted on separately if the Chair, with the consent of the proposer, so decides, or if any Member or other Participant requests that the proposal or amendment thereto be divided and the proposer raises no objection. If objection is raised, permission to speak on the point shall be given first to the mover of the motion to divide the proposal or amendment, and then to the mover of the original proposal or amendment under discussion, after which the motion to divide the proposal or amendment shall be put immediately to the vote.

### **Rule 40**

Those parts of a proposal which have been approved shall then be put to the vote as a whole; if all the operative parts of the proposal or amendment have been rejected, the proposal or amendment shall be considered to be rejected as a whole.

### ***Voting on amendments***

### **Rule 41**

If two or more amendments are moved to a proposal, the Committee shall first vote on the amendment furthest removed in substance from the original proposal and then on the amendment next furthest removed therefrom and so on, until all amendments have been put to the vote. The Chair shall determine the order of voting on the amendments under this rule.

#### **Rule 42**

A motion is considered to be an amendment to a proposal if it merely adds to, deletes from or revises part of that proposal. An amendment shall be voted on before the proposal to which it relates is put to the vote and, if the amendment is adopted, the amended proposal shall then be voted on.

#### ***Voting on proposals***

#### **Rule 43**

If two or more proposals relate to the same question, the Committee, unless it decides otherwise, shall vote on the proposals in the order in which they have been submitted.

#### ***Equally divided votes***

#### **Rule 44**

If a vote is equally divided, a second vote shall be taken at the next meeting. If this vote is equally divided, the proposal shall be regarded as rejected.

### **ELECTIONS**

#### **Rule 45**

Officers of the Committee shall be elected by secret ballot, unless the Committee decides otherwise. Elections by secret ballot shall be held in person.

#### **Rule 46**

In a secret ballot, two scrutineers shall, on the proposal of the Chair, be appointed by the Committee from the delegations present in person and shall proceed to scrutinize the votes cast. All invalid votes cast shall be reported to the Committee.

#### **Rule 47**

If one person only is to be elected and no candidate obtains a majority in the first ballot, a second ballot shall be taken confined normally to the two candidates obtaining the largest number of votes. If in the second ballot the votes are equally divided, the election shall be deferred until the ensuing session, when, if another tie results, the Chair shall decide between the candidates by drawing lots.

### **INVITATION OF EXPERTS**

#### **Rule 48**

The Committee may invite any person whose expertise it may consider useful for its work to participate in a meeting. A person invited under this rule shall not have the right to vote.

## **AMENDMENTS OF RULES OF PROCEDURE**

### **Rule 49**

These Rules of Procedure may be amended by a decision of the Committee, taken by a majority of the Members present and voting.

## **SUSPENSION OF RULES OF PROCEDURE**

### **Rule 50**

A rule may be suspended by a decision of the Committee taken by a majority of the Members present and voting, provided that 24 hours' notice of the proposal for suspension has been given. This notice may be waived if no Member objects.

## **OVERRIDING AUTHORITY OF THE IMO CONVENTION**

### **Rule 51**

In the event of any conflict between a provision of these rules and a provision of the Convention, the Convention shall prevail.

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## ANNEX 4

### REVISED OUTPUT ON TECHNICAL COOPERATION PLANNING AND REPORTING

#### Background

1 The Technical Cooperation Committee (TCC) has a long history of reporting on the progress and impact of technical cooperation delivered as per the agreed biennial plan for the allocation of the Technical Cooperation Fund (TC Fund), known as the Integrated Technical Cooperation Programme (ITCP), as required in the *Revised Rules of Operation of the Technical Cooperation Fund* (TC.1/Circ.76).

2 The primary objective of the ITCP is to assist States which are either IMO Member States or Parties to the various international treaties to enhance their human and institutional capacities to implement IMO's regulatory framework. It is also aimed at ensuring uniform and effective implementation of the provisions of those treaties, thus ensuring that Parties adequately discharge their rights, duties and responsibilities as flag, port and coastal States. Further, aligned with the UN 2030 Agenda for Sustainable Development (UN Agenda), the ITCP focuses on the delivery of the Sustainable Development Goals (SDGs), giving priority to meeting the needs of developing countries, especially least developed countries (LDCs) and small island developing States (SIDS), and empowering women as key maritime resources as well as promoting diversity, equality, equity and inclusion in the maritime sector.

3 In response to Member States' needs, IMO's technical cooperation evolved into a combination of activities delivered under the ITCP, as funded by the TC Fund, as well as multi-year project-based technical assistance funded by donor contributions. As such, in 2018, the ITCP Annual Report also began to include reporting on IMO's long-term marine environment projects (TC 69/3(a)).

4 This broadening of the scope of the Annual Report was reflected in a change to the title of the output from "Integrated Technical Cooperation Programme", which it had been up until 2022 (TC 72), to the current title "Technical Cooperation Planning and Reporting" in 2023 (TC 73). This change indicates that IMO's technical cooperation does not just comprise assistance delivered under the ITCP. It goes beyond that to include externally funded long-term projects.

5 However, the "Planning" component of the output still only addressed the ITCP, i.e. the proposed programme of activities to be funded according to the proposed allocation of the TC Fund, which the Secretariat submits together as one document to TCC for approval, and subsequent approval by the Council and adoption by the Assembly. The planning associated with IMO's long-term thematic projects is completed outside of the Committee and directly with the respective donors, beneficiary countries and other interested parties as applicable.

6 The ITCP follows a biennial cycle and is prepared on the basis of a number of inputs that are analysed during the planning process to inform the proposed programme design according to Member States' needs. One of the most important inputs is the analysis of the outcome of the audits under the IMO Member State Audit Scheme (IMSAS), which identifies areas where Member States could benefit from support regarding the implementation of IMO instruments within the scope of IMSAS.

7 To support the delivery of the ITCP, resource mobilization and partnerships have historically been represented on the TCC agenda under a separate output using various synonymous titles since as early as 1998 when the funding imbalance of the ITCP was highlighted and there was a proposal for a strategy to address it on a sustainable basis (TC 46/4). Presently, the two documents that guide IMO's resource mobilization efforts are the *Revised financing and partnership arrangements for an effective and sustainable integrated technical cooperation programme* (resolution A.1167(32)), and the draft strategy for resource mobilization for IMO's technical cooperation activities (TC 68/4(a)). As IMO's long-term thematic projects have expanded, resource mobilization efforts have generally been targeted towards these multi-year project interventions.

8 However, recent developments have brought these elements together, reinforcing the interconnectedness between analysis of the global maritime developments and issues; Member State needs analysis; TC planning; and the mobilization of financial resources to deliver the plan. Firstly, in 2023, the Committee agreed to merge together into one revised comprehensive strategy the *Capacity-Building Decade 2021-2030 Strategy* (resolution A.1166(32)), the *Revised financing and partnership arrangements for an effective and sustainable integrated technical cooperation programme* (resolution A.1167(32)), and the draft strategy for resource mobilization for IMO's technical cooperation activities (TC 68/4(a)).

9 Further, in January 2024, the restructuring of the Technical Cooperation and Implementation Division (TCID) brought together the former Department of Member State Audit and Implementation Support (MSAIS), the Department of Partnerships and Projects (DPP) and the Technical Cooperation Division (TCD), further reinforcing the integration of these core elements forming IMO's technical cooperation.

10 It is, therefore, proposed for this output to reflect the integrated TC cycle of analysis, planning, resource mobilization and reporting on the implementation of all IMO's technical cooperation, by bringing them together under one item. Thus, the proposal is to merge the existing outputs for agenda items 3 (Technical cooperation planning and reporting) and 4 (Resource mobilization and partnerships) under one output titled "Technical cooperation planning and reporting". Once the draft Capacity-Development Strategy is complete under output 6 (The Capacity-Building Decade 2021-2030 Strategy), reporting of the implementation of the Strategy will also be incorporated under this output 3 (Technical cooperation planning and reporting).

## **IMO objectives**

11 IMO's mission and vision statement clearly articulate the central role of technical cooperation in contributing to their achievement, specifically to achieve effective implementation of IMO instruments, with a view to their universal and uniform application, while also directly stating that IMO will support Member States in achieving the goals of the 2030 Agenda for Sustainable Development, including through capacity development, taking into account the Capacity-Building Decade 2021-2030 Strategy.

12 This is further reflected in the *Strategic plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)), most notably in strategic direction 1: Ensure implementation of IMO instruments supported by capacity development. TC planning and reporting is an essential output for ensuring that IMO's technical cooperation efforts are aligned and contributing to IMO's mission and vision.

## **Need**

13 In addition to the TC Fund Rules of Operation setting out the requirement for planning and reporting of IMO's TC Fund, it is also essential for effective transparency and accountability of the utilization of both IMO's TC Fund and donor funds, entrusted to the Secretariat for the benefit of Member States and the international maritime community.

14 An integrated item on planning and reporting will facilitate IMO's ability to effectively plan, allocate funds, deliver, monitor and report the impact of its technical cooperation interventions, thus demonstrating that IMO's technical cooperation programme is achieving the desired impact, as set out in the associated outputs and key performance indicators.

15 Comprehensive analysis of global maritime issues and the support required by Member States to address these issues in a sustainable manner provides a clear and logical rationale for IMO's investment in technical cooperation, and reassures donors of the value of their contribution. It also ensures that planning is well informed and appropriate interventions are designed to deliver a sustainable long-lasting impact, which Member States can integrate and sustain within their national maritime capability and arrangements.

16 Drawing a closer connection between planning and resource mobilization efforts will ensure that sufficient funds are available to deliver the whole planned TC programme, creating alignment between the needs of Member States and donor objectives.

### **Analysis of the issue**

17 Maritime transport is essential to the global economy, carrying over 80% of the world's trade, with island States being entirely dependent on sea trade. Not only does this mean that the maritime sector is an important source of income and employment for hundreds of countries around the world but, each day, around 50,000 merchant ships are delivering the things people need and want – from food, clothes, fuel and raw materials to electronics and medication amongst others.

18 In recent years, the whole world has experienced first-hand the repercussions that disruptions to the global supply chain can bring. But keeping the maritime industry safe and operating without disruptions is a big responsibility for IMO in cooperation with Member States and the global maritime community.

19 IMO has developed more than 50 international treaties, together with related standards, guidelines and other instruments, which Governments are responsible for implementing. This is an onerous task, especially for the developing countries amongst IMO's Member States, of which more than a third are classified as SIDS or LDCs. IMO's Member States all have different levels of capabilities and resources to meet their international obligations and responsibilities as a flag, port or coastal State. This presents a challenge for universal adoption and implementation.

20 IMO is therefore committed to supporting those who need assistance with implementation of the regulatory framework through the technical cooperation programme, which aims for Member States to fully appreciate the value of the maritime transport sector and remain committed to sustainable maritime development.

21 IMO is accountable to its Member States that benefit from this technical assistance, as well as to the many generous donors that support the technical cooperation programme either through financial or in-kind support, to ensure the desired impact is delivered to address Member States' unique needs, and that value for money is achieved.

22 Including an output on TC planning and reporting, which includes aspects related to resource mobilization, is therefore highly practical given that IMO already has structures for planning, monitoring and reporting in place. The challenge will lie in coordinating efforts and ensuring consistent, actionable reporting. The feasibility of this output is strong, especially when considering the alignment with global priorities like the SDGs. However, political consensus and adequate resource allocation are key factors in its success. Further, the inclusion of this output is proportionate as it will enhance the effectiveness and accountability of the Committee's work.

## **Analysis of implications**

23 There are no cost implications for or administrative burden on the Organization or Member States as a result of a new output on integrated technical cooperation planning and reporting.

## **Benefits**

24 Having an integrated output dedicated to the analysis of global maritime matters and Member States' needs, planning, reporting and resource mobilization will ensure that IMO's technical cooperation programme is aligned with strategic goals, adequately resourced, and accountable for its performance to the international maritime community.

25 Specifically, it will ensure strong strategic alignment between IMO's technical cooperation programme and the broader strategic objectives of the Organization. By regularly reviewing and considering these elements together, it becomes easier to ensure that ongoing and future technical cooperation efforts stay focused on their long-term goals and are adjusted as necessary to remain on track. This keeps the entire effort coordinated, purposeful and directed towards achieving impactful results.

26 A list of some key benefits for the revision of this output is presented below:

- .1 Clear strategic direction: Data-driven analysis of global maritime issues and Member State needs is a critical input to ensure a strong and logical planning framework. Reliable data informs good decision-making, resulting in capacity-development initiatives with clear focus and direction, and with resources aligned to the most pressing needs of Member States.
- .2 Efficient allocation of funds: An effective planning framework leads to the development of targeted resource mobilization plans and, thus, efficient allocation of TC funds. This reduces the risk of duplicating efforts and maximizes support for multiple priority areas, ensuring that IMO can deliver as much sustainable impact as possible with the funds available.
- .3 Effective monitoring and evaluation: A strong reporting framework makes it easier to track the progress and outcomes of IMO's technical cooperation efforts, demonstrating where sustainable and effective capacity-development support has been achieved. Consistent reporting provides evidenced-based data to inform continuous improvement of TC programmes and projects, and the ability to assess whether the desired outcomes are being achieved. This strengthens the ability to learn from experience and adapt for greater success.
- .4 Improved accountability and transparency: Integrated and effective planning and reporting strengthen accountability for the performance of TC programmes and projects. Member States and donors are better able to assess whether funds are being used appropriately and if goals are being met. This can build the international maritime community's trust and confidence in IMO's technical cooperation, and enhance its credibility and its ability to secure future support.
- .5 Ability to scale or replicate successful models: An effective framework for documenting successes and challenges allows IMO to replicate and scale successful capacity-development models. Full and proper reporting identifies which strategies or interventions worked and why, increasing the ability to expand successful initiatives to other regions or individual Member States.

## Industry standards

27 While there are no applicable industry standards relating to technical cooperation planning and reporting, there are plenty of good practice models that can be emulated from across the United Nations system, which offer a helpful basis to inform future developments for IMO's technical cooperation programme.

## Output

28 It is proposed for a new output on "Technical cooperation planning and reporting" with a scope that includes analysis of global maritime matters to inform TC planning, as well as matters pertaining to resource mobilization that ensure sufficient resources to deliver IMO's technical cooperation programme, with the aim of supporting Member States to advance their maritime development and contribute to strengthening the global maritime sector.

29 The output will have a strong focus on impact measurement through a TC monitoring and evaluation framework, consisting of key performance indicators (KPIs), to demonstrate the measurable impact on the international maritime community. Reporting will include progress against the implementation of the draft Capacity-Development Strategy (approved at TC 75, with a view to adoption by the Assembly, at its thirty-fourth session).

30 The new output expressed in SMART terms:

- .1 **Specific:** The output aims to present to Member States the elements of a holistic integrated TC cycle, providing the rationale and logical framework of IMO's technical cooperation programme, the allocation of funds to deliver the programme and annual reporting of its implementation to demonstrate the measurable impact on the international maritime community.
- .2 **Measurable:** This output is measurable through the monitoring and evaluation framework that assesses the impact of the various programmes and projects that comprise IMO's technical cooperation, including KPIs at the outcome, programme and project level, as well as pre- and post-activity implementation.
- .3 **Achievable:** The output is achievable through structured planning and reporting policies and processes, effective data and information management, and successful partnerships across the international community.
- .4 **Relevant:** Effective planning and transparent reporting are critical to the success of delivering international development projects and are therefore highly relevant for the Technical Cooperation Committee, which is responsible for all associated matters.
- .5 **Time-bound:** It is proposed that this output is continuous on the Committee's agenda, owing to the ongoing nature of IMO's technical cooperation programme and therefore the need for continuous analysis, planning, reporting and resource mobilization.

## **Urgency**

31 The urgency in addressing TC planning and reporting on the TCC agenda lies in the need to ensure effectiveness, accountability and transparency, and continuous improvement in IMO's efforts to strengthen the global maritime sector. Member States rely on the full and effective implementation of the IMO regulatory framework for international trade, economic growth and the movement of goods and services. IMO Member States and donors are contributing significant resources to this end, and it is urgent that the Committee has in place the necessary frameworks and mechanisms to ensure this investment is delivering the biggest impact and value possible for the global maritime sector.

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## **ANNEX 5**

### **REVISED OUTPUT ON THE 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT**

#### **Background**

1 Following the adoption of the 2030 Agenda for Sustainable Development at the United Nations (UN) General Assembly in 2015, IMO's Technical Cooperation Committee (TCC) began aligning its work with the Sustainable Development Goals (SDGs), building on its role as the Organization's lead for capacity development. The SDGs were recognized globally as a transformative blueprint for inclusive development, aiming to "leave no one behind". IMO's technical cooperation activities were increasingly seen as a critical tool to support Member States, particularly developing countries, small island developing States (SIDS) and least developed countries (LDCs), in advancing maritime-related targets under this agenda.

2 Since its sixty-sixth session, in 2016, the Committee has actively advanced the integration of the 2030 Agenda for Sustainable Development within IMO's capacity-development work. A correspondence group, established at TC 68, developed the first draft of maritime-related SMART indicators linked to SDGs 5, 9, 13, and 14 (TC.1/Circ.69 and annex 1 to TC 69/6(d)) reflecting the contribution of IMO's maritime capacity development to the achievement of these SDGs.

3 Momentum was renewed at TC 69, in 2019, where Member States supported the establishment of the Working Group on the 2030 Agenda. This development coincided with the Secretariat's submission to the Council of the Sustainable Development Goals Strategy 2020-2030 of the IMO Secretariat (C 122/3(a)/1) (IMO SDGs Strategy). The Strategy aimed to guide IMO's efforts in mainstreaming the SDGs across the programming of technical cooperation activities, and increase the Organization's visibility as a contributor to global sustainable development.

4 In 2021, TC 71 reestablished the Working Group, which revised and refined the earlier SMART indicators (TC 72/16, annex 1), submitting updated proposals to TC 72. These were adopted, although data-collection and reporting challenges persisted. Recognizing this, the Committee agreed to conduct a comprehensive review of progress in 2027, using 2023 data as a baseline. The Secretariat was tasked with improving mechanisms for data collection in the interim.

5 In 2024, TC 74 delivered a detailed progress report (TC 74/5), summarizing trends across the 2019-2023 baseline period to demonstrate how IMO's technical cooperation activities contributed to the 2030 Agenda for Sustainable Development. The Committee acknowledged this progress and recommended, for TC 75, the integration of SDG indicators with the draft strategy for resource mobilization for IMO's technical cooperation activities (TC 68/4(a)) and the review of existing indicators, targets and milestones to ensure continued relevance and effectiveness.

6 It is therefore proposed to continue the work under this revised output on measuring and reporting IMO's contribution to the 2030 Agenda for Sustainable Development through its technical cooperation efforts (both ITCP and long-term thematic projects) by having a robust and institutionalized approach that is aligned with IMO's SDG Strategy (C 122/3(a)/1). A key focus will be on addressing the challenges that have arisen since TC 68 related to data collection.

## IMO objectives

7 The vision statement of the *Strategic plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)) states "IMO will support Member States in achieving the goals of the 2030 Agenda for Sustainable Development, including through capacity development, taking into account the Capacity-Building Decade 2021-2030 Strategy". In particular, technical cooperation supports the implementation of strategic direction (SD) 1 along with SDs 3, 4 and 6 of the Strategic plan for the Organization for the six-year period 2024 to 2029.

8 An output on the 2030 Agenda for Sustainable Development therefore facilitates IMO's ability to measure and report its contribution to the 2030 Agenda through maritime-related cooperation and capacity development, demonstrating the impact the global maritime sector can have on safe, secure, environmentally sound, efficient and sustainable shipping, in line with IMO's mission and the IMO SDGs Strategy (C 122/3(a)/1).

9 By advancing the Organization's contribution to the UN 2030 Agenda for Sustainable Development and its SDGs, this output enables consistent, visible and strategic alignment of IMO's technical cooperation work with global development objectives.

## Need

10 The 2030 Agenda for Sustainable Development introduced 17 interlinked SDGs that all UN agencies, including IMO, are expected to integrate into their programmes. An output dedicated to the 2030 Agenda is necessary for IMO to develop a strategic approach and related mechanisms for structured and standardized reporting, coordination and transparency for how IMO's technical assistance contributes to the 2030 Agenda. A robust follow-up and review mechanism for the implementation of the 2030 Agenda requires a solid framework of indicators, targets, milestones and statistical data to monitor progress, inform policy and ensure accountability to all stakeholders.

11 Challenges encountered during past years' efforts that still need to be addressed by this output include:

- .1 comprehensive and consistent data collection;
- .2 clear performance evaluation metrics for SDG-related programmes and projects; and
- .3 engagement with UN and industry stakeholders to align sustainability reporting.

12 This output is also needed to ensure that Member States are able to assess progress, discuss gaps and provide strategic direction on how the Organization's work contributes to global priorities. This is particularly important for SIDS and LDCs, which depend on structured support to meet maritime and sustainable development challenges.

13 Taking into consideration the work completed to date, as outlined in the background section (paragraphs 1 to 6), and noting the fast-approaching goal of 2030, there is a need to focus future efforts on the following actions:

- .1 review of the scope of the current SDG targets, indicators and milestones, in line with the IMO SDG Strategy (C 122/3(a)/1);



- .2 assess whether the current framework has identified all SDGs relevant to IMO's capacity-development work and potential data-collection parameters to expand on current reporting efforts; and
- .3 identify further data-collection and resource mobilization efforts to support continued progress.

### Analysis of the issue

14 As part of the UN family, IMO is actively working towards the 2030 Agenda for Sustainable Development and the associated SDGs. While SDG 14 (Life Below Water) is central to IMO, most of the elements of the 2030 Agenda will only be realized with a sustainable transport sector supporting world trade and facilitating the global economy. In 2017, TCC approved the linkages between the Organization's technical assistance work and the SDGs (TC.1/Circ.69) to provide a clear and practical connection between the TCC mandate and including an output related to the 2030 Agenda on the TCC agenda.

15 However, the practical challenge for the Committee in including this output on its agenda is to ensure that the discussion is actionable and focuses on specific, achievable goals in order to effectively measure and report the contribution of IMO's capacity-development efforts to the 2030 Agenda, requiring clear guidelines, metrics and outcomes associated with each of the identified SDGs that are relevant to IMO.

16 For this output to be feasible, the Committee will need institutional support from the IMO Secretariat, Member States and other relevant stakeholders in the maritime community. The alignment with the 2030 Agenda must be clear, with each SDG having specific relevance to IMO's capacity-development work. The feasibility would also depend on the commitment of the Secretariat and the Member States to integrating the SDGs during the planning stage of capacity-development programmes and projects. This will require a common understanding of the practical ways to achieve the SDGs through IMO's capacity-development work.

17 Feasibility would also depend on the measurability of the outputs to ensure TCC can measure the progress in advancing the SDGs connected to the maritime sector. This would require effective measurement and data collection during the implementation phase, in order to report to TCC. Thus, establishing clear indicators and methods for assessing success is essential for the practical and feasible integration of this output on the TCC agenda, which is dependent on adequate resources, expertise and the capacity of the Committee.

18 The inclusion of this output is proportional if the discussion remains focused on the Committee's core mandate of technical cooperation, addressing how IMO's capacity-development activities can directly contribute to sustainable development. If addressing the 2030 Agenda can be done in a focused, relevant manner, without overshadowing other outputs, it would be proportional.

### Analysis of implications

19 This output poses limited financial, administrative and operational implications for Member States, as its operationalization is already embedded in the existing IMO technical cooperation framework and the IMO SDGs Strategy. In summary:

- .1 **Financial implications:** The output does not require significant additional resources. The SDG-related work can be implemented within existing structures and supported by ongoing activities under IMO's technical cooperation programme and projects, and relevant voluntary contributions.

- .2 **Administrative and operational implications:** The output may require adjustments to internal planning and reporting systems, including the introduction of an annual SDG alignment report and the use of IMO's Regional Presence Offices (RPOs) to facilitate data collection at the regional level. It will also enhance the Secretariat's ability to engage with Member States and external partners on results-based management and SDG delivery.
- .3 **Legislative implications:** There are no direct legislative burdens. However, Member States may be encouraged to contribute data, examples or case studies of how IMO's technical cooperation has supported SDG implementation, as part of enhanced knowledge sharing.

## Benefits

20 An output on the 2030 Agenda will deliver multiple benefits. Firstly, it ensures continuity and accountability by institutionalizing IMO's contributions to the 2030 Agenda through annual SDG performance reporting. It provides a platform for regular review of how technical cooperation activities advance the SDGs, especially in relation to the maritime sector which is focusing on critical sustainable development issues related to decarbonization, digitalization, ocean protection and blue economy development, which often rely on IMO frameworks as their implementation vehicle in the maritime domain.

21 Secondly, it enables the Committee to track progress, set milestones and refine strategic directions up to 2029. The output will also serve to elevate the profile of IMO's work in UN-wide SDG reporting processes, which are increasingly results-oriented and visibility-focused.

22 Thirdly, it strengthens the design and implementation of capacity-development programmes by embedding SDG impact indicators and fostering collaboration with other UN agencies, regional bodies and donors. This coherence supports effective partnerships and leverages IMO's comparative advantage as the global regulator of international shipping.

23 Finally, the output will ensure equity by explicitly focusing on support for SIDS and LDCs, which face unique implementation challenges. By promoting regional inclusiveness and gender-sensitive programming, the output furthers the global objective of "leaving no one behind".

## Industry standards

24 This output does not seek to introduce or modify industry standards. However, it will promote greater awareness of how IMO's instruments and regulatory frameworks support broader SDG targets of the 2030 Agenda for Sustainable Development. It also enhances alignment between capacity-development activities and existing maritime conventions by showcasing their contribution to sustainable development.

## Output

25 This output on the 2030 Agenda for Sustainable Development specifically aims to formalize IMO's contribution to the 2030 Agenda and SDG implementation within TCC, through the development of a strengthened and structured monitoring and reporting framework for IMO's technical cooperation that also takes into consideration IMO's SDG Strategy.

26 The output expressed in SMART terms:

- .1 **Specific:** The output will define mechanisms for annual SDG reporting to the Committee, establish a timeline for deliverables, and support the integration of SDG indicators into the planning of technical cooperation.
- .2 **Measurable:** Annual SDG reports, milestones achieved under the Working Group, and updates to programme design frameworks will be used to assess progress.
- .3 **Achievable:** This output builds on existing efforts, Member State interest and Secretariat capacity. No major new structures are needed.
- .4 **Relevant:** It supports IMO's contribution within the broader UN system, the IMO Strategic Plan, the Capacity-Building Decade 2021-2030 Strategy and system-wide coherence with the UN 2030 Agenda.
- .5 **Time-bound:** The output is expected to be completed in 2029, in alignment with the conclusion of the 2030 Agenda. Progress will be reviewed annually by the Committee.

### Urgency

27 With the global midpoint of SDG implementation already passed and the final years of the 2030 Agenda for Sustainable Development approaching, there is a clear urgency to formalize IMO's contributions. UN reporting frameworks are increasingly focused on measurable outcomes and coherent agency contributions. Without a structured output on the TCC agenda, IMO risks reduced visibility and underreporting of its contributions to sustainable development.

28 The proposed output will help consolidate IMO's work, align it with international reporting expectations, and enable the Organization to demonstrate leadership in delivering maritime components of the SDGs. Given the increasing emphasis on transparency and results in multilateral frameworks, it is essential that the output be included on the agenda and implemented with priority up to 2029.

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## ANNEX 6

### REVISED OUTPUT ON THE CAPACITY-DEVELOPMENT STRATEGY

#### Background

1 This output was first considered in 2018 with the Secretariat informing the Technical Cooperation Committee (TCC) about an upcoming project on the review and reform of technical cooperation that was being undertaken at the request of the Secretary-General in order to increase the overall effectiveness of IMO technical cooperation (TC 68/15, paragraph 3.10). Subsequently, an output was included on the agenda of TC 69 titled "Long-term strategy for the review and reform of technical cooperation".

2 In the following two sessions of the Committee, the Secretariat provided status updates on the development of a long-term strategy for the review and reform of IMO technical cooperation (TC 69/16, paragraph 5.1 and TC 70/14, paragraphs 6.3 to 6.5) and the Committee agreed to include a new item on the agenda for TC 71 titled "Long-term strategy for the review and reform of IMO's technical cooperation" (TC 70/14, paragraph 11.2).

3 In 2021, the Committee approved the Capacity-Building Decade 2021-2030 Strategy as proposed by the Secretariat (TC 71/16, paragraph 7.13.2), which was subsequently adopted by the Assembly that same year by means of resolution A.1166(32). In 2023, the Committee, at its seventy-third session, agreed to merge together into one revised comprehensive strategy the *Capacity-Building Decade 2021-2030 Strategy* (resolution A.1166(32)), the *Revised financing and partnership arrangements for an effective and sustainable integrated technical cooperation programme* (resolution A.1167(32)), and the draft strategy for resource mobilization for IMO's technical cooperation activities (TC 68/4(a)).

4 A working group was established at TC 74 to consider the first draft of the merged aforementioned documents (TC 74/16, paragraphs 6.24 to 6.39). In this connection, a correspondence group was established to further consider the draft revised Strategy and was instructed to report to TC 75 in 2025 (TC 74/16, paragraph 6.40). It is anticipated that the Committee will approve the draft revised strategy at TC 75, with a view to adoption by the Assembly, at its thirty-fourth session (A 34), and that this output will be completed in 2026 when the Committee is expected to approve the implementation plan to deliver the revised strategy.

5 Therefore, the proposal is for this output to continue according to this timeline, under the revised title "Capacity-Development Strategy".

#### IMO objectives

6 IMO's mission and vision statement clearly articulate the central role of technical cooperation in contributing to their achievement, specifically to achieve effective implementation of IMO instruments, with a view to their universal and uniform application, while also directly stating that IMO will support Member States in achieving the goals of the 2030 Agenda for Sustainable Development, including through capacity development, taking into account the Capacity-Building Decade 2021-2030 Strategy.

7 This is further reflected in the *Strategic plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)), most notably in strategic direction 1: Ensure implementation of IMO instruments supported by capacity development.

## **Need**

8 An output for the development of a strategy is essential for IMO to effectively fulfil its mandate, as described above, noting that the vision statement explicitly mentions the Capacity-Building Decade 2021-2030 Strategy.

9 The Committee has agreed to the revision of this strategy to demonstrate the interconnectedness between resource mobilization and the Organization's strategic approach to technical cooperation, and to devise a strategy through a collaborative process involving IMO's Member States.

10 This output will allow the development of the strategy to be undertaken, as well as to develop the implementation plan to ensure the strategy is effectively delivered.

11 Additionally, the strategy supports Member States in their contribution to the achievement of the United Nations Sustainable Development Goals (SDGs) by empowering them to tackle global challenges that are systemically connected to the maritime sector. While SDG 14 (Life Below Water) is central to IMO activities, most of the SDGs can only be realized with a sustainable transport sector supporting world trade and facilitating the global economy.

## **Analysis of the issue**

12 The development of a long-term technical cooperation strategy is highly practical as it directly aligns with the Committee's core mandate, and can be integrated with existing TCC frameworks and engagement processes with Member States and other relevant stakeholders. Strategic planning is also a long-established means within an organizational structure to set the strategic context and framework to assist IMO's Member States to build the knowledge, skills and systems they need to implement and comply with international maritime instruments. This ensures that no country is left behind in contributing to global maritime goals. However, clear methodologies and frameworks will be essential to ensure the process is structured and actionable.

13 While the development of such a strategy requires significant time, resources and expertise, it is feasible given the Committee's access to existing networks of experts and its mandate. The feasibility of developing a long-term strategy will depend on the political will of Member States and their ability to reach a consensus on strategic priorities. Some Member States may have differing views on priorities. However, the Committee's mandate and experience in fostering dialogue make this output feasible, provided adequate time is dedicated to consultation and consensus-building.

14 Developing a long-term strategy is proportionate to the Committee's mandate and interest in fostering sustainable technical cooperation, ensuring that resources are used efficiently, and aligning efforts with the UN's global development goals. The strategy is a foundational step towards improving the coherence and impact of IMO's technical cooperation efforts.

## **Analysis of implications**

15 The cost and legislative and administrative burden to IMO Member States of having this output in the Committee's agenda is expected to be minimal.

## Benefits

16 Having a strategy to address the capacity gaps in countries with limited maritime resources enables IMO to promote greater global compliance with international instruments, improve maritime safety, protect the marine environment and contribute to the sustainable development of the global maritime sector. This strategic agenda item will allow IMO to fulfil its mandate of fostering a safe, secure, and sustainable shipping industry worldwide, and it will help ensure that all nations, regardless of their size or development level, can participate effectively in the global maritime system.

17 The strategy will ensure that IMO's interventions are relevant and impactful, and most importantly, that they are sustainable, empowering Member States to take charge of their own development in the long-term. It will also enhance coordination, foster collaboration, and strengthen the global community's ability to address complex maritime challenges.

18 A list of potential benefits for the revision of this output is presented below:

- .1 Enhanced effectiveness and impact: A strategy will allow IMO to design and implement technical cooperation that is specific to the needs of individual Member States, ensuring that the support is relevant and impactful through tailored interventions. By focusing on building local expertise and systems, the strategy promotes sustainable outcomes whereby Member States are empowered to continue independently, leading to long-term success beyond the immediate intervention.
- .2 Alignment with Member State priorities: The strategy helps ensure that capacity-development initiatives are aligned with the specific national development goals and priorities of each Member State to address local challenges. A well-designed strategy also fosters greater ownership and buy-in from Member States, making it more likely that the assistance will be embraced and sustained in the long-term.
- .3 Efficiency in resource allocation: A clear strategy helps to optimize the use of limited resources by prioritizing areas where support will have the greatest impact, reducing duplication of efforts and waste. It will also provide a framework for coordination among various UN agencies and stakeholders, improving the coherence and synergy of capacity-development activities across different sectors and partners, where appropriate.
- .4 Increased accountability and monitoring: A strategy includes defined goals and performance indicators, allowing for better monitoring and evaluation of outcomes. This helps track progress and ensures that resources are being used effectively and allows more structured and consistent reporting on capacity-development efforts, which is critical for accountability to Member States and donors.
- .5 Strengthened partnerships and collaboration: A well-designed strategy promotes collaboration with various stakeholders, including Governments, local communities, international partners, intergovernmental organizations (IGOs), non-governmental organizations (NGOs), and private sector entities. This can amplify the reach and effectiveness of capacity-development activities. By fostering strategic partnerships, IMO can leverage expertise from different sectors, strengthening the overall capacity-development process.

- .6 Global and regional cooperation: A strategy promotes knowledge sharing among Member States, helping to spread best practices and innovative solutions across regions. This encourages regional cooperation by aligning capacity-development activities with regional priorities, fostering collective action towards shared maritime development goals.
- .7 Improved policy and institutional development: The strategy is expected to include capacity development related to the strengthening of national policies, governance frameworks and institutional structures to enable effective implementation of development programmes. This leads to the strengthening of the institutional capacities of Member States, ensuring that they are better equipped to address current and future challenges autonomously.

### Industry standards

19 While there are no applicable industry standards relating to strategy development and implementation planning, there are plenty of good practice models that can be emulated from across the UN system, which offer a helpful basis to inform future developments for IMO's technical cooperation programme.

### Output

20 It is proposed for this output to continue under an amended title, "Capacity-Development Strategy", until 2026 to finalize the development of the revised technical cooperation strategy and the associated implementation plan. The subsequent delivery of the plan will be reported under agenda item 3 (Technical cooperation planning and reporting).

21 The output expressed in SMART terms:

- .1 **Specific:** The output aims to present to Member States the elements of a holistic integrated technical cooperation (TC) cycle, providing the rationale and logical framework of IMO's technical cooperation programme, the allocation of funds to deliver the programme and annual reporting of its implementation to demonstrate the measurable impact on the international maritime community.
- .2 **Measurable:** This output is measurable through the adoption of the draft revised strategy by A 34, in 2025. The TCC is expected to subsequently approve the implementation plan in 2026, which will then be reported to each session of the TCC under the related agenda item on Technical cooperation planning and reporting.
- .3 **Achievable:** The output is achievable by following a structured approach to developing the strategy in line with other good practice models, and following established IMO procedures to facilitate collaboration between the IMO Secretariat and Member States.
- .4 **Relevant:** Strategy planning is critical to the success of delivering international development projects, and is therefore highly relevant for the TCC, which is responsible for all associated matters.
- .5 **Time-bound:** It is proposed that this output be completed in 2026, following the adoption of the revised strategy by A 34 and the approval of the associated implementation plan by TC 76.



## **Urgency**

22 The urgency in having this strategic output on the TCC agenda lies in the need to address the Member States' request for a revised strategy that has been developed through a consultative process and meets their specific needs within the context of the fast-changing global maritime sector.

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## **ANNEX 7**

### **REVISED OUTPUT ON REVIEW AND IMPLEMENTATION OF THE REGIONAL PRESENCE AND COORDINATION SCHEME**

#### **Background**

1 The Convention on the International Maritime Organization (IMO Convention) mandates the Organization to facilitate and promote technical cooperation. Since its inception in 1969, IMO's technical cooperation work has evolved significantly. A major reform in the late 1990s led to the creation of the Integrated Technical Cooperation Programme (ITCP), streamlining assistance to Member States.

2 In June 1997, recognizing the value of regionally tailored support, IMO formalized the Regional Presence Scheme (RPS) within its technical cooperation framework when the Technical Cooperation Committee (TCC), at its forty-fourth session, approved a proposal from the Secretary-General to allocate resources from the TC Fund for a pilot scheme to promote the regional coordination of the ITCP delivery. The objective of the pilot scheme was to establish a modest field presence in selected developing regions, with priority to Africa, thereby facilitating IMO's input into national/regional development policies and providing field-level participation in the development/execution of the ITCP (TC 47/12, paragraph 2).

3 Regional Presence Offices (RPOs), as focal points of the RPS, have had the role of facilitating tailored technical assistance, strengthening partnerships and enabling region-specific capacity development. The RPS aims to: (1) strengthen IMO's field presence; (2) foster cooperation with regional organizations; (3) improve identification, delivery and monitoring of technical assistance; and (4) enhance communication with national authorities and maritime stakeholders. Feedback from Member States has led to refinements in the RPS, expanding regional outreach and enhancing collaboration with partner organizations.

4 The Committee has consistently retained the RPS on its agenda since 1997 under various titles, serving as a platform to report on the RPOs' support to the implementation of capacity-development activities in the regions, share experiences on regional cooperation and consider proposals for the expansion of the RPS into other regions through the establishment of new RPOs.

5 Noting that technical cooperation activities supported by the RPOs are also reported under output 3 (Technical cooperation planning and reporting), this creates a duplication in reporting efforts and presents an opportunity to revise the scope of output 7 to have a more strategic focus on the expansion and implementation of the RPS, including the role and function of the RPOs and their impact on the achievement of IMO's vision and mission under the title "Review and implementation of the regional presence and coordination scheme".

#### **IMO objectives**

6 IMO is committed to promoting safe, secure, environmentally sound, efficient and sustainable shipping. As a specialized UN agency, it plays a key role in supporting Member States with the implementation of international maritime regulations. The RPS contributes directly to this mission by offering localized support, facilitating regulatory compliance and enhancing the delivery of technical assistance. By operating within their respective regions, RPOs ensure closer engagement with national authorities and timely responses to regional maritime challenges.

7 This output aligns with the *Strategic plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)), particularly strategic direction 1, which emphasizes the implementation of IMO instruments supported by capacity development. Strengthened regional coordination enables targeted assistance, especially for developing countries, ensuring they can meet their obligations under IMO conventions and fostering harmonized implementation of maritime regulations.

8 The output also supports strategic directions 3, 4, 5, 6 and 7. RPOs facilitate technical cooperation activities related to climate change, GHG emissions, ocean governance and maritime resilience. They support Member States in developing National Action Plans on decarbonization, implementing energy efficiency measures and improving regional maritime security and emergency preparedness.

9 In addition, the RPS contributes to the United Nations Sustainable Development Goals (SDGs), particularly SDGs 13, 14, 9 and 17. Through enhanced regional cooperation, knowledge exchange and institutional support, RPOs reinforce global efforts to ensure safe, sustainable and inclusive maritime development.

## **Need**

10 The RPS has been a cornerstone of IMO's technical cooperation programme, facilitating direct regional engagement. A dedicated output on the review and implementation of the regional presence and coordination scheme ensures that the RPS remains aligned with broader IMO objectives by having a structured mechanism to assess, refine, and expand IMO's regional presence, ensuring that technical cooperation remains responsive, accountable and measurable. Regular reporting and dialogue will allow the Committee to identify gaps, track progress, and better align regional capacity development with IMO's broader goals.

11 This output will ensure coordinated oversight of the RPOs and unified decision-making for each RPO within the RPS to ensure consistent performance reporting and evaluation of their overall effectiveness. The aim is to create a standardized operating model that encourages RPOs to function to the same level across regions, avoiding differing levels of authority and stakeholder engagement that can lead to operational inconsistencies. A harmonized model is needed to ensure consistency, transparency and accountability across all RPOs.

12 This output is also needed to ensure even regional coverage and equitable delivery of technical cooperation, allowing IMO to provide structured, regionally focused support that empowers Member States to meet international obligations and strengthen maritime safety, security and environmental protection. This will strengthen regional engagement and create opportunities to strategically expand IMO's regional presence to increase support to Member States, especially small island developing States (SIDS) and least developed countries (LDCs), in meeting their maritime obligations and achieving compliance with IMO instruments. The development of formal expansion criteria will enable IMO to respond strategically to evolving regional demands.

13 This output will also address the important issue of the financial sustainability of the RPS. RPOs are currently dependent on TC Fund allocations, making their operations vulnerable to funding fluctuations. The absence of a long-term financing strategy puts their continuity and service delivery at risk.

14 The output is also needed to improve alignment between RPO activities and the *Strategic plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)), the UN 2030 Agenda on Sustainable Development and the long-term strategy for technical cooperation. Strengthening the integration of RPOs into the Organization's wider technical cooperation efforts will enhance their long-term impact and sustainability.

### **Analysis of the issue**

15 An output on the TCC agenda on IMO's RPS is practical as it directly aligns with the Committee's mandate to consider all matters related to technical cooperation. Following the decision of the Committee in 1997 to establish the RPS, RPOs have become a critical mechanism for the Organization, and therefore, including this output on the agenda will streamline ongoing activities and improve integration with overall technical cooperation efforts. Time implications for this output on the agenda are not envisaged to be a practical concern within the Committee's current capacity.

16 There is significant interest and institutional support from Member States in the RPS due to its important contribution in addressing the specific maritime needs of Member States, making this output highly feasible. However, challenges around financial sustainability and availability of resources required to support the continued operation and expansion of the RPS will need to be addressed by the Committee. A clear framework for measuring the success of the RPS will be key to evaluating its ongoing feasibility.

17 Finally, the output is proportionate, noting that it is relevant to the Committee's objectives and, noting the RPS's global footprint, it directly aligns with IMO's goals to enhance maritime safety, security and environmental protection across all regions.

### **Analysis of implications**

18 An output on the RPS carries financial, administrative and operational implications that must be addressed to ensure its long-term effectiveness. These include resource allocation, funding strategies, performance monitoring and alignment with IMO's legal and policy frameworks.

19 Financially, there may be a need to adjust IMO's TC budget allocations if the RPO network is expanded or strengthened. Developing sustainable funding strategies, such as contributions from host countries and regional partners, would help reduce reliance on the TC Fund and ensure long-term financial viability. Cost optimization through operational efficiency reviews should also be prioritized to maximize impact without increasing expenditure.

20 With regard to administrative and operational matters, an expanded RPO network will require additional staff, training and support systems. To enhance accountability and effectiveness, a standardized reporting mechanism should be introduced to track regional impact, implementation of technical cooperation activities, and stakeholder engagement. The RPS requires consistency with IMO's technical cooperation frameworks. A revised policy document should clearly define RPO mandates, governance structures and engagement procedures with Member States and regional partners. This will ensure coherence between RPO operations and IMO's strategic goals.

21 Addressing these implications through a structured approach will enhance the efficiency, sustainability and responsiveness of the RPS. In doing so, IMO will strengthen its regional engagement, better support Member States, and contribute more effectively to global maritime safety, environmental protection and sustainable development.

### **Benefits**

22 An output on the RPS will significantly enhance IMO's regional technical cooperation efforts. RPOs work with Member States to enhance compliance with IMO instruments by providing localized support, especially in developing regions that face unique maritime challenges. Through tailored assistance, they help Member States align with international maritime standards and improve regulatory enforcement.

23 A structured RPO framework also improves coordination with regional organizations, UN agencies, and industry stakeholders. This reduces duplication of efforts and fosters policy alignment, allowing RPOs to contribute meaningfully to regional and international maritime governance.

24 RPOs ensure equitable access to technical assistance, particularly for SIDS and LDCs. By addressing region-specific maritime challenges, they help these States meet IMO obligations while building stronger, more resilient maritime sectors.

25 As regional coordination hubs, RPOs also enhance emergency preparedness and crisis response. They enable rapid identification and communication of regional needs to IMO, improving response to piracy, maritime security threats and environmental incidents. RPOs also promote digitalization and innovation in the maritime sector. They advocate for e-navigation, smart shipping solutions and maritime single windows, while supporting the development of regional data-sharing platforms to enhance operational efficiency and maritime domain awareness. By linking with regional training centres and expanding access to IMO's digital learning platforms, RPOs strengthen the skills of maritime professionals across all regions.

26 Finally, by supporting long-term financial stability and integrating innovation and workforce development, the RPO network contributes to building a future-ready maritime sector. Embedding RPOs within IMO's broader strategy ensures sustainable and impactful regional technical cooperation.

### **Industry standards**

27 While there are no relevant industry standards in respect of the RPS, other UN agencies that operate a regional presence offer good practice models and examples as a reference for IMO.

### **Output**

28 The output expressed in SMART terms:

- .1 **Specific:** The output aims to review, refine, and expand the RPS to strengthen IMO's regional engagement in support of its technical cooperation efforts. This includes the development of a standardized governance framework to ensure uniform operations across all RPOs and the expansion of the network by identifying new regional hubs based on priority needs. Establishing clear governance mechanisms and expansion criteria will improve accountability, while expanding RPOs will allow IMO to provide targeted technical assistance to regions requiring additional support.

- .2 **Measurable:** The effectiveness of this output will be measured through structured performance indicators, including performance reviews, regular technical cooperation evaluations, the number of new RPOs established in priority maritime regions, and the percentage increase in technical cooperation activities facilitated through RPOs. These measurable criteria will ensure that the scheme delivers tangible benefits and contributes to IMO's broader technical cooperation goals.
- .3 **Achievable:** The RPS has already proven to be achievable, as it was built on existing IMO frameworks and benefits from collaboration with Member States and regional organizations. In future, the successful implementation of this output will depend on leveraging external funding mechanisms to ensure financial sustainability, reducing reliance on TC Fund contributions and enabling long-term operations.
- .4 **Relevant:** This output is highly relevant to IMO's strategic priorities, aligning directly with the *Strategic plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)), the *Capacity-Building Decade 2021-2030 Strategy* (resolution A.1166(32)), and the overarching goal of enhanced regional engagement in maritime governance. By strengthening regional presence, IMO ensures that technical cooperation is more effective, accessible, and tailored to the specific needs of Member States.
- .5 **Time-bound:** This is a continuous output due to the ongoing nature of RPO proposals, and regular review and monitoring of the implementation of the RPS. The output will be subject to annual reporting and review cycles under the TCC. These periodic reviews will assess progress, refine strategies, and address emerging technical assistance needs in the maritime sector, ensuring that the RPS remains dynamic and responsive to evolving challenges.

## Urgency

29 The growing complexity of maritime governance and rising demands from Member States underscore the urgency of strengthening the RPS. As regulations evolve and implementation challenges increase, the lack of a structured and adequately resourced RPS risks weakening IMO's regional capacity to support the implementation of the *Strategic plan for the Organization for the six-year period 2024-2029* (resolution A.1173(33)), particularly strategic direction 1.

30 Demand for technical assistance continues to rise, especially among developing countries, SIDS and LDCs. These States rely on ongoing support to meet international obligations, particularly in light of new and amended IMO instruments. Without a well-functioning RPS, many risk delays, inefficiencies and increased non-compliance.

31 Additionally, the industry's transition to decarbonization and digitalization places new demands on Member States. Many regions would benefit from additional support to adapt to these maritime challenges, making it vital to empower RPOs to support the implementation of emerging regulations, technological innovation and knowledge transfer.

32 Given these converging challenges, an output on IMO's RPS will ensure that IMO's technical cooperation and regional engagement efforts remain responsive, effective and future-ready.

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## ANNEX 8

### REVISED OUTPUT ON INTEGRATION OF IMSAS AUDIT OUTCOMES INTO TECHNICAL COOPERATION ACTIVITIES AND PROJECTS

#### Background

1 Audits under the voluntary phase of the IMO Member State Audit Scheme (IMSAS) commenced in 2006, and they became a treaty obligation in January 2016 when the majority of amendments to IMO instruments, adopted for the institutionalization of the Scheme, entered into force.<sup>1</sup> IMSAS aims to promote the consistent and effective implementation of applicable IMO instruments and to assist Member States to improve their capabilities, while contributing to the enhancement of global and individual Member State's overall performance in compliance with the requirements of the instruments to which it is a Party.

2 The audit scheme, using the *IMO Instruments Implementation Code* (III Code) (resolution A.1070(28)) as the audit standard, aims to provide an audited Member State with a comprehensive and objective assessment of how effectively it administers and implements those mandatory IMO instruments which are covered by the Scheme.

3 In accordance with the aforementioned amendments to IMO instruments covered by the Scheme, each Member State, as a Contracting Government or Party, is responsible for facilitating the conduct of the audits and implementing a programme of actions to address the findings, based on the guidelines adopted by the Organization (i.e. resolution A.1067(28) on *Framework and Procedures for the IMO Member State Audit Scheme* (hereafter Framework and Procedures)). The Secretary-General of the Organization is vested with the responsibility for administering the Scheme.

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- .1 Amendments to the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS 1974) (resolution MSC.366(93)).
- .2 Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW 1978) (resolution MSC.373(93)).
- .3 Amendments to the Seafarers' Training, Certification and Watchkeeping (STCW Code) (resolution MSC.374(93)).
- .4 Amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol), as amended (resolution MSC.375(93)).
- .5 Amendments to the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972) (resolution A.1085(28)).
- .6 Amendments to the International Convention on Load Lines, 1966 (LL 1966) (resolution A.1083(28)).
- .7 Amendments to the International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969), (resolution A.1084(28)).
- .8 Amendments to the Annex of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973 (resolution MEPC.246(66)).
- .9 Amendments to the Annex of the Protocol of 1997 to Amend the Convention for the Prevention of Pollution from Ships, as Modified by the Protocol of 1978 relating thereto (resolution MEPC.247(66)).

4 The audits are conducted in accordance with the overall audit schedule following the Framework and Procedures adopted by the Organization and are planned, conducted and reported on through the Member State Audit (MSA) module in the Global Integrated Shipping Information System (GISIS). The MSA module in GISIS provides a common platform for the implementation of audits and support to Member States, audit teams and the Secretariat in all major steps of the process, from planning through to the reporting phases of the audit.

5 IMSAS provides a structured mechanism for assessing Member States' implementation of IMO instruments. The primary objective of IMSAS is to determine the extent to which Member States are implementing and enforcing applicable IMO instruments, identifying gaps, areas for improvement, and best practices that include the verification of domestic jurisdiction, organization, implementation and promulgation of legislation and regulations, enforcement and reporting, among others.

6 Building on the systematic approach in IMSAS audits, audit outcomes should now be fully integrated into the planning and execution of technical cooperation (TC) activities and projects. Consequently, planning of TC activities and projects, instead of being based on general capacity-development needs, will now become directly informed by audit findings, observations, root causes and corrective actions from IMSAS audits to provide impactful and targeted technical assistance to Member States.

7 To maximize the benefits of IMSAS, there is a need for a dedicated output in the Technical Cooperation Committee (TCC) agenda focused on integrating audit outcomes into TC activities and projects. This aligns with section 9, part I of Framework and Procedures, which emphasizes the importance of capacity-development measures, technical assistance and infrastructure support to help Member States prepare for audits and address findings effectively.

### **IMO objectives**

8 To enhance compliance with IMO instruments, the integration of IMSAS audit outcomes into technical cooperation will ensure that TC activities and projects systematically address the shortcomings identified through audits, aligning with the *Strategic plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)) (IMO's Strategic Plan (2024-2029)), and performance indicators (PI 1.2, PI 1.7 and PI 1.8).

9 By ensuring that audit outcomes are systematically incorporated into TC activities, IMO can better identify gaps in resources, training and technical infrastructure while facilitating targeted assistance such as training programmes, expert and consultant support, and observer participation. Additionally, promoting the involvement of maritime and auditing professionals from developing countries in the audit process will strengthen global maritime governance. Establishing a structured approach within TCC will ensure that audit outcomes translate into meaningful capacity-development initiatives, ultimately enhancing compliance with IMO instruments.

10 The proposed approach aligns with the core objectives of IMSAS as outlined in Framework and Procedures and contributes to IMO's broader strategic direction by:

- .1 enhancing compliance with IMO instruments through ensuring that TC activities and projects systematically address gaps in implementation identified through IMSAS audits;
- .2 aligning technical cooperation efforts with IMO's Strategic Plan (2024-2029) and performance indicators (PI 1.2, PI 1.7 and PI 1.8);

- .3 improving flag, port and coastal State performance through targeted technical assistance;
- .4 strengthening the Effective Implementation (EI%) of IMO instruments by linking TC interventions directly to audit outcomes;<sup>2</sup> and
- .5 shifting from reactive to proactive technical cooperation planning based on IMSAS audit outcomes rather than broad capacity-development needs.

## **Need**

11 In accordance with the established process for providing feedback from audits to guide the further development of technical assistance to Member States (TC 70/14, paragraph 7.11), the outcome of the review of the analysis of consolidated audit summary reports (CASRs), as developed by the Sub-Committee on Implementation of IMO Instruments (III), serves as key input for potential inclusion in the Integrated Technical Cooperation Programme (ITCP). Accordingly, the Secretariat has reviewed the approach for the planning of future technical assistance activities and projects for inclusion in the ITCP biennial programmes, with particular attention to the detailed breakdown of assistance required, as outlined in the analysis of CASRs referred to TCC by the relevant IMO organs.

12 To date, the current agenda item entitled "IMO Member State Audit Scheme" has primarily focused on the technical cooperation aspects of the Scheme, particularly reporting on the implementation status of the global programme on IMSAS under the ITCP. With the proposed revision, the focus is shifting towards establishing a dedicated and continuous output that enables the systematic integration of audit findings, observations, and root causes – particularly those identified through the analysis CASRs – into the planning, and implementation of TC activities and projects. This approach ensures that future TC programming is directly informed by audit outcomes, thereby enhancing the relevance, effectiveness and responsiveness of IMO's capacity-development efforts. In addition, the revised output provides a platform, where appropriate, to reflect on the contribution and impact of TC interventions in addressing audit outcomes. The CASR analysis, as conducted by the III Sub-Committee and referred to the TCC by the appropriate IMO organs (e.g. the Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC)), will serve as a key input for this integration.

13 This transition provides an opportunity to refine the title of the proposed output. The revised title, "Integration of IMSAS audit outcomes into technical cooperation activities and projects", highlights the need for a more implementation-driven approach, ensuring that IMSAS audit outcomes directly inform IMO's capacity-development efforts and contribute to enhancing regulatory compliance globally.

## **Analysis of the issue**

14 IMSAS audits identify gaps and shortcomings in Member States' implementation and enforcement of applicable mandatory IMO instruments. However, audit findings and/or observations often remain isolated from the planning and execution of technical cooperation activities and projects.

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<sup>2</sup> Report of the eighth session of the Joint Working Group on the Member State Audit Scheme, document C 133/8/1, paragraphs 2.12 to 2.17 and annex 2.

15 The lack of a structured integration between IMSAS audit outcomes and TC activities results in:

- .1 missed opportunities to address identified findings and observations through targeted capacity-development efforts;
- .2 inconsistent follow-up on corrective actions, leading to prolonged non-compliance; and
- .3 limited coordination between IMO's regulatory bodies and TCC.

16 The Framework and Procedures emphasize that IMSAS should support capacity development and technical assistance by identifying areas where Member States require additional support. The proposed integration will ensure that IMSAS serves as a direct input into the planning of technical assistance to Member States, thereby strengthening compliance and regulatory effectiveness.

### **Analysis of implications**

17 The structured integration of IMSAS audit outcomes into technical cooperation activities has significant implications for Member States, the IMO Secretariat and capacity-development initiatives. Ensuring a systematic and data-driven approach will enhance the effectiveness of technical assistance and better align interventions with the needs identified through IMSAS audits.

18 For Member States, this approach will enable the provision of targeted technical assistance that directly addresses implementation challenges, enhancing their ability to meet IMO obligations effectively.

19 For the IMO Secretariat, the establishment of a systematic framework to process and categorize audit outcomes will be necessary to ensure that technical cooperation activities align with the provisions of the III Code and the thematic priorities of key IMO committees, including MSC, MEPC and the Legal Committee (LEG).

20 For capacity-development initiatives, adopting a data-driven approach will enhance the effectiveness of technical cooperation activities by prioritizing interventions based on objective audit data rather than general requests. This will support the optimization of the use of resources where they are needed the most and the strategic planning of assistance efforts.

### **Benefits**

21 Integrating IMSAS audit outcomes into technical cooperation activities offers several key benefits, enhancing IMO's ability to support Member States in achieving effective implementation and regulatory compliance. This approach strengthens proactive planning, data-driven decision-making, strategic alignment, and coordination across IMO bodies.

22 Proactive planning will enable IMO to anticipate and address compliance gaps before the next audit cycle, ensuring that Member States receive timely and targeted technical assistance.

23 Data-driven decision-making will be enhanced by utilizing audit data for real-time tracking of audit outcomes, root causes and corrective actions. This will facilitate continuous monitoring and evaluation of the effectiveness of technical cooperation projects.

24 Alignment with IMO's Strategic Plan will be reinforced, particularly in contributing to strategic direction 1 (SD 1), by improving EI% and tracking compliance progress through specific performance indicators. This strategic alignment ensures that technical cooperation efforts reinforce the Organization's global regulatory objectives.

25 Enhanced coordination will be achieved by aligning technical cooperation activities with IMSAS audit findings, ensuring better collaboration between IMO's regulatory bodies, TCC and Member States, leading to more streamlined and impactful delivery of assistance.

26 Moreover, this initiative aligns technical cooperation activities with modern industry standards for data-driven compliance monitoring. The use of digital tools and analytics will enable Member States to track corrective actions, assess trends in audit outcomes, including the percentage of EI, and ensure continuous improvement in regulatory compliance.

27 The integration of IMSAS audit outcomes into technical cooperation activities directly contributes to the achievement of the United Nations Sustainable Development Goals (SDGs), particularly SDGs 14 (Life Below Water) and 17 (Partnerships for the Goals). By systematically linking audit outcomes to targeted capacity-development efforts, this approach helps address the root causes of non-compliance, promoting long-term regulatory resilience and strengthening maritime governance at the global level.

28 Although IMSAS does not explicitly address gender-specific issues, its implementation through technical cooperation presents an opportunity to advance gender equality in the maritime sector. Aligning IMSAS-driven technical cooperation with IMO's Women in Maritime initiatives will support non-discriminatory training, promote fair employment practices and improve access to leadership roles for women in the industry, fostering a more inclusive maritime workforce.

29 By integrating IMSAS audit outcomes into technical cooperation activities in alignment with international regulatory frameworks and best practices, this initiative ensures a proactive, targeted and standardized approach to maritime capacity development. Strengthening compliance, enhancing sustainability and reinforcing safety, security and environmental protection remain at the core of this strategy, ensuring that Member States receive the necessary support to meet their IMO obligations effectively.

## **Industry standards**

30 Framework and Procedures establishes the methodology for conducting audits, ensuring a consistent and structured approach to assessing the implementation and enforcement of IMO instruments by Member States. While IMSAS is primarily designed as a mechanism for assessing compliance, it also serves as a valuable tool for identifying capacity-development needs and supporting continuous improvement in maritime governance.

31 The III Code serves as the audit standard for IMSAS, providing a structured framework to assess whether Member States have the necessary legislative, enforcement and administrative mechanisms to meet their obligations under mandatory IMO instruments. The integration of IMSAS audit outcomes into technical cooperation activities aligns with this framework by addressing gaps identified through audits and enhancing the effective implementation and enforcement of applicable mandatory IMO instruments that fall within the scope of IMSAS audits.

### ***Ensuring non-discriminatory technical assistance and capacity-building***

32 In line with broader international principles, including the IMO Strategic Plan (2024-2029), technical cooperation activities informed by IMSAS audits must ensure equitable access to capacity-development initiatives. Priority should be given to developing States, small island developing States (SIDS) and least developed countries (LDCs), while also addressing the specific needs of underrepresented groups, including women, in maritime governance.

33 The International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974) and the Protocol of 1988 (SOLAS PROT 1988), the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW 1978), and the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78) and the Protocol of 1997 (MARPOL PROT 1997), the International Convention on Load Lines, 1966 (LL 1966) and the Protocol of 1988 (LL PROT 1988) the International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969), and the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG 1972) are among the core instruments covered under IMSAS audits. The integration of IMSAS audit findings and observations into technical cooperation projects ensures that deficiencies related to these conventions are systematically addressed, reinforcing safety and environmental protection in the maritime sector.

### **Output**

34 The proposed output provides a structured mechanism for systematically integrating IMSAS audit outcomes into IMO's technical cooperation activities and projects. This approach enables Member States, NGOs, IGOs and industry stakeholders to collaborate in addressing compliance gaps identified through IMSAS audits. By ensuring that audit outcomes directly inform targeted technical assistance initiatives, this continuous output will enhance the effectiveness of capacity development efforts, reinforce regulatory compliance and strengthen the overall implementation of IMO instruments.

35 The new output, expressed in SMART terms, is as follows:

- .1 **Specific:** The output aims to integrate IMSAS audit findings and observations into technical cooperation activities, ensuring that capacity-development efforts directly address non-compliance issues, root causes and corrective actions identified in audits. This will provide targeted assistance to Member States, improving their flag, port and coastal State performance in line with the provisions of the III Code and applicable IMO instruments.
- .2 **Measurable:** This output will be measurable through key performance indicators (KPIs) aligned with IMO's Strategic Plan (2024-2029), particularly:
  - .1 PI 1.2 – Percentage of corrective actions addressing IMSAS audit findings and observations completed and effectively implemented, according to the target completion dates.
  - .2 PI 1.7 – Number of technical cooperation programmes/activities, including project activities, developed and implemented in the identified areas requiring technical assistance as a result of the analysis of the IMO Member State Audit Scheme (IMSAS) consolidated audit summary reports (CASRs).

- .3 PI 1.8 – Number of technical cooperation programmes/activities, including project activities, requested by Member States, developed and implemented related to the implementation of corrective actions to address (1) IMSAS audit findings and (2) observations.
- .3 **Achievable:** The output is achievable through systematic alignment between IMSAS audit outcomes and IMO's TC planning process. This will be supported by data-driven tools such as Power BI and the GISIS MSA module functionalities, enabling efficient tracking, processing, and implementation of corrective actions.
- .4 **Relevant:** The output is highly relevant as it addresses the core purpose of IMSAS – to ensure the consistent and effective implementation of IMO instruments. By directly linking audit outcomes with technical cooperation efforts, this initiative enhances regulatory compliance, promotes sustainable maritime development and supports capacity development for Member States in need of assistance.
- .5 **Time-bound:** It is proposed that this output be established as a continuous agenda item in the Committee's work programme to ensure ongoing monitoring, evaluation and enhancement of IMSAS audit integration into technical cooperation activities. With the upcoming round of IMSAS audits, timely implementation of the agreed corrective actions is essential to strengthening Member States' compliance before they undergo audits in the second audit cycle.

36 This structured approach ensures that IMSAS audit outcomes are effectively utilized in shaping technical assistance strategies, fostering a proactive compliance culture and enhancing maritime governance globally.

### **Urgency**

37 With the conclusion of the first cycle of IMSAS audits by the end of 2025, it is essential to address recurrent areas of shortcomings to support Member States in enhancing their compliance frameworks before their next audits.

38 Integrating IMSAS audit outcomes into technical cooperation at this stage will reinforce compliance mechanisms and ensure that corrective actions are effectively implemented ahead of future audits.

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## **ANNEX 9**

### **EXPANDED OUTPUT ON CAPACITY DEVELOPMENT: EMPOWERING ALL WOMEN AND THE PROMOTION OF DIVERSITY, EQUALITY, EQUITY AND INCLUSION (DEEI) IN THE MARITIME SECTOR**

#### **Background**

1 The International Maritime Organization's (IMO) approach to addressing the gender imbalance present in the maritime sector was first defined in 1988 with the issuance of the Strategy of the Integration of Women in the Maritime Sector (TC 47/8), a policy structure which identified access to training and employment for women as the two priority objectives, thus incorporating the UN's key recommendations on human resources development and capacity development. During the subsequent decade, this cross-sectoral aspect of development became a mainstream element of the Organization's Integrated Technical Cooperation Programme (ITCP), targeting women's access to all levels of training and employment in the maritime industry, through the Women in Development programme (later renamed the "Women in Maritime" programme). This programme was launched in 1989 with the following development objectives, to:

- .1 integrate women into mainstream maritime activities;
- .2 improve women's access to maritime training and technology;
- .3 increase the percentage of women at the senior management level within the maritime sector; and
- .4 promote women's economic self-reliance, including access to employment.

2 IMO's commitment to the advancement of women in the maritime sector was translated into practice by pursuing recognition of this issue through the Organization's governing bodies, and integrating the issue, wherever appropriate, into the work of the technical committees. In 1990, the Integration of Women in the Maritime Sector became a regular item on the agenda of the Technical Cooperation Committee (TC 47/8), resulting in that Committee's approval of the following strategic planning instruments:

- .1 IMO Medium Term Plan for the Integration of Women in the Maritime Sector 1992-1996; and
- .2 Action Programme for Equal Opportunities and Advancement of Women in the Maritime Sector 1997-2001

3 The item has remained on the agenda of the Committee ever since, under which the Organization and Member States' initiatives in support of gender equality and the empowerment of women have been reported.

4 At its seventy-fifth session, after the consideration of documents TC 75/13/1 (Belgium et al.), TC 75/13/2 (Mexico) and TC 75/13/3 (United Arab Emirates), the Committee agreed to expand the output on "Capacity-Building: Strengthening the impact of women in the maritime sector" to include the development of initiatives to increase understanding and support, as well to promote diversity, equality, equity and inclusion in the maritime sector. The new output title "Capacity Development: Empowering all women and the promotion of diversity, equality, equity and inclusion (DEEI) in the maritime sector" reflects this expansion.

## **IMO objectives**

5 IMO aims to promote safe, secure, environmentally sound, efficient and sustainable shipping through international cooperation. Its work supports global development goals and ensures the maritime industry is inclusive and forward-looking. Furthermore, the Organization will always attach the utmost importance to fair treatment, inclusivity, equality, diversity and the empowerment of women as an overarching principle while addressing the human element, as stated in the *Strategic plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)). Working towards the achievement of gender equality and DEEI, through capacity-development efforts, in the maritime sector contributes towards the attainment of these objectives.

## **Need**

6 Gender equality is recognized as one of the key platforms on which people can build a sustainable future. It is one of the 17 Sustainable Development Goals (SDGs) that underpin the United Nations Sustainable Development Agenda, which countries all over the world have pledged to implement. SDG 5 aims to achieve gender equality and empower all women and girls, giving priority to meeting the special assistance needs of Africa, of the least developed countries (LDCs) and the small island developing States (SIDS). In the context of the global maritime sector, women remain largely underrepresented not only in seafaring and operational roles, but also across all levels of maritime administrations, particularly in mid- to senior-level management roles.

7 Addressing DEEI is one of the pillars of the "leave no one behind" pledge of the 2030 Agenda for Sustainable Development, which will generate new ideas, perspectives and problem-solving approaches for the next decades. The impact of diversity leads to innovation, productivity, creativity and market expansion in the workplace. Creating a suitable environment where workers have rights to share their views to shape workplace policies, demonstrates inclusion at work.

## **Analysis of the issue**

8 The maritime sector remains one of the least gender-diverse industries globally, characterized by persistently low levels of female representation in both sea and land-based roles. Women comprise less than 2% of the global seafarer workforce, a striking statistic that underscores the sector's struggle to achieve gender parity. In maritime administrations, women constitute only 20% of the workforce, and the figure drops further to 14% in technical roles. The maritime sector also faces substantial challenges in achieving true DEEI for other groups. These disparities are particularly troubling given the ongoing labour shortages within the maritime industry, including a critical need for skilled workers to manage the sector's transition towards digitalization and decarbonization.

9 The limited participation of women and other groups in maritime careers has cascading effects on other critical SDGs. For example, low labour-force participation among women undermines efforts to achieve SDG 4 (Quality Education), as it reflects inequitable access to maritime training opportunities. It also weakens progress on SDG 8 (Decent Work and Economic Growth) by narrowing the talent pool available to drive industry innovation and resilience. Furthermore, the lack of diversity in leadership and technical roles hinders progress towards SDGs 10 (Reduced Inequalities), 13 (Climate Action), and 14 (Life Below Water), as diversity is a known enabler of creative solutions to environmental and socio-economic challenges.

10 This lack of diversity has the potential to limit the scope of the maritime industry's innovation and growth. Perpetuating systemic inequities hinders progress and impedes effective implementation of IMO instruments.

11 This gender imbalance is something IMO has been working to rectify for many years, and significant strides have been made since the issuance of the first Strategy for the Integration of Women in the Maritime Sector, in 1988, and the creation of the Women In Development (WID) Programme, in 1989, which pioneered efforts to open doors for women in maritime training institutes at a time when few such opportunities existed. Since then, IMO has integrated gender equality into its strategic framework, making it a high-priority in the global maritime agenda. The 2019 World Maritime Theme, "Empowering Women in the Maritime Community", exemplified this commitment, raising awareness of women's underutilized contributions to the sector and inspiring maritime stakeholders to address gender disparities.

12 Further impetus was added by the adoption by the Assembly, at its thirty-second session, of resolution A.1170(32) on the establishment of the International Day for Women in Maritime, which, inter alia, reaffirmed the commitments made in the 2030 Agenda for Sustainable Development, that are also reflected in the Organization's strategic framework, and its support to the eight regional Women in Maritime Associations (WIMAs), established under the auspices of IMO and which provide a forum for women to network, access knowledge and share best practices.

13 Nevertheless, despite these efforts, progress remains sluggish. The maritime sector continues to struggle with ingrained cultural stereotypes, inadequate infrastructure (e.g. lack of gender-appropriate facilities), and limited access to training and other career development opportunities for women and other groups. These systemic barriers discourage broader participation in the sector and perpetuate a male-dominated culture that stifles innovation and inclusivity.

### **Analysis of implications**

14 The continued lack of diverse participation, particularly women, in the maritime sector has profound and multifaceted implications for the industry's sustainability, efficiency and reputation. A key concern is the exacerbation of talent shortages. With the industry already facing a critical gap in skilled labour, particularly in seafaring roles, excluding or failing to attract women and a diverse workforce limits the available talent pool and places additional strain on an already stretched workforce. This imbalance not only hinders the industry's operational capacity but also increases the risk of over-reliance on a shrinking group of workers, potentially driving up costs and reducing competitiveness.

15 Reputation-wise, the maritime sector's persistence as a male-dominated and homogeneous field contributes to its outdated image, making it less appealing to younger, more diverse generations entering the workforce. Today's workforce prioritizes inclusivity, fairness and innovation, and industries that fail to reflect these values risk being left behind.<sup>1</sup> Additionally, a lack of gender equality and diversity can perpetuate a culture of exclusivity, reinforcing negative perceptions and discouraging talented maritime professionals from pursuing maritime careers or leadership positions as well as, undermine decision-making and innovation.

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<sup>1</sup> McKinsey & Company, Diversity Wins: How inclusion matters, 2020.

16 Research consistently demonstrates that homogeneous teams often fall victim to groupthink, while diverse teams bring varied perspectives that enhance problem-solving and strategic planning.<sup>2</sup> In an industry grappling with complex challenges, such as decarbonization, digital transformation and global supply chain disruptions, the absence of diverse perspectives is a significant disadvantage. Gender inequality and lack of DEEI are not merely ethical issues; they are structural problems with far-reaching consequences.

17 Furthermore, failing to address gender imbalance and the lack of DEEI risks missing opportunities for improved environmental stewardship. For example, women in leadership have been shown to prioritize sustainability more frequently than their male counterparts,<sup>3</sup> aligning closely with IMO's environmental objectives. Ignoring the potential of diversity in shaping greener practices means missing a crucial ally in meeting the maritime sector's decarbonization goals.

### **Benefits**

18 Achieving gender equality and DEEI within the maritime industry offers transformative benefits that resonate across economic, operational and reputational dimensions. One of the most immediate advantages is the expansion of the talent pool. By creating pathways for maritime professionals of diverse backgrounds to enter and thrive in the sector, the industry can mitigate workforce shortages, filling critical roles and ensuring that operations run smoothly. A more inclusive workforce also enables organizations to tap into a wider range of skills, perspectives and experiences, which are essential for fostering innovation and resilience in a rapidly evolving global landscape. Inclusive work environments also lead to improved safety and operational efficiency. By prioritizing gender equality as well as DEEI, the maritime industry can create a culture that values collaboration and inclusivity, benefiting all workers.

19 The introduction of more women and increased diversity in leadership roles also brings a sharper focus on environmental and sustainability issues, aligning with global priorities and IMO's environmental mandate. Studies have shown that diverse leadership teams are more likely to prioritize sustainability and implement long-term strategies to mitigate environmental impact. This shift can accelerate the adoption of innovative, eco-friendly practices, positioning the maritime sector as a leader in combating climate change and achieving sustainable growth.

20 Finally, gender equality and DEEI elevates the maritime sector's reputation on the global stage. An industry that actively supports diversity sends a clear message that it values fairness, innovation and adaptability – qualities that resonate with modern audiences, from young job seekers to international stakeholders. This improved image not only attracts a broader range of talent but also strengthens partnerships and collaborations, bolstering the maritime industry's competitiveness and relevance in an increasingly interconnected world.

21 By addressing gender inequality and lack of DEEI, the maritime sector stands to unlock its full potential, delivering benefits that extend beyond individual organizations to the global community. This transformation would ensure a more resilient, innovative and sustainable industry, well-equipped to tackle the challenges of the twenty-first century.

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<sup>2</sup> Rock, D. Grant, H. *Why Diverse Teams are Smarter*. Harvard Business Review Accessed Dec 09, 2024.

<sup>3</sup> [https://one.oecd.org/document/ENV/WKP\(2022\)5/en/pdf](https://one.oecd.org/document/ENV/WKP(2022)5/en/pdf)

## Industry standards

22 The Maritime Labour Convention (MLC), 2006, aims to establish global standards for the working and living conditions of seafarers. Although the MLC does not explicitly focus on gender-specific and DEEI issues, several provisions indirectly address concerns related to women and DEEI in the maritime industry. One of the primary principles enshrined in the MLC is the promotion of non-discriminatory employment practices, which ensures the fair treatment of seafarers regardless of their gender. Regulation 1.4, which deals with recruitment and placement, specifically requires that these services operate without discrimination, thus aiming to prevent gender-based biases or other discriminatory treatment in hiring practices.

23 In addition to non-discrimination, the MLC stresses the importance of providing a safe and decent working environment for all seafarers. Although it does not directly mention harassment on gender or other specific grounds, the general focus on health, safety and welfare implies that such issues should be addressed in the workplace. This becomes especially relevant for women, as historically this group has been disproportionately affected by sexual harassment and sexual assault onboard ships. The MLC's provisions on health and safety protection (regulation 4.3) further underscore the need to provide safe working conditions for all seafarers.

24 Furthermore, the MLC sets standards for providing decent living conditions, including separate and suitable sanitary facilities, which specifically benefit women. These provisions are part of a broader mandate under Standard A3.1.2 – Accommodation and recreational facilities, which requires ships to ensure gender-appropriate accommodations and sanitary facilities as part of their overall health and safety responsibilities.

25 Although the MLC itself does not provide an exhaustive gender equality and DEEI framework, it aligns with the International Labour Organization (ILO)'s broader goals by encouraging equitable treatment for all seafarers. However, while the MLC sets a foundation for non-discriminatory practices, its implementation in the maritime industry still faces challenges. Women seafarers continue to report issues such as harassment, the lack of appropriate facilities and personal protection equipment, and under-representation in leadership roles, indicating that more needs to be done to fully implement gender-sensitive and DEEI policies.

## Output

26 The output on "Capacity Development: Empowering all women and the promotion of diversity, equality, equity (DEEI) and inclusion in the maritime sector" provides a mechanism by which Member States, NGOs, IGOs and the industry can collectively address the persistent gender imbalance and lack of adoption of DEEI principles in the maritime sector through a structured agenda item focused on sharing and generating new capacity-development initiatives, policies and best practices to advance gender equality and DEEI consistently across the global maritime sector.

27 The new output expressed in SMART terms:

- .1 **Specific:** The output aims to integrate gender equality and DEEI into maritime activities by improving access to training and employment opportunities for a gender-balanced and diverse workforce in the sector, and by fostering their advancement into senior leadership roles, as well as addressing cultural barriers and structural inequalities.

- .2 **Measurable:** This output is measurable through its alignment with IMO's strategic goals, overarching principles and ITCP key performance indicators, such as increasing women's representation across maritime roles; the achievement of action-based ITCP activities and the conduct of relevant research on diversity, as well as metrics from awareness-raising initiatives and achieving benchmarks linked to the UN Sustainable Development Goals, particularly SDG 5 on gender equality and SDG 10 on reducing inequalities.<sup>4</sup>
- .3 **Achievable:** The output is achievable through sustained international cooperation and targeted initiatives that leverage IMO's established frameworks, including the regional Women in Maritime Associations (WIMAs); these frameworks can also be used as a basis for the development of internationally agreed maritime policy to promote DEEI.
- .4 **Relevant:** The output's relevance is underscored by the maritime sector's urgent need for skilled labour and its broader sustainability objectives, which demand diverse and innovative perspectives.
- .5 **Time-bound:** It is proposed that this output be completed in 2029, in line with the *Strategic plan for the organization for the six-year period 2024 to 2029*. Aligning the completion of this output with the end of the current Strategic Plan will facilitate effective planning, implementation and evaluation within a defined and structured framework. As a new six-year Strategic Plan is developed, a corresponding output addressing this matter can be included in the Committee's agenda, if necessary. This approach allows for continuity of work, ensures that emerging priorities are appropriately reflected, and provides an opportunity to reassess and refine the scope of the output based on lessons learned and evolving organizational needs.

## Urgency

28 Considering the critical skilled labour shortage being experienced by the maritime industry, and the significant transformations towards sustainability and digitalization, empowering all women and the DEEI in the maritime sector to achieve gender equality is an urgent issue for the Committee. As the world moves towards a more inclusive and sustainable future, delaying meaningful action in the maritime sector only deepens inequalities, slows down progress on environmental goals and limits opportunities for economic growth.

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<sup>4</sup> [https://sdgs.un.org/goals/goal5#targets\\_and\\_indicators](https://sdgs.un.org/goals/goal5#targets_and_indicators)

## ANNEX 10

### REVISED OUTPUT ON ADVANCING MARITIME EDUCATION AND TRAINING FOR THE GLOBAL MARITIME SECTOR

#### Background

1 The International Maritime Organization (IMO) has long recognized the critical role of education and training in ensuring a safe, secure, environmentally sound, efficient and sustainable maritime industry. To address the increasing need for specialized maritime knowledge and capacity development, IMO established two key institutions: the World Maritime University (WMU) in Malmö, Sweden (1983) and the IMO International Maritime Law Institute (IMLI) in Malta (1988), namely the IMO global maritime training institutions. These institutions are essential in advancing global maritime governance, safety, security, environmental protection and legal frameworks, aligning with IMO's mission and the United Nations Sustainable Development Goals (SDGs), while at the same time enhancing technical and legal maritime capacity, with a particular focus on developing countries.

2 Since their establishment, the institutions have been reporting annually to the Committee, the Council and the Assembly to promulgate their work and engage Member States in their activities through seeking participants in their courses and funding.

3 IMO's Capacity-Building and Training Programme (CBT) further reinforces the importance of specialized maritime training. The Programme aligns with the *Capacity-Building Decade 2021-2030 Strategy* (resolution A.1166(32)) and seeks to enhance access to high-quality maritime education, particularly for small island developing States (SIDS) and least developed countries (LDCs). The Programme incorporates fellowship and training support, IMO staff lectures to WMU/IMLI students, funding of in-person training on key maritime matters and the development of e-learning courses.

4 Activities funded by this Programme, including partnership arrangements with national training institutions, are customarily reported under this output.

#### IMO objectives

5 IMO's core objectives – safe, secure, environmentally sound, efficient and sustainable shipping – are achieved through the following strategic initiatives related to maritime education and training:

- .1 strengthening human resource capacity in the maritime sector via specialized education and training;
- .2 enhancing global maritime safety, security, environmental sustainability, and legal frameworks;
- .3 supporting Member States, particularly developing countries, in fulfilling their responsibilities under IMO conventions;
- .4 promoting research, knowledge exchange, and international cooperation in maritime affairs;
- .5 strengthening IMO's global maritime training network; and

- .6 expanding digital learning platforms to increase training accessibility and inclusivity.

## Need

6 Access to quality education is a fundamental driver of sustainable development, as emphasized in SDG 4 (Quality Education). The maritime sector faces an increasing demand for highly trained personnel in light of evolving challenges, including digitalization, decarbonization, climate change and maritime security. Additionally, legal complexities necessitate trained professionals to navigate maritime law effectively.

7 Ensuring equitable access to specialized maritime education is essential for supporting global trade, maritime safety and environmental sustainability. WMU, IMLI and IMO-supported academic activities provide crucial education and training to address these needs, ensuring the maritime industry remains equipped to meet future challenges.

8 However, the issue of access to training is one of the biggest challenges to address because traditional methods of in-person training are expensive to implement due to the costs associated with hosting, and travel for participants from remote countries to attend, as well as time-consuming for officers of IMO Member States to be away from their maritime administration while participating in training. The traditional in-person approach to training immediately limits the reach and impact that IMO can achieve across the global maritime sector.

9 Therefore, there is a need to expand IMO's approach to training and education with additional innovative educational methods and partnerships to support the maritime community in overcoming the challenges it currently faces in terms of training and education, which include:

- .1 Capacity gaps: Many Member States lack adequate training facilities and expertise, hindering compliance with IMO regulations and effective maritime governance.
- .2 Emerging issues: The rapid adoption of measures relating to emerging maritime issues such as autonomous ships, green shipping technologies and cybersecurity, requires specialized education.
- .3 Legal complexity: With numerous IMO conventions and regulations, the demand for maritime law experts has significantly increased.
- .4 Access to training: Traditional in-person training is costly and limited to those who can access it.
- .5 Blended learning needs: With remote learning becoming prevalent in education, a hybrid approach, integrating e-learning as a precursor to in-person maritime training is necessary to enhance learning efficiency, inclusivity and outreach.

10 Remote learning has evolved worldwide as an effective tool to address these challenges and it is therefore proposed to expand the scope of this output to cover maritime education and training matters beyond just the global maritime training institutions, including aspects such as proposals on innovative education and training methodologies like e-learning and virtual reality, analysis of education and training needs, partnership opportunities that can facilitate education and training goals, reports on successful training initiatives and models that can be used as good practice examples, and other related topics.



## **Analysis of the issue**

11 The maritime sector is highly dependent on a well-trained and competent workforce to ensure safety, security, environmental protection and compliance with international regulations. However, disparities in access to quality maritime education continue to hinder the development of skilled professionals, particularly in developing nations. The rapidly evolving nature of the industry, with advancements in technology, sustainability measures and regulatory frameworks, necessitates continuous learning and skill development. Without addressing these educational gaps, Member States may face challenges in complying with IMO conventions, weakening the overall effectiveness of global maritime governance.

12 Expanding the scope of global maritime education and training through the addition of a structured approach to e-learning and blended learning approaches presents a practical and feasible solution to overcoming traditional capacity-development challenges. The high-costs and logistical constraints associated with in-person training have historically limited access to quality maritime education, particularly for developing countries, SIDS and LDCs. The implementation of digital learning initiatives provides a proportionate and scalable solution, ensuring that maritime professionals worldwide can access critical training regardless of their geographical location or resource constraints.

13 From a feasibility perspective, the existing collaboration between IMO and WMU and IMLI demonstrates that both in-person training and digital learning platforms can be effectively utilized for maritime education. IMO has developed an IMO Learning Management System (LMS) to further enhance the viability of this approach by offering standardized and structured training modules tailored to Member State needs. By leveraging technology, the maritime industry can benefit from cost-effective training that is accessible, adaptable, and capable of addressing emerging challenges such as in maritime security, environmental sustainability, transport policy and compliance with international conventions.

14 The proposed expansion of the education and training scope balances the need for high-quality training without the practical limitations of traditional capacity-development mechanisms. Implementing e-learning as a supplement to in-person training ensures that foundational knowledge can be acquired remotely, while in-person sessions can focus on hands-on, practical applications. This blended approach maximizes efficiency, reduces travel costs and allows for greater participation in training programmes.

15 Multilingual access and localized content development will ensure that digital learning initiatives are inclusive and relevant, addressing the specific needs of different regions and speakers of different languages. The integration of monitoring and evaluation frameworks will enable continuous improvement of e-learning programmes, ensuring that they remain effective, relevant and aligned with industry standards. The provision of fellowships and targeted financial support mechanisms will continue enhancing feasibility by removing financial barriers for developing countries.

16 In conclusion, the proposed expansion is both practical and proportionate. It leverages existing technological advancements, builds on successful IMO partnerships, provides a cost-effective, scalable and inclusive model for training and integrates educational elements with emerging needs.

## **Analysis of implications**

17 The expansion of educational activities through the establishment of new partnerships and the introduction of e-learning and blended learning approaches is expected to have cost implications. Ensuring sustainable funding for digital training solutions requires diversified financial support and donor engagement.

18 However, while the initial investment in developing and maintaining a robust LMS, course content and IT infrastructure may require financial commitments, the long-term benefits outweigh these costs. Digital training solutions reduce the need for travel and accommodation expenses associated with in-person training, lowering the overall financial burden on both industry stakeholders and Member States. The scalability of e-learning ensures that a larger number of maritime professionals can be trained at a fraction of the cost compared to traditional methods, making the investment both feasible and economically justified.

19 From a legislative and administrative perspective, IMO's approach ensures that digital courses are designed in alignment with international conventions and regulatory frameworks, thereby minimizing disruptions to compliance processes. The inclusion of multilingual course offerings will further enhance accessibility while minimizing disparities in training availability across different regions.

20 Overall, the proposed measures represent a proportionate response to the existing challenges in maritime training. By leveraging technology, IMO can offer an efficient, scalable and cost-effective solution that addresses both industry and regulatory needs while maintaining high training standards.

## **Benefits**

21 A list of benefits for an expanded output on maritime education and training is presented below:

- .1 Holistic approach to workforce development: Addressing capacity gaps through innovative and inclusive methods ensures the availability of qualified maritime professionals and advances SDGs 4 and 5 by expanding access to quality maritime education and lifelong learning opportunities and also by increasing the participation of women as well as promoting diversity, equality, equity and inclusion in the maritime sector, in maritime education and leadership roles.
- .2 Reduce barriers to education for developing countries, SIDS and LDCs: Providing fellowships, scholarships and accessible e-learning options making maritime training more accessible, cost-effective and globally inclusive.
- .3 Develop structured training programmes to enhance regulatory compliance: Enhancing legal and technical knowledge supports effective implementation of IMO instruments and supports Member States in meeting their obligations as flag, port and coastal States.
- .4 Enhanced partnerships: Foster sustainable partnerships between IMO, WMU, IMLI, other global training institutions and organizations, where applicable, and Member States creating a resilient, competent and future-ready maritime workforce.
- .5 Economic growth: Skilled maritime professionals contribute to a more efficient and sustainable global shipping industry.
- .6 Sustainability: Research and training on new technologies and emerging issues to support IMO's goals and achieve long-lasting impact for Member States.

- .7 Efficiency, accessibility and multilingualism: IMO-supported training and digital learning reduce costs and enhance IMO's outreach to maritime professionals, thus boosting global maritime capacity and removing language barriers.
- .8 Strategic prioritization: Implementing a cascaded learning model, based on Member States' requirements, ensures a logical progression from training to focused education and specialized maritime knowledge capacity development.

## Industry standards

22 WMU and IMLI maintain high academic and training standards recognized globally. The institutions are committed to delivering world-class education that meets international academic and professional benchmarks, maintaining rigorous accreditation standards, collaborating with leading experts and continuously updating curricula to reflect emerging trends and regulatory developments. Their graduates play pivotal roles in shaping maritime policies, strengthening legal frameworks and advancing industry best practices worldwide.

## Output

23 This output provides a mechanism by which persistent gaps in maritime education and training, and professional development, can be collectively addressed. However, the title of this item, namely "Global maritime training institutions" is limiting. The scope of this output is proposed to be broadened, as per paragraphs 6 to 21 above, to include IMO's digital training initiatives and extended partnership arrangements, ensuring a more inclusive and far-reaching approach to maritime education. Therefore, the title of the output is suggested to be changed to "Advancing maritime education and training for the global maritime sector".

24 The expanded output expressed in SMART terms:

- .1 **Specific:** This output is to strengthen global maritime education and training through new and innovative digital learning methodologies, in partnership with WMU and IMLI, and sharing good practice models and research that can enhance education and policy development. This includes expanding structured learning pathways, integrating emerging topics and technology into IMO's learning approach, and reinforcing Member State collaboration and partnerships with relevant stakeholders.
- .2 **Measurable:** This output will be measured by the increase in the number of trained professionals, the number of e-learning courses available in the three working languages of the UN, the introduction and utilization of new digital learning methods, the number of research outputs delivered and shared by Member States, and Member State engagement by setting quantifiable targets for course enrolments across the suite of training options, successful certifications and participation in IMO-led training programmes. Regular assessments will track progress and ensure continuous improvement.
- .3 **Achievable:** This output is achievable by leveraging IMO's established institutions and networks for programme expansion by utilizing existing partnerships, donor support and technology-driven solutions to enhance training accessibility.

- .4 **Relevant:** This output addresses one of the biggest challenges facing the international maritime sector, which is the issue of access to training, and therefore makes it highly relevant. It will address workforce needs, enhance regulatory compliance and promote maritime sustainability by aligning training programmes with industry developments, technological advancements and regulatory updates. This will support Member States in fulfilling obligations under IMO conventions and international best practices.
- .5 **Time-bound:** Continuous agenda item with annual progress reviews ensuring that milestones are met within specific time frames. Periodic evaluations will guide necessary adjustments and improvements to maintain alignment with evolving maritime sector requirements.

### Urgency

25 Given the rapid industry advancements and the increasing complexity of maritime regulations, critical action is required to expand training opportunities and ensure equitable access, particularly for developing countries, SIDS and LDCs, which reinforces the necessity for targeted maritime education, digital learning solutions, and sustained support for IMO's global maritime training institutions. By broadening the scope of this output, IMO can maximize the impact of its global maritime capacity-development efforts.

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## ANNEX 11

### REVISED OUTPUT ON TECHNICAL COOPERATION EVALUATION AND REPORTING ON THE IMPLEMENTATION OF THE RECOMMENDATIONS

#### Background

1 At TC 47, in 1999, the Technical Cooperation Committee (TCC) decided that an impact evaluation of the Integrated Technical Cooperation Programme (ITCP) would be conducted "every four years at the beginning of a biennium and cover the previous two biennia in their entirety" (TC 47/13) and further approved the general principles and methodology that have been guiding the conduct of the evaluation ever since (TC 47/10). This is further included as a requirement in the TC Fund Rules of Operation (TC.1/Circ.76, paragraph 17).

2 The impact assessment has been reflected on the TCC agenda under various titles to deliver the report that measures the effectiveness of assistance received by developing countries through the ITCP, as well as providing a status update of the recommendations from the evaluation during the four years until the next evaluation is due.

3 While the focus has historically been on the impact of the ITCP, i.e. delivery of TC activities that have been funded by IMO's TC Fund, the restructure of the Technical Cooperation and Implementation Division (TCID), in January 2024, brought together IMO's different forms of technical cooperation, namely the long-term thematic projects and the ITCP, which leads overarching and common elements of IMO's technical cooperation applicable to both within the scope of this evaluation. Notwithstanding the above, the long-term thematic projects also have their own evaluation requirements built into the design of these projects.

4 As such, it is proposed to retain this output on the TCC agenda to continue facilitating the important function of evaluating IMO's technical cooperation, but under a different title that reflects a broader scope than just the ITCP, and also indicates that the output encompasses status reporting in between review periods. The proposed title is therefore "Technical cooperation evaluation and reporting on the implementation of the recommendations".

#### IMO objectives

5 IMO's mission and vision statement clearly articulate the central role of technical cooperation in contributing to their achievement, specifically to achieve effective implementation of IMO instruments, with a view to their universal and uniform application, while also directly stating that IMO will support Member States in achieving the goals of the 2030 Agenda for Sustainable Development, including through capacity development, taking into account the *Capacity-Building Decade 2021-2030 Strategy* (resolution A.1166(32)). This is further reflected in the *Strategic plan for the Organization for the six-year period 2024 to 2029* (resolution A.1173(33)), most notably in strategic direction 1: Ensure implementation of IMO instruments supported by capacity development.

6 Evaluation is an essential institutional mechanism within good practice international development models that will enable IMO to assess and determine whether its capacity-development efforts are indeed contributing to the achievement of its relevant strategic directions.

## **Need**

7 An agenda item on technical cooperation evaluation allows the Committee to assess the impact of past efforts, improve the design of future initiatives, and ensure that global maritime development aligns with broader international maritime goals. It strengthens both the capacity of individual Member States and the overall efficiency of the global maritime system.

8 Further, the Committee has decided on the need for this regular assessment and has mandated it as part of the TC Fund Rules of Operation, which requires an evaluation of the impact on the beneficiaries of the assistance delivered through ITCP and the TC Fund resources to be conducted every four years (TC.1/Circ.76, paragraph 17).

## **Analysis of the issue**

9 In regard to practicability, it is proposed that the output on "evaluation" can be included on the TCC agenda with ease and effectiveness. Evaluating technical cooperation initiatives is a natural extension of the Committee's core mandate under the IMO Convention whereby the Committee shall consider any matter within the scope of the Organization concerned with the implementation of technical cooperation projects (Part X, Article 43). Evaluations are also standard across other United Nations capacity-development programmes, and therefore align with existing practice that can lead to informative discussions about the effectiveness and impact of technical cooperation programmes, as well as dialogue between Member States, donors and the IMO Secretariat, making the evaluation process practical and relevant for enhancing collaboration.

10 The Committee can feasibly dedicate the time and resources to effectively consider matters relating to the four-year evaluation, including the status of the recommendations from the evaluation. The Secretariat will be responsible for collating and reporting the necessary information, engaging relevant experts to support the IMO Internal Office of Ethics and Oversight, which has overall responsibility for conducting the evaluation. Established networks and communication channels are already in place between the Secretariat and Member States and other global and regional maritime organizations in order to consult necessary stakeholders during the evaluation.

11 The inclusion of evaluation output is also proportionate in terms of the overall goals of the Committee. It has high strategic importance for ensuring that IMO's efforts are effective, efficient and aligned with the needs of Member States. It provides evidence of whether resources are being well-utilized, whether initiatives are achieving their goals, and whether they have sustainable impacts. Given the broad scope and importance of technical cooperation to IMO's mission, it is proportionate to devote time to evaluating these efforts regularly.

## **Analysis of implications**

12 The cost and legislative and administrative burden to IMO Member States of having this output on the Committee's agenda is expected to be minimal. However, it should be noted that the cost of organizing and executing the evaluation shall be financed by the TC Fund (TC.1/Circ.76, paragraph 17) so there is an opportunity cost in that these funds could otherwise be used for the delivery of direct assistance to Member States.

13 Additionally, since Member States are such a valuable source of information in evaluating the impact of IMO's technical cooperation efforts, Member States will be called upon to participate in the assessment, meaning there will be a time commitment required by Member States for the completion of the evaluation.

## Benefits

14 While there is already an output on the TCC agenda for TC reporting (Technical Cooperation Planning and Reporting (agenda item 3)), this output offers a long-term perspective and tracking of the implementation recommendations. Evaluating IMO's technical cooperation initiatives helps determine if they are achieving their intended outcomes to address the specific needs of Member States, and that the benefits are sustainable over the long-term and continuously improving. This includes ensuring that developing countries can maintain and further develop their maritime sector, which is crucial for their economic development, safety and environmental protection.

15 An evaluation output ensures that the outcomes of IMO's technical cooperation efforts are measured and reported transparently, allowing Member States and stakeholders to assess whether the resources allocated are achieving their intended results. By systematically evaluating technical cooperation initiatives, the Secretariat can build trust by demonstrating to donors, partners and beneficiary countries that the programmes and projects are being executed effectively.

16 Key benefits include improved accountability, informed decision-making, better resource management and alignment with global sustainability goals that are relevant to the maritime sector. A dedicated output on evaluation also contributes to the continual evolution of technical cooperation programmes and projects, helping to ensure their relevance, efficiency and effectiveness in addressing the evolving challenges faced by the international maritime sector. By fostering transparency, collaboration and the sharing of best practices, evaluations help the international maritime community work towards a more sustainable, inclusive and globally connected future.

## Industry standards

17 While there are no applicable industry standards relating to technical cooperation evaluation, there are plenty of good practice models that can be emulated from across the United Nations system, which offer a helpful basis to inform future developments for IMO's technical cooperation programme.

## Output

18 It is proposed for this output to continue under an amended title, "Technical cooperation evaluation and reporting on the implementation of the recommendations".

19 The output expressed in SMART terms:

- .1 **Specific:** The output aims to deliver an evaluation report of IMO's technical cooperation, every four years, to demonstrate the achievement of intended outcomes across IMO's technical cooperation programme as a whole. Additionally, the output will include reports on the progress of implementation of the recommendations during the years in between evaluation periods, thus demonstrating continuous improvement of IMO's technical cooperation programme to address the specific maritime needs of Member States.
- .2 **Measurable:** This output is measurable through the delivery of the evaluation report every four years, as well as evidence of the implementation of recommendations from each evaluation report during the interim.

- .3 **Achievable:** The output is achievable by allocating sufficient time and TC Fund resources to deliver the four-year evaluation, engaging the necessary experts and utilizing established communication channels and networks to effectively engage Member States in the evaluation process.
- .4 **Relevant:** Regular evaluation is a critical component of good practice technical cooperation models in the international development field, and is therefore highly relevant for the TCC, which is responsible for all associated matters.
- .5 **Time-bound:** It is proposed for this item to be continuous due to the fixed requirement in the TC Fund Rules of Operation for a four-year evaluation, and continuous interim reporting on the status of the implementation of the recommendations.

### **Urgency**

20 The urgency in having this evaluation output on the TCC agenda lies in the need to meet the requirements of the TC Fund Rules of Operation and ensure that IMO's significant investment in technical cooperation is achieving the intended results for the benefit of its Member States.

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**ANNEX 12**

**BIENNIAL STATUS REPORT 2024-2025**

**TECHNICAL COOPERATION COMMITTEE (TCC)**

Reference to SDs, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
SD 1: Improve implementation of IMO instruments supported by capacity development	1.1	Capacity-building aspects of the IMO Audit Scheme reflected in and implemented through the Integrated Technical Cooperation Programme (ITCP)	Continuous	TCC			In progress	In progress	Resolution A.1067(28); TC 74/16, sections 3 and 8; TC 75/16, sections 3 and 8
	1.2	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in ITCP	Continuous	TCC	MSC/MEPC/FAL/LEG		In progress	In progress	MEPC 80/17 section 12; TC 74/16, section 3; TC 75/16, section 3(b)
	1.4	Analysis of consolidated audit summary reports	Annual	Assembly	MSC/MEPC/LEG/TCC/III	Council	Ongoing	Ongoing	C 120/D, paras. 7.1 and 7.2; TC 74/16, para. 8.13; MSC 109/22 para. 15.11; MEPC 83/17 para. 11.6; TC 75/16, paras. 8.6 to 8.11
	1.6	Monitoring of ITCP programme implemented on the enhancement of maritime training capacities, including middle and senior management levels	Annual	TCC			Ongoing	Ongoing	TC 74/16, section 3; TC 75/16, section 3(a)

Reference to SDs, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
	1.7	Identify thematic priorities within the area of maritime safety and security, marine environmental protection, facilitation of maritime traffic and maritime legislation	Annual	TCC	MSC/MEPC/FAL/LEG		Ongoing	Ongoing	MEPC 83/17 para. 16.3; FAL 49/22, paras. 16.4 and 16.5; LEG 112/16 para. 11.4; TC 75/16, section 3(b)
	1.8	Analysis and consideration of reports on National Maritime Transport Policy development and Country Maritime Profiles	Annual	TCC			Ongoing	Ongoing	TC 73/16, para. 3.26
	1.9	Report on activities within ITCP related to the OPRC Convention and the OPRC-HNS Protocol	Annual	TCC	MEPC		Ongoing	Ongoing	MEPC 81/16 section 12; TC 74/16, section 3; TC 75/16, section 3(a)
	1.10	Report on ITCP programme on support to SIDS and LDCs for their special shipping needs	Annual	TCC			Ongoing	Ongoing	TC 74/16, section 3; TC 75/16, section 3(a)
	1.19	Approve ITCP for 2026-2027	2025	TCC				Completed	TC 75/16, section 3(b)
SD 4 Continue to engage in ocean governance	4.2	Input to the ITCP on emerging issues relating to sustainable development and achievement of SDGs	Continuous	TCC	MSC/MEPC/FAL/LEG		In progress	In progress	MEPC 81/16 section 12; TC 74/16, section 3; TC 75/16, section 3(b)
SD 5 Enhance global facilitation, supply chain resilience and security of international trade	5.5	Analysis and consideration of reports on the linkages between the Integrated Technical Cooperation Programme (ITCP) and the 2030 Agenda for Sustainable Development, including the Sustainable Development Goals (SDGs)	Annual	TCC			Ongoing	Ongoing	TC 72/16, section 5; TC 74/16, section 5; TC 75/16, section 5

Reference to SDs, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
SD 8 Ensure organizational effectiveness	8.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Continuous	Council	MSC/MEPC/FAL/LEG/TCC		In progress	In progress	MEPC 80/17 paras. 6.11 to 6.13; MEPC 81/16 paras. 6.3, 6.4 and 15.2 to 15.8; TC 72/16, section 3
	8.3	Analysis and consideration of reports on partnership arrangements for, and implementation of, environmental programmes	Annual	TCC	MEPC		Ongoing	Ongoing	MEPC 81/16 section 12; TC 74/16, section 4(b); TC 75/16, section 4
	8.4	Analysis and consideration of reports on the TC Fund, voluntary trust funds, multi/bilateral funds, cash contributions and in-kind support under ITCP	Annual	TCC			Ongoing	Ongoing	TC 74/16, section 4(c); TC 75/16, section 4
	8.5	Analysis and consideration of reports on the implementation of the approved mechanism for sustainable financing of ITCP	Annual	TCC			Ongoing	Ongoing	TC 74/16, section 4(c); TC 75/16, section 4
	8.6	Monitoring measures on new and cost-effective measures to deliver technical assistance	Annual	TCC			Ongoing	Ongoing	TC 74/16, section 3; TC 75/16, section 3(a)
	8.7	Approved TC annual report including ITCP implementation	Annual	TCC			Ongoing	Ongoing	TC 74/16, section 3; TC 75/16, section 3(a)
	8.9	Revised documents on organization and method of work, as appropriate	Annual	Council	MSC/MEPC/FAL/LEG/TCC		Ongoing	Ongoing	TC.1/Circ.77 MSC 109/22 section 18; MEPC 83/17 paras. 13.5 and 13.6; FAL 49/22, section 18;

Reference to SDs, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
									LEG 112/16 paras. 10.19 to 10.21; TC 75/16, paras. 12.8 to 12.14
	8.10	Analysis and consideration of reports on implementation of resolution A.1167(32) on Revised Financing and partnership arrangements for an effective and sustainable ITCP	Annual	TCC			Ongoing	Ongoing	TC 74/16, section 4(a); TC 75/16, section 4
	8.11	Analysis and consideration of the report on the evaluation of ITCP covering 2020-2023	2024	TCC			In progress	Completed	TC 75/16, section 11
	8.12	Consideration for the enhancement and improvement of multilingualism and the language services at IMO	Continuous	Council	MSC/MEPC/FA L/LEG/TC C		In progress	In progress	A 33/D, paras. 7.3 and 20; Resolution A.1180(33); TC 74/16, paras. 6.13.3 and 8.12.2
Other Work	OW 1	Monitoring of South-South cooperation reflected in the ITCP and partnerships	Continuous	TCC			In progress	In progress	TC 74/16, section 3; TC 75/16, section 3(b)
	OW 3	Endorsed proposals for new outputs for the 2024-2025 biennium as accepted by the Committees	Annual	Council	MSC/MEPC/FA L/LEG/TC C		Ongoing	Ongoing	
	OW 6	Analysis and consideration of reports on strengthened regional associations for women managers in the maritime sector	Annual	TCC			Ongoing	Ongoing	TC 74/16, section 9; TC 75/16, section 9

Reference to SDs, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
	OW 8	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	Continuous	Assembly	MSC/MEPC/FAL/LEG/TCC	Council	In progress	In progress	C 133/D, para. 12(a).1; MEPC 82/17 paras. 7.1 to 7.3, 16.1 to 16.9 and 16.17
	OW 9	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	Continuous	Assembly	MSC/MEPC/FAL/LEG/TCC	Council	In progress	In progress	C 133/D, para. 12(a).1; MEPC 82/17 section 7; TC 74/16, paras. 2.21 and 4.8

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## **ANNEX 13**

### **SUBSTANTIVE ITEMS TO BE INCLUDED IN THE PROVISIONAL AGENDA FOR TC 76**

#### **Seventy-sixth session of the Committee (June 2026)**

Decisions of other IMO bodies

Technical cooperation planning and reporting

The 2030 Agenda for Sustainable Development

The Capacity-Development Strategy

Review and implementation of the regional presence and coordination scheme

Integration of IMSAS audit outcomes into technical cooperation activities and projects

Capacity Development: Empowering all women and the promotion of diversity, equality, equity and inclusion (DEEI) in the maritime sector

Advancing maritime education and training for the global maritime sector

Technical cooperation evaluation and reporting on the implementation of the recommendations

Application of the Committee's method of work

Work programme

Election of Chair and Vice-Chair for 2027

Any other business

Consideration of the report of the Committee on its seventy-sixth session

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## **ANNEX 14**

### **STATEMENTS BY DELEGATIONS \***

#### **Agenda item 1**

##### **Statement by the delegation of India**

On 25th May, we were alerted to the sinking of the MSC ELSA3. India wishes to provide an update on this recent maritime casualty.

The Government of India, through the Directorate General of Shipping (DGS), is leading a coordinated multi-agency response following the sinking of the Liberian-flagged container vessel *MSC ELSA 3* approximately 13 nautical miles off the coast of Kerala on 25 May 2025. The vessel, en route from Vizhinjam to Kochi, developed a severe list of approximately 30 degrees, likely due to shifting cargo and water ingress during rough weather. As the condition of the vessel deteriorated rapidly, the Indian Coast Guard responded and safely rescued all 24 crew members on board. The ship was carrying 643 containers, with 13 containing hazardous cargo and 12 specifically holding calcium carbide. Additionally, the vessel contained approximately 370 tons of fuel, 84 tons of diesel oil, and 55 tons of lubricant oil (LO). This incident presents serious environmental, ecological, and navigational risks to India's southwest coastline.

Prompt pollution mitigation operations have been initiated with the collaboration of the Indian Coast Guard, Local State Authorities, Ship Owners, International Experts, and other key stakeholders. Oil spill response equipment, drone surveillance, containment booms, and recovery vessels have been deployed to prevent oil spread and recover drifting containers. Among the experts and professional agencies mobilized in response to the MSC ELSA 3 incident, the International Tanker Owners Pollution Federation (ITOPF) has been engaged to provide technical guidance, particularly on the handling of hazardous cargo classified under IMDG Classes 4.3 and 9, as well as the environmental impact of plastic pellets (nurdles) released from the wreck. Although capping operations have not yet commenced, preparatory assessments are in progress, informed by multibeam surveys and technical evaluations. Shoreline clean-up operations are being actively conducted by salvors and local volunteers to recover beached containers and limit the spread of pollutants along the coast. These collective and coordinated efforts are critical to minimizing ecological harm and maintaining maritime safety. To support an integrated and effective response, a Protection and Indemnity (P&I) insurance mechanism has been activated to address claims related to pollution, wreck removal, and associated liabilities. A nodal officer has also been appointed by the Directorate General of Shipping (DGS) to lead inter-agency coordination and ensure alignment across all stakeholders.

The DGS is coordinating regular high-level meetings to oversee operations and ensure strict adherence to international environmental and safety standards. Preliminary investigations under the Merchant Shipping Act, 1958, are being conducted and the vessel's pollution and wreck removal liabilities are covered under international insurance provisions.

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\* Statements have been included in this annex as provided by delegations, in the order in which they are listed in the report, sorted by agenda items, and in the language of submission (including translation into any other language if such translation was provided). Statements are accessible in all official languages on audio file at: <http://docs.imo.org/Meetings/Media.aspx>

India reaffirms its commitment to transparent, prompt, and effective maritime disaster management and continues to work closely with international stakeholders to protect marine biodiversity and coastal livelihoods.

### **Agenda item 3**

#### **Statement by the delegation of Ukraine**

**Chair,**

Let me begin by joining other delegations in expressing our sincere condolences to the delegation of Nigeria for the recent loss and suffering caused by the devastating floods. Our sincere thanks also go to the Secretary-General for yesterday's wonderful reception, to Singapore for the delightful lunch, and to Malaysia and Japan for kindly providing the coffee and tea breaks.

Turning to the matter at hand, Ukraine would like to acknowledge the outstanding dedication and support provided by the Secretariat of the International Maritime Organization and its personnel throughout our ongoing cooperation.

We would like to start by expressing our sincere appreciation to the Secretary-General, Mr. Arsenio Dominguez, and his dedicated team for their steadfast commitment to the implementation of Assembly resolution A.1183(33). In particular, we wish to recognize the Technical Cooperation and Implementation Division, under the leadership of Mr. Jose Matheickal, for its tireless and professional support.

We also extend our gratitude to Mr. Ivaylo Valev, Head of the Eastern Europe Section, for his continued engagement and valuable assistance in advancing technical cooperation initiatives in our region.

We are also deeply grateful to the IMO Consultants Group, led by our long-time colleague and friend Mr. Hans van der Graaf, for their outstanding work in conducting the comprehensive needs assessment mission aimed at identifying the support required by Ukraine for the implementation of IMO instruments, as our country continues to operate the special maritime corridor.

Our sincere thanks also go to Ms. Chiara della Mea of the Marine Environment Division for her invaluable assistance to the IMO experts in preparing the Feasibility Study in support of Ukraine's accession to the OPRC Convention.

Both activities were successfully completed last year.

These efforts have been instrumental in identifying Ukraine's most urgent maritime needs – including the training of personnel, harmonization of legislation, and institutional development in critical areas such as maritime security, port state control, search and rescue, emergency response, and navigational and communication infrastructure. Moreover, the studies have helped us build a clearer understanding of the obligations that come with accession to the OPRC and OPRC-HNS instruments, and strengthened our capacity for their future implementation.

This targeted and well-coordinated assistance is indispensable in ensuring that navigation in Ukrainian waters remains free, safe, secure, and environmentally responsible – despite the grave challenges posed by the ongoing and unjustified Russian aggression against our country.

In this context, the early launch of the project **"Enhancing maritime safety, security, environmental protection and trade facilitation as Ukraine continues to operate the special maritime corridor in the Black Sea"** is of critical importance. This initiative represents a concrete and timely translation of previous analytical efforts into action. It will significantly enhance Ukraine's capacity to implement IMO instruments, reinforce maritime safety and environmental safeguards, and ensure the continued operation of the special maritime corridor established by Ukraine as a vital trade route under extraordinary circumstances.

We are sincerely thankful to our donor partners – the European Union and the Governments of France and the United Kingdom – for their generous financial contributions and consistent support.

We encourage other Member States to consider joining this important initiative. Their participation would not only expand the project's reach, but also elevate its impact – offering a powerful example of collective solidarity and action.

Let us be clear: these efforts are not only about helping Ukraine. They are vital investments in the safety of global maritime navigation, the resilience of international trade, and the stability of the international rules-based order at sea.

I thank you, Mr. Chair, and request that this statement is reflected in the Committee's report and attached to its annex.

#### **Statement by the delegation of the United Kingdom**

Thank you, Chair

My thanks to the Secretariat for this comprehensive report. The broad spectrum of technical cooperation activity taking place reflects this organisation's commitment to enhancing maritime safety, security, and environmental protection globally.

The increase in the delivery rate of ITCP activities in 2024 compared to 2023 is commendable. The increase in female ITCP participants is positive and the inclusion of Gender Equity Markers should further increase our understanding of how ITCP activities can contribute to gender equality. I would also like to welcome the progress being made with Regional Offices, including the opening of the new office in Alexandria.

The United Kingdom is pleased to contribute to a number of projects taking place under the ITCP. This includes a £80,000 contribution to Enhance Maritime Safety, Security, Environmental Protection and Trade Facilitation in the Black Sea Corridor, which will deliver on the outcomes identified through the needs assessment highlighted in paragraph 43 of the report. This project will support not only Ukraine's efforts to operate its maritime section safely under the most challenging of conditions but, as my esteemed Ukrainian colleague has pointed out, the safety of global maritime navigation, the resilience of international trade, and the international rules-based order at sea.

I would also like to take this opportunity to announce a further contribution by the United Kingdom of £450,000 to the IMO International Maritime Security Trust Fund to support enhanced security in ports across North and Sub-Saharan Africa, the Middle-East and the Asia-Pacific region. The safety and security of the maritime trade routes which run through these regions are vital to the economic prosperity of states in these regions and we hope this funding will help support this.

Thank you Mr. Chair and I request this statement is reflected in the Committee's report.

**Agenda item 4**

**Statement by the delegation of the United Republic of Tanzania**

**Chair,**

**Distinguished Delegates,**

The delegation of the United Republic of Tanzania would like to express its heartfelt gratitude for your outstanding leadership in guiding this meeting.

We also extend our sincere appreciation to the IMO Secretariat for presenting this agenda, which will contribute to a significant decision in maintaining the continuity of GOBT.

We truly value the IMO Secretariat for introducing this agenda, which plays a key role in maintaining the continuity of GOBT. This initiative has been immensely beneficial for our cadets, providing onboard training that ensures compliance with the STCW 78 requirements, as amended.

**Distinguished delegates;**

The United Republic of Tanzania is honoured to co-submit and express its resolute support for the extension of the Global Onboard Training Programme (GOBT) jointly implemented by the Republic of Korea and the International Maritime Organization (IMO) for the period 2025–2027.

Tanzania applauds the remarkable impact of the GOBT initiative during 2023–2024, which significantly strengthened the seafaring capacity of beneficiary cadets from African countries, including Tanzania, Asia, Latin America and Small islands. As a committed partner, we affirm our dedication to ensuring the success of the upcoming phase of this transformative programme.

**Chair;**

**Distinguished Delegates;**

As you may recall, the Global On-board Training (GOBT) Programme was launched to address a persistent global challenge: limited shipboard training opportunities for cadets from developing countries and as we all know this programme is a joint initiative by the IMO and the Republic of Korea, implemented through the Korea Institute of Maritime and Fisheries Technology (KIMFT).

Tanzania joined the programme in 2023. Since joining this programme, it has helped to bridge the gap in sea-service exposure for our cadets, a long-standing hurdle in maritime training and compliance to attain officer certification. We appreciate the three (3) months period of the GOBT programme; however, we believe this training period does not fulfil STCW requirements for cadetships' sea service practical training. Therefore, we recommend the GOBT programme to be extended up to a twelve (12) month period in line with STCW requirements.

**Chair;**

**Distinguished Delegates and Participants;**

Besides the mentioned shortcomings, the GOBT Programme has already yielded significant national benefits including: (a) Cadet Empowerment, with nine Tanzanian cadets gaining international sea-time experience and opening global career opportunities in merchant fleets; (b) Institutional Strengthening, as graduates from the programme enhance the technical expertise of Tanzanian maritime institutions like the Dar es Salaam Maritime Institute (DMI); and (c) Gender Inclusion, with women's participation aligning with Tanzania's National Gender Policy of 2000, IMO's commitment to increase women's participation in both shore based and seagoing roles, and Sustainable Development Goals (SDGs) 4 and 5.

Since joining the GOBT program, Tanzania has had four out of nine cadets participating as female nominees, as highlighted in this statement.

**Chair;**

In supporting the sustainability of the GOBT Programme, we commit to continuing nominate qualified cadets each year, ensuring balanced gender representation, and documenting and publicising cadet success stories to inspire future participants and increase national awareness. Additionally, we aim to enhance collaboration with KIMFT and IMO through pilot projects focused on capacity-building and long-term sustainability.

**Chair**

**Distinguished Delegates and Participants;**

At this stage, the United Republic of Tanzania fully supports the extension of the GOBT Programme for 2025–2027. We commend the Republic of Korea and the IMO Secretariat for their visionary leadership and reaffirm our shared commitment to supporting this impactful initiative.

We encourage the IMO Technical Cooperation Committee to approve and expand time for this programme for the benefit of developing maritime nations across the globe.

**Chair;**

We thank you for steering these important deliberations and for allowing us to share our perspective." We are also asking this submission to be included to the report.

**Thank you.**

**Agenda item 5**

**Statement by the delegation of Argentina**

Muchas gracias Sr. Presidente,

La República Argentina reafirma su compromiso con la protección de los derechos individuales de todos los seres humanos, sin distinciones, de acuerdo con las obligaciones expresamente pactadas en los tratados internacionales de los que es parte, y recuerda que la Agenda 2030 y sus Objetivos de Desarrollo Sostenible, a los que se comprometió de buena

fe, está compuesta por aspiraciones jurídicamente no vinculantes que cada Estado, en el ejercicio de su soberanía, tiene derecho a interpretar y perseguir con libertad.

Por lo expuesto, entiende que la Agenda 2030 y los Objetivos de Desarrollo Sostenibles no pueden imponerse como una matriz o limitación a los proyectos de cooperación internacional que pueden encarar los Estados miembros de Naciones Unidas y esta Organización.

En función de ello, la República Argentina reserva su posición nacional en todos aquellos puntos de la agenda, documentos que se refieran a la Agenda 2030 para el Desarrollo Sostenible y sus Objetivos de Desarrollo Sostenible y, consecuentemente esta delegación no puede acompañar decisiones de este Comité que se refieran o deriven Agenda 2030 y los Objetivos de Desarrollo Sostenibles. Esta reserva también se hace extensible a todos los documentos presentados que prevean párrafos que vayan en contra de los principios rectores de la protección a la vida, la libertad y la propiedad privada.

Sr Presidente, le solicitamos que esta declaración conste en el informe bajo el punto 5 dela agenda.

Muchas gracias,"

## **Agenda item 10**

### **Statement by the delegation of Italy**

Thank you, Mister Chair, and good afternoon to all.

As the first time we are taking the floor, Italy wishes to express its sincere condolences to Nigeria for the victims of the recent floods that have caused severe loss of life and suffering.

Italy would also like to thank the Secretary-General for the reception kindly hosted on Monday evening. In addition, Italy wishes to express its gratitude to Malaysia, Norway, Saudi Arabia, Nigeria and Mexico for the coffee breaks provided during this session.

Italy further thanks all the States that have extended their congratulations on the occasion of the 79th anniversary of the founding of the Italian Republic.

Returning to the matter at hand, Italy wishes to bring to the attention of the Technical Committee a matter of significant importance regarding the delivery of maritime training programs.

Following the recent revision of the IMO's training strategy and the subsequent unilateral termination of the Memorandum of Understanding (MoU) with Italy, the International Maritime Safety, Security and Environment Academy (IMSSEA) is no longer in a position – and will not be in the future – to provide the training courses it has successfully delivered for years, which were funded by the Italian Ministry of Foreign Affairs and International Cooperation.

These training programs have been a cornerstone in building maritime capacity across numerous nations, particularly in Africa and Asia. To illustrate their positive impact, thanks to funding provided by Italy to the IMO, IMSSEA has trained a total of 907 participants from 2009 to 2024, coming from various continents, mainly Africa (446 participants) and Asia (182 participants).

France has also played a significant role in maritime training. The IPER has organized 21 seminars in recent years dedicated specifically to strengthening the skills of women in port management, as well as 38 advanced training programs, which in the latest edition in 2024 benefitted 20 participants from 20 different countries.

Italy further wishes to highlight that the IMSSEA is the training center collaborating with the Italian Coast Guard within the framework of the Twinning Project Ukraine, funded by the European Commission. This project aims to support the Ukrainian Maritime Administration in aligning its national standards with European and international maritime transport legislation, addressing potential gaps, and providing high-level training and specialization for its personnel.

In light of these significant results and the benefits that have been generated, Italy expresses deep concern regarding the implications of these recent changes and reaffirms its willingness to find alternative solutions to ensure the continued delivery of essential maritime training to these countries. These alternative solutions, however, must include direct recognition by the IMO of the training provided by national maritime academies such as IMSSEA. This recognition is crucial not only for the development of maritime administrations but also for the continuous training of seafarers, who must constantly update their skills to meet the evolving challenges of the maritime sector.

The capacity-building fostered by these programs is indeed vital for the safety, security, and environmental protection of the global maritime sector.

Finally, Italy firmly believes that the provision of training by national maritime academies – as it constitutes an added value – should be fully recognized and integrated into the IMO's maritime training strategy.

We would be grateful if this statement could be appended to the Committee's report.

Thank you, Mister Chair.

### **Statement by the delegation of Nigeria**

Chair, distinguished delegates,

Nigeria acknowledges with appreciation the IMO Secretariat's report on the evolving framework for global maritime training, and we commend the longstanding contributions of IMSSEA and its partners.

However, we express deep concern regarding the termination of the IMSSEA-IMO-Italy Memorandum of Understanding, a development that risks disrupting a critical pipeline of maritime capacity-building, particularly for developing nations in Africa and Asia.

With 907 professionals trained from 2009 to 2024, including 78 from Nigeria and hundreds more across the continent; IMS-SEA has demonstrably strengthened national maritime administrations, built institutional resilience, and contributed to regional stability.

The abrupt end to these programs presents a significant gap in accessible, high-quality, and regionally relevant training.

In the context of the IMO's broader goals, this is not just a matter of education, it is a matter of global maritime safety, security, and environmental stewardship.

In this regard, Nigeria urges the Committee to consider alternative solutions that preserve the strategic value of institutions like IMSSEA, including formal IMO recognition of national maritime academies that meet required standards.

The future of capacity-building must be both inclusive and adaptive, integrating regional centres of excellence into the IMO's global training network.

This is particularly vital for developing countries seeking to maintain trained personnel, keep pace with regulatory developments, and support sustainable shipping.

We therefore respectfully request that this statement be appended to the Committee's report and that further dialogue be pursued on how best to structure IMO's training strategy to ensure no region is left behind.

Thank you, Chair.

### **Statement by the delegation of the United Republic of Tanzania**

Thank you, Chair.

The United Republic of Tanzania appreciates the clarifications made just now, pertaining to the changes made to the Global Maritime Training Institutions.

**Chair,**

Italy's long-standing commitment to maritime capacity-building, particularly through the IMSSEA, has had a significant and lasting impact on many developing nations – Tanzania included. With nearly half of IMSSEA's trainees originating from Africa, these programs have played a critical role in strengthening the skills and capabilities of maritime professionals across our continent.

The recent discontinuation of the MoU between the IMO and Italy places this valuable support mechanism at risk, and we echo Italy's concerns about the implications for countries that have benefited from this training. In particular, Tanzania underscores the importance of preserving and expanding access to high-quality, affordable maritime education that supports compliance with international standards and enhances safety, security, and environmental stewardship.

We therefore support Italy's call for the IMO to consider mechanisms for the direct recognition of training provided by national maritime academies, such as IMSSEA. This recognition is essential to ensure the continuity of capacity-building efforts and to maintain the momentum gained over years of fruitful cooperation.

In conclusion, Tanzania strongly supports Italy's appeal for alternative solutions that safeguard essential training programs and fully integrate the contributions of national maritime institutions into the IMO's overall training strategy.

We kindly request that this statement be reflected in the Committee's report.

**Thank you, Chair.**



### **Statement by the delegation of Ukraine**

Ukraine thanks the Secretariat for document TC 75/10 and the Secretary-General for the additional information and clarification provided.

In light of the issues highlighted in the document, Ukraine wishes to emphasize the vital role of national maritime training institutions in promoting safety and education at sea. In particular, Italy's IMSSEA has made important contributions through its specialized training on flag State implementation, port State control, marine accident investigation, and maritime security. These efforts have helped build maritime capacities, especially in developing countries.

Ukraine has directly benefited from Italy's support through the EU-funded Twinning project launched in 2024. This initiative, conducted with the Italian Coast Guard and other institutions, aims to align Ukraine's maritime framework with EU standards, focusing on safety, seafarer training, and search and rescue systems.

While we acknowledge the IMO's strategic move toward consolidating training under its Global Maritime Training Institutions, we stress the continued relevance of national institutions like IMSSEA. Their practical experience and regional knowledge complement global efforts and should remain part of the wider maritime training ecosystem.

Thank you, Chair

### **Agenda item 13**

#### **Statement of the delegation of Argentina**

Muchas gracias Sr. Presidente,

La República Argentina reafirma la igualdad de toda persona ante la ley en los términos pactados del Art. 1 de la Declaración Universal sobre los Derechos Humanos y también en su Constitución Nacional (Art. 16 CN). Precisamente porque la Argentina se opone a toda forma de discriminación, considera que la enumeración de categorías no discriminatorias, al no ser completamente exhaustiva, siempre deja a alguien atrás. Es por ello que nuestra delegación no hace ningún tipo de distinción, ya que toda discriminación injusta es contraria a la igualdad en dignidad y derechos de todo ser humano.

La República Argentina está comprometida con la igualdad real de oportunidades para la mujer, de acuerdo con las obligaciones asumidas en los tratados internacionales de los que es parte y con su propia Constitución Nacional, que la reconoce explícitamente, asociándola con medidas de acción positiva. Sin embargo, debemos reconocer que la paridad o equidad de género son apenas una medida de acción positiva posible y la Argentina no considera que propicie, necesariamente, los cambios estructurales requeridos para alcanzar la igualdad real de oportunidades de la mujer. Entre otros motivos, no prioriza la valoración de su mérito y contribución a la vida social, sino que impulsa una solución superficial y aparente, por no decir que, lejos de combatir la discriminación estructural, perpetúa estereotipos y la discriminación simbólica contra la mujer. Por otra parte, el uso recurrente del término género para referirse a políticas vinculadas a la mujer tienen el efecto contrario al que se pretende buscar, ya que se la invisibiliza. Esto se aplica al punto 13 como al punto 9 de la Agenda de este Comité.

Sr. Presidente, con relación a la Propuesta para ampliar el resultado relativo a la "Creación de capacidad: aumento de la influencia de la mujer en el sector marítimo" a fin de incluir el desarrollo de iniciativas destinadas a grupos subrepresentados con el fin de promover la diversidad, la equidad y la inclusión en el sector marítimo.

Señor, la Argentina considera que el término "grupos subrepresentados" no es claro ni tiene un asidero jurídico claro en materia de derechos humanos, por lo que considera que debe reemplazarse por la categoría más amplia de grupos vulnerables a fin de extender la protección de derechos a todos aquéllos que la necesitan, en línea con una perspectiva más amplia de vulnerabilidad que verdaderamente no deje a ningún ser humano afuera.

Por lo expuesto, la Argentina toma nota de los documentos presentados pero no puede acompañarlos.

Sr Presidente, vamos a pedir que esta declaración quede reflejada en el informe.

Muchas gracias,

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