

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

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1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The seventy-third session of the Technical Cooperation Committee (TCC) was held from 16 to 19 October 2023 (Circular Letter No.4710).

1.2 Following the decision, at its seventy-second session, to defer the election of its Chair and Vice-Chair for the year 2023 to the commencement of this session, the Committee, in accordance with rule 18(1) of its rules of procedure, unanimously elected H.E. Mr. Dwight Gardiner (Antigua and Barbuda) as Chair and Ms. Anays Berrocal (Panama) as Vice-Chair, both for 2023.

1.3 The session was attended by delegations from Members States and Associate Members; representatives from United Nations and specialized agencies; observers from intergovernmental organizations with agreements of cooperation; and observers from non-governmental organizations in consultative status, as listed in document TC 73/INF.1.

1.4 The session was also attended by the Chairs of the IMO Council, Mr. Víctor Jiménez (Spain); the Marine Environment Protection Committee, Mr. Harry Conway (Liberia); the Facilitation Committee, Mrs. Marina Angsell (Sweden); and the Sub-Committee on Carriage of Cargoes and Containers, Ms. MaryAnne Adams (Marshall Islands).

Opening address of the Secretary-General

1.5 The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link:

[https://www.imo.org/en/MediaCentre/SecretaryGeneral/Pages/Technical-Cooperation-Committee-\(TC\),-73d-session,-16-19-October-2023-\(opening-remarks\)-.aspx](https://www.imo.org/en/MediaCentre/SecretaryGeneral/Pages/Technical-Cooperation-Committee-(TC),-73d-session,-16-19-October-2023-(opening-remarks)-.aspx)

1.6 During the session, the Secretary-General and delegations conveyed their condolences and sympathies to the Republic of the Marshall Islands and the Islamic Republic of Iran delegations on the passing of Captain David Bruce and Mrs. Mandana Mansoorian, respectively. Captain Bruce had represented the Republic of the Marshall Islands since 2002 but his links to IMO went back nearly 50 years. Mrs. Mansoorian had represented the Islamic Republic of Iran as Deputy Permanent Representative since 2015 and had served as the Vice-Chair of the Technical Cooperation Committee for three consecutive sessions between 2020 to 2022, covering TC 70, TC 71 and TC 72. A statement was made by the delegation of the United Kingdom regarding the passing of Captain Bruce, the full text of which has been annexed to the report.

Adoption of the agenda

1.7 The Committee adopted the provisional agenda set out in document TC 73/1 (Secretariat) for the session. The Committee also agreed to address the items for consideration in the order in which they appeared in the provisional timetable, as set out in the annex to document TC 73/1/1.

Use of hybrid meeting capabilities

1.8 The Committee recalled the important points to be followed regarding the use of hybrid meeting capabilities as per the decisions made during the 127th session of the Council, held remotely from 11 to 25 July 2022 (C 127/D, paragraph 17.3), and the decisions made during the 129th session of the Council both to extend the trial period to enable the assessment of the current planned enhancement introduced by the Secretariat and to defer a final decision

on the matter to C 132, scheduled for mid-2024. It also recalled the information provided by Circular Letter No.4623 (Information on hybrid meetings) and Circular Letter No.4627 (Guidance on the use of IMO hybrid meeting capability).

2 WORK OF OTHER BODIES AND ORGANIZATIONS

2.1 Having considered document TC 73/2 (Secretariat), the Committee noted the outcome of the meetings of IMO bodies which had been held since September 2022 and whose decisions had a bearing on the work of the Committee, namely the 128th and 129th regular sessions of the Council, the 110th session of the Legal Committee, the 106th and 107th sessions of the Maritime Safety Committee, the seventy-ninth and eightieth sessions of the Marine Environment Protection Committee, the forty-seventh session of the Facilitation Committee, the forty-fourth Consultative Meeting of Contracting Parties to the London Convention and the seventeenth Meeting of Contracting Parties to the London Protocol.

2.2 One delegation expressed support for the decisions taken during MSC 107, notably in respect of paragraph 13.6 of document TC 73/2 regarding international fishing safety instruments, and highlighted the need to have a discussion during agenda item 3. Another delegation expressed support for the consideration of measures to support decarbonization, including safety provisions for alternative fuels and related technologies (paragraph 3.5). In regard to the outcome of FAL 47, one delegation recognized the initiative in terms of technical cooperation to support Member States through the implementation of the maritime single window and appreciated the commitment to provide such assistance.

2.3 The Committee was informed that matters related to the Integrated Technical Cooperation Programme (ITCP) for 2024-2025 and those related to the Capacity-building Decade 2021-2030 Strategy would be discussed under items 3 and 6, respectively.

2.4 The Committee, in considering the decision of C 129 to forward document C 129/5(a)/3 for consideration at this session, was reminded that the Council had requested the Secretariat to continue to explore mechanisms to support developing countries, in particular small island developing States (SIDS) and least developed countries (LDCs), in participating in the Junior Professional Officer (JPO) and Senior Professional Officer (SPO) programme and to provide updates at a future session of the Council. The Committee noted the information provided in document C 129/5(a)/3 as well as that provided verbally by the Secretariat on the cost of funding for one JPO and one SPO post being approximately 26% of the annual budget of the ITCP global programme for capacity-building and training (currently \$1.3 million) and that funding Member States' JPO and SPO nominations through the ITCP budget would potentially have financial implications for the sustainability and delivery of the entire ITCP.

2.5 Following the additional information provided by the Secretariat regarding the budgetary implications which would arise while funding JPOs and SPOs through the ITCP, the Committee noted the following comments:

- .1 the usefulness and importance of the JPO and SPO programmes for developing countries;
- .2 the opportunity to nominate JPOs and SPOs was only feasible for countries with the necessary financial capability; and
- .3 JPOs and SPOs should not be related to staff recruitment for posts in the Secretariat, which were subject to specific transparency and fairness rules of the United Nations system.

2.6 The Secretariat shared information regarding ongoing discussions about the possibility of sponsoring JPOs by third-party donor countries and that there would be JPOs benefiting from this scheme in the coming months. In this context, one delegation highlighted its contribution to funding JPOs from developing countries in order to strengthen their capacity.

2.7 In conclusion, the Committee, in recognition of the importance for developing countries of benefiting from the JPO and SPO programmes, noted the information provided in document C 129/5(a)/3, as well as that provided verbally by the Secretariat, and requested the Secretariat to continue to explore mechanisms in consultation with interested Member States to support developing countries, in particular SIDS and LDCs, in participating in the JPO and SPO programmes, and provide updates at future sessions of the Committee and the Council.

2.8 The Committee noted the information provided in document TC 73/2/2 (Secretariat) on the outcome of the 129th session of the Council regarding performance indicators (PIs) 1.7 and 1.8 and the proposal for two additional PIs.

2.9 Many delegations expressed the view not to retain the current PIs 1.7 and 1.8 under strategic direction 1, as reflected in table 1 of annex 1 to document C 129/WP.7, and supported the inclusion of the proposed additional two PIs, as mentioned in paragraph 9 of document TC 73/2/2, to be considered by the Council as new PI 1.7 and PI 1.8.

2.10 Furthermore, it was pointed out by some delegations that the word "new" in paragraph 9.1 of document TC 73/2/2 should be deleted to allow the PI to include all programmes and activities during the six-year period, and not only the new ones.

2.11 In this regard, the Committee was of the view that:

- .1 counting the number of Member States requesting and receiving technical assistance may not provide the expected insights into the level of implementation by the Member States of their treaties' obligations, and therefore, the Committee invited the Council not to retain PIs 1.7 and 1.8; and
- .2 more frequent evaluation of the technical cooperation activities and programmes developed and implemented in the identified areas requiring technical assistance as a result of the analysis of the consolidated audit summary reports, and those related to the implementation of corrective actions to address IMO Member State Audit Scheme (IMSAS) audit findings and observations, would allow for the comparison of results over time.

Therefore, the Committee invited the Council to include the proposed two additional PIs as mentioned in paragraph 9 of document TC 73/2/2 as new PIs 1.7 and 1.8 and to delete the word "new" in paragraph 9.1.

2.12 The Committee noted the information provided in document TC 73/2/1 (China) on the development of training material on domestic ferry safety. Many delegations thanked the submitter, expressed support for this initiative and offered to share their experiences.

2.13 The Committee welcomed the information provided in the submission and noted that China would submit a full version of the online training course to the next session of MSC for detailed consideration. Moreover, it was underlined that the full version of the training course would be translated by the Secretariat and published on IMODOCS to facilitate detailed consideration by MSC.

3 TECHNICAL COOPERATION PLANNING AND REPORTING

(a) Annual report for 2022

3.1 The Committee had before it two documents relating to the technical cooperation annual report for 2022. Document TC 73/3(a) (Secretariat) provided, in annex 1, a summary of the achievements and outputs of the ITCP activities implemented under the regional and global programmes, and on the implementation of thematic long-term projects during 2022; and in annex 2, an overview of financial resource delivery of both the ITCP and the thematic long-term projects through the presentation of expenditure analyses. Document TC 73/3(a)/1 (Secretariat) provided information on the development of e-learning courses within the framework of the ITCP and upcoming initiatives.

3.2 The Committee was informed that the ITCP implementation during 2022 showed a gradual but steady return to pre-COVID-19 pandemic implementation levels, with 70% of planned activities delivered through both remote and in-person delivery methods. This comprised 181 activities, including eight advisory and needs assessment missions and 87 training courses, held at national, regional and global levels. The training events covered a wide range of topics resulting in the training of approximately 2,028 participants worldwide in 2022. In addition, 243 fellows completed fellowships at the World Maritime University (WMU), the IMO International Maritime Law Institute (IMLI) and other maritime training institutions. Further, 472 officials attended events aimed at developing and harmonizing regional strategies on maritime technical issues.

3.3 The Committee noted that the participation of women in senior official activities and fellowships was 38% and 57% respectively, which showed that there was still an opportunity to improve the support and inclusion of women in all maritime activities, in particular in training events, which had reported an attendance of 28%.

3.4 The Committee was also informed that the total expenditure on technical cooperation activities in 2022 had reached some \$17.7 million, representing a financial delivery rate of 57%. Expenditure on ITCP activities and major projects came from 27 sources of funding, with the TC Fund being the most significant at \$7 million, representing 40% of the overall total funds expended.

3.5 Having been informed of the value of the non-financial contributions to the overall success in the delivery of ITCP activities, the Committee expressed its gratitude to all donors for their cash contributions to the bi- and multilateral technical cooperation trust funds and to Member States and partners for their in-kind support, which facilitated the implementation of ITCP activities.

3.6 The Committee noted that the annual report for 2022 would be placed on the technical cooperation section of the IMO website, and that an electronic publication of 2022 technical cooperation activities would also be produced, with a view to enhancing and highlighting the promotion of IMO's work in the field of technical cooperation.

3.7 The Committee also considered document TC 73/3(a)/1 (Secretariat), which provided information on the development of e-learning courses within the framework of the Integrated Technical Cooperation Programme and upcoming initiatives. The Committee noted that the e-learning courses being developed by the Secretariat, in collaboration with various stakeholder and partners, in particular the WMU, aimed to supplement the delivery of in-person technical cooperation activities, enhance the capacity-building activities of the Organization and help serve the global maritime industry more efficiently. The Committee was further informed that the Secretariat was planning to expand its portfolio for the benefit of the maritime community at large.

3.8 Many delegations commended the IMO-WMU partnership in regard to the development of e-learning courses and supported the continued expansion of the IMO learning management system to advance within the era of rapid digitalization, focusing on production of courses in all the official languages of the United Nations to promote multilingualism, as well as new maritime themes. In this context, search and rescue was mentioned by at least two delegations. The Secretariat confirmed that translation of courses would continue to be a priority and noted some achievements in this regard, including the International Safety Management Code e-learning course that had been produced in Spanish and the Oil Pollution Preparedness Response and Cooperation (OPRC) e-learning course that was due to be translated into French by the end of 2023.

3.9 Several delegations supported the intent for e-learning courses to complement, rather than replace, in-person training by using blended e-learning modalities to optimize the distance learning experience. The Secretariat confirmed the utilization of the blended learning modality and highlighted a recent example of an IMSAS regional workshop that was delivered through a five-day self-paced e-learning course followed by a condensed two-day in-person workshop, which would normally have been delivered over a week. The Committee further requested the Secretariat to evaluate when to utilize distance e-learning as opposed to in-person training methods.

3.10 A number of delegations requested the Secretariat to explore ways to measure and evaluate the effectiveness of the e-learning courses to ensure they delivered maximum impact, as well as value for money. Furthermore, the Committee suggested that obtaining feedback from Member States on the courses would be a valuable resource for this evaluation. In this regard, the Secretariat confirmed that the four-year ITCP Evaluation report, which was due to commence in 2024 for the 2020 to 2023 period, would be a good opportunity to incorporate methods for evaluating e-learning courses, as well as other ITCP aspects that required impact assessment, as raised by some delegates.

3.11 Many delegations expressed appreciation for IMO's support in the continued delivery of the ITCP during 2022 and commended the increase to 70% implementation compared with the previous two years during the pandemic. However, the Committee noted the importance of not overlooking the lessons learned from COVID-19 and the need to maintain resilience within the ITCP framework to mitigate risk factors that might result in reduced implementation in the future.

3.12 A few delegations recognized the contribution of technical assistance related to developing their capacity for effective implementation of IMO instruments and achieving their duties as a national maritime administration, as well as enhancing the process of preparation for future IMSAS audits.

3.13 Some delegations highlighted the need for increased promotion of gender equality and invited Member States to include more women when nominating candidates to participate in future ITCP activities.

3.14 A number of delegates highlighted the benefit of IMO's thematic long-term projects in delivering valuable assistance to Member States, especially the marine environment-related projects. In particular, the delegation of Bangladesh expressed its appreciation to the Government of Norway for funding the Safe and Environmentally Sound Ship Recycling in Bangladesh (SENSREC) project, which assisted with the ratification of the Hong Kong Convention in June 2023.

3.15 One delegation emphasized the significance of underwater noise pollution in the Straits of Malacca, being one of the highest traffic shipping channels in the world, and acknowledged IMO's efforts in addressing this high priority issue. The delegation called for further support to undertake a study to identify solutions and assist with decision-making to continue addressing this matter.

3.16 One delegation enquired about the distribution of expenditure by region, highlighting differences in expenditure across regions with similar profiles of SIDS. The Secretariat clarified that the percentage of expenditure per region was based on actual expenditure, rather than the budget allocation in the biennial ITCP document. Further, it was confirmed that Member States and regions also received assistance under the global programmes, which was accounted for separately to the regional expenditure and made up 48% of ITCP expenditure. The Secretariat further confirmed that the priority of SIDS and LDCs had been taken into consideration in the TC Fund allocation for the 2024-2025 biennium, as considered under document TC 73/3(b).

3.17 The Secretariat took note of various suggestions regarding the presentation of information in the annual report, including donor contributions earmarked for specific thematic priorities and regions, status of delivered and planned activities per region, and distribution of fellowships by country, to help the Committee with future decision-making in regard to funding and prioritization of assistance.

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

3.18 The Committee considered document TC 73/3(b) (Secretariat) on the ITCP and Technical Cooperation (TC Fund) allocation for 2024 and 2025, setting out the proposed ITCP for the said biennium and the proposed annual allocations from the TC Fund to support the delivery of the ITCP for 2024 and 2025. The Committee also considered document TC 73/3(b)/1 submitted by four co-sponsors, Bulgaria, Georgia, Romania, and Ukraine, and introduced by Ukraine, which suggested the expansion of the list of activities under the proposed ITCP for 2024-2025 by including marine environment-related capacity-building activities for the Black Sea coastal States and States of the wider region.

3.19 The Committee noted that the three proposed activities in document TC 73/3(b)/1 could, in principle, be programmed under the ITCP for 2024-2025 and invited the co-sponsors to further engage with the Secretariat to define the requirements. It was further noted that an e-learning course on future climate measures could be considered in due course, once IMO's midterm greenhouse gas reduction measures were adopted in 2025.

3.20 Many delegations, including those in the Black Sea region, supported the proposed activities and noted the contribution to effectively address the identified environmental protection issues and challenges in the region. The Committee further noted the Secretariat's clarifications that the activities could be accommodated within existing IMO programmes and projects that support the implementation of IMO instruments, including existing proposals in the ITCP, as per document TC 73/3(b).

3.21 The delegation of Romania expressed their willingness and availability to host two of the proposed activities on the OPRC Convention and GHG emissions. The delegations of Canada and Spain further expressed the opportunity to leverage their technical expertise in support of the delivery. The delegation of Germany indicated support to utilize the experience gained under the Green Voyage 2050 project as the basis for a GHG-related workshop, noting that it might be premature to consider the performance of specific types of fuels in specific regions until further technical work in this area is completed.

3.22 The delegation of Malaysia informed the Committee of an upcoming regional oil spill contingency plan workshop from 30 October to 3 November 2023, to provide a forum for technical exchange, knowledge transfer, and determining future joint activities and exercises. Malaysia expressed its willingness to extend their expertise in this area to other regions. In regard to the specific proposals within document TC 73/3(b)/1, Malaysia offered its expertise and a small financial contribution to organize a workshop on the implementation of the OPRC Convention, as well as other technical cooperation areas. Additionally, Malaysia proposed the extension of similar training programmes to include SIDS and LDCs to ensure all nations could benefit from these training opportunities.

3.23 During the consideration of this document, the Committee noted that a number of delegations:

- .1 acknowledged the challenges in the region caused by the aggression from the Russian Federation;
- .2 expressed solidarity with Ukraine and its people;
- .3 condemned the unjustified and unprovoked attack by the Russian Federation on Ukraine, as a breach of international law and the UN Charter;
- .4 demanded that the Russian Federation cease its military action and withdraw all military forces to end the conflict, and respect the territorial integrity and sovereignty of Ukraine within recognized international borders, as per the UN resolution titled "Aggression against Ukraine";
- .5 recognized Ukraine's right to self-defence and the efforts of its army to defend territorial integrity; and
- .6 condemned the Russian Federation's attempt to illegally annex the Ukrainian territories of Donetsk, Luhansk, Kherson and Zaporizhzhia.

3.24 As requested, the statements of the delegations of Ukraine, Spain, Germany and Italy are set out in annex 5.

3.25 The delegation of the Russian Federation decisively rejected the unfounded allegations in the document and subsequent interventions from the floor, in particular with regard to targeting commercial vessels or destroying the Kakhovka hydroelectric power plant. It was indicated that such attempts to politicize the Committee's work were counterproductive and could not be used as a pretext to get access to IMO funding. The view expressed was that the activities proposed in the document should be available to all IMO Member States and all the regions of the world. In respect of the Black Sea region, it was stressed that any activities held therein should be accessible to experts from all countries in the region. It was stated that exclusion of one or several countries undermined the effective implementation of IMO instruments and led to fragmentation. Thus, in the Russian Federation's view, the co-sponsors and their supporters forced the Committee to contradict and harm the work of other IMO committees, particularly with regard to reducing GHG emissions under the competence of MEPC.

3.26 In regard to document TC 73/3(b), the Committee noted that for the preparation of the ITCP 2024-2025, several key elements and priority areas had been taken into account, namely recommendations of previous IMO missions and outcome of evaluations from technical assistance activities; written requests for technical assistance of Member States and those formulated through the Country Maritime Profile module in the Global Integrated Shipping Information System (GISIS); the thematic priorities established by the IMO committees; the proposed Strategic Plan for the Organization for the six-year period 2024 to 2029 by the

intersessional Working Group on the Strategic Plan, which would be submitted to the thirty-third session of the Assembly for approval; the recommendations of the 2020 Evaluation of the ITCP 2016-2019; the *Linkages between the technical assistance work of IMO and the 2030 Agenda for Sustainable Development* (resolution A.1126(30)); the *Guiding principles of IMO's Integrated Technical Cooperation Programme in support of the 2030 Agenda for Sustainable Development* (resolution A.1127(30)); the *Capacity-building Decade 2021-2030 Strategy* (resolution A.1166(32)); the support for Member States to facilitate their achievement of the Sustainable Development Goals (SDGs) and the 2030 Agenda for Sustainable Development (2030 Agenda); the regional and subregional strategies for the development of maritime domain; the findings of the IMO Member State Audit Scheme audits; the technical assistance to Member States as a follow-up to the analysis of the IMSAS consolidated audit summary reports; the lessons learned during the COVID-19 pandemic, including but not limited to the increased development of e-learning courses; and the preliminary assessment of the capacity-building implications and technical assistance needs related to the amendments to mandatory instruments or development of any new instruments.

3.27 One delegation highlighted that the *Capacity-building Decade 2021-2030 Strategy* (resolution A.1166(32)) included, among its overarching principles, the need to pay particular attention to the needs of developing countries, especially the special needs of SIDS and LDCs. The Secretariat noted that the *Guiding principles of IMO's Integrated Technical Cooperation Programme in support of the 2030 Agenda for Sustainable Development* (resolution A.1127(30)) was also current guidance and both resolutions were considered accordingly when developing the ITCP.

3.28 The Committee noted that the proposed activities for each of the 15 programmes to be implemented in 2024 and 2025 outlined a realistic and feasible programme of assistance, taking into account IMO's technical cooperation thematic priorities and the identified needs of developing countries, while also taking into consideration the interest of development partners. The Committee was informed that four of the global programmes had been renamed, to better align the programmes' titles with their objectives.

3.29 The Committee was advised that the Secretary-General had recommended the allocation of £10.8 million from the surplus of the Trading Fund to the TC Fund for 2024 and 2025. It was pointed out to the Committee that while the TC Fund was managed in pounds sterling within the Organization's budgetary structure, its expenditure against the ITCP was recorded in US dollars, in compliance with technical cooperation budgeting and expenditure practices. Based on the rate of exchange of \$1.25 to £1, the TC Fund allocation amounted to \$13.4 million, which was 9% lower than the allocation of \$14.8 million for the 2022-2023 biennium. However, the final dollar amount would depend on the prevailing rate of exchange following the approval of the TC Fund allocation by the 130th session of the Council.

3.30 The Committee noted that the TC Fund allocation was configured based on certain prioritization criteria under the respective regional and global programmes, taking into consideration the emerging needs of Member States regarding technical assistance and other priorities, such as the 2030 Agenda, as well as the SIDS and LDCs in the regions.

3.31 The Committee was further informed that the overall allocation of \$13.4 million would cover 47% of the total ITCP requirement, and that the Secretariat would engage with donors and other technical cooperation partners in accordance with the long-term resource mobilization strategy and resolution A.1167(32) on *Revised Financing and partnership arrangements for an effective and sustainable Integrated Technical Cooperation Programme* in order to mobilize and secure additional resources for the remaining ITCP activities to be delivered in 2024 and 2025. In this regard, Member States and shipping industry stakeholders were urged to make financial and/or in-kind contributions towards the resources which were needed for the delivery of the proposed programme.

3.32 Many delegations expressed their support for the ITCP programme and the TC Fund allocation for 2024-2025, and noted the invaluable support their countries had received as beneficiaries of the ITCP in past years. In this regard, appreciation was expressed to the Member States and donors who supported the implementation of the ITCP.

3.33 Some delegations expressed concern about the 9% reduction to the TC Fund due to the exchange rate applied, noting the possible negative impact on delivering the full ITCP in support of Member States who needed assistance with the implementation of the IMO regulatory framework, particularly for new and amended instruments and to address gaps identified through the IMSAS audit scheme. It was also noted that this would increase reliance on external sources of funding and donor contributions.

3.34 A number of delegations expressed concern about the reduction from 6% to 5% of the TC Fund allocation to the Arab States/Mediterranean regional programme, highlighting the possible impact on the activities of the Middle East and Northern Africa (MENA) Regional Presence Office (RPO) in Egypt, which was approved at the seventy-second session of the Committee, as reported in document TC 73/INF.9. In this regard, some delegations requested the Secretariat to reconsider the funding allocation. As requested, the full statements of Egypt and Iraq are set out in annex 5.

3.35 The Secretariat responded by explaining that the proposal to redistribute the TC Fund was based on the profile of SIDS and LDCs in two other regions, which experienced higher implementation costs due to constraints associated with their remoteness and special shipping needs. Two delegations supported the prioritization of regions with a high proportion of SIDS and LDCs, as a principle of the ITCP, to support the development of human and institutional capacity to give full effect to the IMO instruments, noting the acute issues, technical barriers, geographical isolation and capacity constraints faced by these countries.

3.36 The Secretariat further responded by confirming that the costs for the RPO were incorporated into the ITCP with the associated TC Fund allocation, as reflected on page 52 of the annex to document TC 73/3(b) under All Thematic Priorities. It was also noted that regions benefited from expenditure and assistance delivered under multiple dimensions of the technical cooperation framework, including the ITCP global programmes and the thematic long-term projects managed by DPP, as well as assistance delivered utilizing donor contributions that were mobilized under the *Strategy for resource mobilization for IMO's technical cooperation activities* (TC 68/4(a)).

3.37 The Secretariat further reinforced comments by some delegations that the ITCP was developed with a level of flexibility to allow for the reallocation of funds based on regular ITCP analysis, which took into consideration Member States' needs that emerged during the biennium, the execution of the planned ITCP programme, and donor contributions that were not earmarked for a specific purpose. Some delegations commented that enhancing the execution of the existing fund allocation would ensure maximum use and application of the TC Fund.

3.38 One delegation enquired about the contents of the Women in Maritime global programme and the reason for presenting it separately from the Capacity-building and Training global programme, in general. Another delegation highlighted that the ITCP consisted of multiple discrete programmes that delivered benefits to overlapping sectors of the international maritime community and could present an opportunity for aggregation. The Women in Maritime global programme was raised as an example where women also benefited from assistance delivered under the regional programmes. The Malaysia delegation highlighted its strong support for the continued empowerment of women and girls in the maritime sector, and advised the Committee of their donation of \$64,000 for the implementation of the V Annual General Meeting and VI Conference of the Network of Women of the Maritime Authorities of Latin America (MAMLa).

3.39 A few delegations invited the Secretariat to hold an ITCP briefing session with Member States prior to the Committee meeting, to obtain valuable input and facilitate visibility and understanding of the processes and context in which the ITCP was developed, including the availability of donor funds to supplement the TC Fund allocation.

3.40 While some delegations supported the ITCP delivery of the technical cooperation thematic priorities agreed by the IMO committees, as outlined in paragraph 13 of the annex to document TC 73/3(b), some delegations raised concerns about thematic priority MSC 7 related to the safety of fishing vessels, which contained a reference to illegal, unreported and unregulated fishing (IUU fishing). One delegation expressed the view that safety of fishing vessels was a matter that was linked to IUU fishing, but that the "fight against" IUU fishing exceeded the competence of, not only MSC, but also IMO. The Committee agreed to invite MSC, at its 108th session in May 2024, to review the wording of the thematic priority, bearing in mind the competence of the Organization. The Committee also invited the Secretariat, when implementing technical cooperation activities in relation to IUU fishing, to take into account related discussion and comments of the Committee with regard to the competence of IMO.

3.41 In regard to thematic priority MEPC 5, one delegation expressed the view that "oceans governance" was a manyfold concept, with many aspects that widely exceeded the competence of IMO. The same delegation enquired about the content of a national course on ocean governance (page 47 of the annex in the English version of the document), suggesting the need to be cautious about the competence of IMO. The Secretariat also explained that the proposed activity on ocean governance was to take a less compartmentalized approach and put the IMO treaties within a wider context, possibly involving other UN entities with related interests within their area of competence. The same delegation enquired about technical assistance related to the London Convention, and the Secretariat confirmed that it would continue to assist a current London Convention party to move towards the accession and implementation of the London Protocol.

3.42 Some delegations highlighted aspects of the proposed ITCP that supported their particular national and regional maritime goals, including actions proposed on decarbonization and digitalization to contribute to the 2023 IMO GHG Strategy and amendments to the FAL Convention in regard to maritime single window. Additionally, the importance of the Regional Presence Office Scheme in enhancing maritime outreach in the regions was also mentioned. In this regard, one delegation welcomed the impending recruitment of a coordinator in the Côte d'Ivoire Office. The same delegation suggested that including specific activities in the ITCP annex, to address identified gaps by IMSAS audits, could assist with reporting against the two new Strategic Plan performance indicators, as discussed under agenda item 2.

3.43 Some delegations also highlighted the benefits of the new thematic long-term projects as part of the overall IMO technical cooperation programme. The delegation of Ecuador specifically expressed interest in participating in future biofouling and London Protocol activities, highlighting the importance of protecting particularly sensitive sea areas in the Latin America region, as evidenced by the workshop on biofouling management in marine protected areas held in the Galapagos islands in June 2023. As requested, the full statement of Ecuador is set out in annex 5.

3.44 In conclusion, the Committee:

- .1 approved the proposed ITCP for 2024 and 2025 as set out in document TC 73/3(b) (Secretariat), including the core activities planned under regional and global programmes, subject to adequate funding estimated at approximately \$28.4 million;

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- .2 urged Member States and shipping industry stakeholders to make financial and/or in-kind contributions, which would be needed for the delivery of the proposed programme;
 - .3 noted the proposed biennial allocation of £10.8 million from the surplus of the Trading Fund to the TC Fund during 2024 and 2025;
 - .4 approved the allocation and use of £5,206,000 (equivalent to \$6,507,500) and £5,575,000 (equivalent to \$6,968,750) from the TC Fund for the delivery of the ITCP during 2024 and 2025, respectively, subject to any adjustments which the Secretariat might have to make, on which it would eventually report to the Committee at its next session, as a result of:
 - .1 the final decisions of the Council and the Assembly as to the amount which would be allocated to the TC Fund; and
 - .2 the exchange rate between the pound and the dollar at the time when the funds were released and converted into US dollars;
 - .5 requested the Secretariat to transmit its views and recommendations on the proposed TC Fund allocation for the delivery of the ITCP during 2024 and 2025 to the 130th session of the Council for final endorsement of the proposal;
 - .6 advised MSC to review the wording of the MSC technical cooperation thematic priority MSC 7, bearing in mind the competence of IMO;
 - .7 requested the Secretariat, when implementing technical cooperation activities in relation to IUU fishing, to take into account related discussion and comments of the Committee with regard to the competence of IMO; and
 - .8 invited the Secretariat to hold a pre-briefing session regarding the ITCP with Member States prior to the Committee meeting.

4 RESOURCE MOBILIZATION AND PARTNERSHIPS

(a) Implementation of the Long-term Resource Mobilization Strategy

4.1 In considering document TC 73/4(a) (Secretariat), the Committee noted the progress made in mobilizing resources for thematic long-term TC projects since TC 72, as follows:

- .1 **Global Maritime Technology Cooperation Centres Network (GMN) Phase II: \$10,787,487.** The European Commission has pledged a further €10 million to support GMN Phase II from 2023 to 2027. The focus will be on scaling up the work of the regional Maritime Technology Cooperation Centres (MTCCs), with an emphasis on facilitating the introduction of portside energy efficiency measures and technologies, as well as retrofitting domestic vessels through pilot demonstrations.
- .2 **Innovation Forum: \$455,000.** Norway has pledged a contribution to fund third and fourth innovation forums – Innovation Forum 2023 and Innovation Forum 2024. The IMO-UNEP-Norway Innovation Forum provides a global platform aimed at championing and promoting innovations to accelerate the transition of the marine sector towards a zero- and low-emission future and focuses on addressing the specific needs of developing countries, especially SIDS and LDCs.

- .3 **Blue Solutions: \$17,000,000.** The full-size project document for the Blue Solutions project was submitted for approval to the International Climate Initiative (IKI) of the Federal Ministry for the Environment, Nature Conservation and Nuclear Safety of Germany (BMU), after successful conclusion of the preparatory phase funded by Germany. The full-size project, once approved, will target reduction of greenhouse gas and other pollutant emissions from ships within ports, and from hinterland transport through energy efficiency improvements, optimized processes and innovative technologies (blue solutions).
- .4 **IMO CARES: \$1.6 million.** The IMO Coordinated Actions to Reduce Emissions from Shipping (IMO CARES) project is funded by Saudi Arabia. It aims to connect the global north and south by providing a global cooperation and collaboration platform that supports the development and uptake of energy efficiency technologies. The IMO CARES project has completed a year-long preparatory phase and has now received a further round of funding from Saudi Arabia which enabled the initiative to move to a full-scale implementation phase, which commenced on 1 April 2023. The IMO CARES project aims to achieve its first-year objectives through technology needs assessments for developing regions and global technology challenge activities designed to find appropriate solutions through research and networking events.
- .5 **IMO-Republic of Korea SMART-C programme: \$20 million.** IMO and the Ministry of Oceans and Fisheries of the Republic of Korea signed a Letter of Intent on 16 December 2022 for the establishment of an IMO-Republic of Korea Sustainable Maritime Transport Cooperation (SMART-C) Programme, under which it is agreed that a list of long-term project/activities shall be agreed between the Ministry of Oceans and Fisheries and IMO. The Letter of Intent will later be superseded by a framework agreement once signed. This is the first Official Development Assistance that IMO receives for the implementation of thematic long-term projects. The Republic of Korea has pledged KRW 25.5 billion (approximately \$20 million) for the following five projects:
 - .1 **SMART-C RegLitter** – Regional Litter Project (2023-2027). The objective of the project is to prevent and reduce marine plastic litter from sea-based sources. It will build on the work implemented under the GloLitter Partnerships Project with further expansion of the activities in Asia and possibly other regions in future.
 - .2 **SMART-C Women** – Strengthening women's competencies in the sustainable maritime transport sector through upgrading skills related to maritime digitalization and marine environmental protection (2023-2026). The goal of the project is to contribute to the achievement of gender equality through the increase in employment opportunities for women in the maritime sector in developing countries, and the provision of training to help them advance their career in related industries. Specifically, the project will help beneficiaries to acquire new educational qualifications that will strengthen their competencies in environmental and digital technologies and prepare them for these emerging opportunities within the maritime sector.

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- .3 **SMART-C Traffic** – Development of a SMART- maritime traffic management system and improvement of related operational capability in a pilot developing country (the Philippines) (2023-2026). The goal of the project is to develop, operate and pilot trial a Web-based e-Navigation service that can efficiently analyse and manage maritime safety information in an Internet-based environment.
- .4 **SMART-C GHG Cooperation** – Development of a cooperative model to reduce GHG emissions from ships (2023-2027). The goal of the project is to support developing countries in decarbonizing the shipping sector by establishing a management and analysis system for GHG emission data of ships, supporting the efforts to access decarbonization technologies and supporting the responses to GHG regulations.
- .5 **SMART-C Leaders** – Capacity-building on implementation of IMO conventions and professional training for international maritime leaders (2023-2027). The goal of the project is to improve the Pacific SIDS' capacity in ship inspection /port State control / flag State inspection and help the country's implementation of the corrective action plan established after its audit under the IMO Member State Audit Scheme.
- .6 **GreenVoyage2050: \$164,274.** The GreenVoyage2050 Project, supported by Norway (\$7 million), has played an instrumental role globally in supporting developing countries, including SIDS, to progress with the implementation of the IMO GHG Strategy. Recognizing the importance of this project, the Government of Finland pledged to contribute €150,000 in order to support further regional SIDS specific activities under the GreenVoyage2050 Project, and a Letter of Agreement formalizing this contribution was signed on 21 June 2023. On 28 September 2023, Norway signed an agreement for annual contributions from 2024 to 2030, totalling some \$19 million to support phase II of the GreenVoyage2050 project.
- .7 **GloFouling Partnerships, GloLitter Partnerships and GloNoise Partnerships: \$163,500.** Saudi Arabia has pledged \$54,500 to support each of the three projects.
- .8 **Plastic Reduction in the Oceans: Sustaining and Enhancing Actions on Sea-based Sources (PRO-SEAS): \$8,000,000.** The Global Environment Facility (GEF) approved the preparatory phase of a new project. The project funded by GEF with the Food and Agriculture Organization as implementing agency and IMO as executing agency will address the sea-based marine plastic litter (SBMPL) problem from the shipping and fishing sectors through developing transformative long-term solutions. Key project components are: (1) strengthening national legal, policy and institutional frameworks; (2) improving systems, facilities, tools and information to effectively manage SBMPL; (3) developing incentives for environmentally sound disposal of SBMPL; and (4) increasing knowledge of solutions to reduce SBMPL. The project has a global scope but will also engage with several countries during the project preparation phase (preparatory phase to be completed within 12 months from July 2023).

- .9 **Future Fuels and Technology for Low- and Zero-carbon Shipping project (FFT Project): \$1,200,000.** The Republic of Korea pledged \$1,200,000 for an initial period up to 2025 (2022-2025) through the Voyage Together Trust Fund to fund the new IMO Inclusive Transition to Alternative Low-Carbon Fuels Project with an expectation of additional funding beyond 2025. Total budget of this project (2022-2025) and an additional funding beyond 2023 are to be determined in coordination between the Republic of Korea and the Secretariat, in consideration of executing the existing project. The IMO GHG TC Trust Fund will complement the project as appropriate.

4.2 The Committee was informed of the improvement in the visibility of IMO's Technical Cooperation efforts aimed at attracting more partnerships and financial resources, most notably the production of marketing materials, including 21 project concept papers, and the launch of four IMO TC partnerships newsletters. The Committee was further informed of the efforts made by the Secretariat to identify possible technical cooperation opportunities by improving dialogue and networks with National Knowledge Partnership Officers (NKPOs) through bilateral meetings, holding knowledge partnership workshops and the Financing Sustainable Maritime Transport (FIN-SMART) Roundtables.

4.3 The Committee, taking into account the dialogue with Member States and partners, especially through the knowledge partnership workshops, and the Strategy's implementation plan reported to the sixty-ninth session of the Committee, noted the future actions to enhance resource mobilization activities.

4.4 While thanking the Secretariat for their efforts in resource mobilization, the delegation of the Republic of Korea expressed their willingness to continue, through the SMART-C programme, their contributions to the technical cooperation work of IMO and encouraged Member States to actively participate in the SMART-C programme. Additionally, they encouraged Member States to designate NKPOs, who play a key role in promoting robust knowledge partnerships.

4.5 The delegation of Saudi Arabia updated the Committee on the IMO CARES project. They also expressed their intention to support the NextWave initiative, where freight companies will provide onboard ship training to cadets from developing countries.

4.6 The delegation of Singapore informed the Committee of the activities carried out under the NextGEN (where "GEN" stands for "Green and Efficient Navigation") joint initiative; and the Single Window for Facilitation of Trade (SWiFT) Project carried out in Angola.

4.7 The Committee, while commending the considerable improvement in partnership activities since the adoption of the resource mobilization strategy, expressed its thanks to all donors and partners who had supported the implementation of projects and the Strategy.

4.8 The Committee:

- .1 noted the information provided in document TC 73/4(a) and encouraged Member States to actively participate in and support the implementation of the resource mobilization strategy and knowledge partnership mechanism; and
- .2 noted the information provided in document TC 73/INF.3 (Secretariat), which reports on the first Pacific Knowledge Partnership Workshop for maritime TC activities.

(b) Partnership arrangements

4.9 The Committee had before it nine documents related to partnership arrangements: one from the Secretariat (TC 73/4(b)), one from Mexico et al. (TC 73/4(b)/1), three from the Pacific Community (SPC) (TC 73/4(b)/2, TC 73/4(b)/3, and TC 73/4(b)/4), and four information papers, two submitted by Brazil (TC 73/INF.4 and TC 73/INF.5), one by the Republic of Korea (TC 73/INF.11) and one by SPC (TC 73/INF.13).

4.10 The Committee considered document TC 73/4(b) (Secretariat) which provided a report on the delivery of technical assistance through partnerships and on the implementation of Assembly resolution A.1167(32) on *Revised financing and partnership arrangements for an effective and sustainable Integrated Technical Cooperation Programme*.

4.11 The Committee noted that, as at October 2023, there were 128 operational partnerships as compared to the 97 reported to TC 72. Of these, 30 were one-off financial support attracting a total amount of \$6,287,642; 85 were financial and in-kind support which consisted of cash supplements, not accounted through IMO, no fee experts or free of cost experts, hosting of technical assistance events, IMO Regional Presence and establishment of activity or response centres; and 13 were implementing partnership agreements.

4.12 The Committee was informed that the outcomes achieved through partnership arrangements contributed substantially to the effective delivery of technical cooperation activities. The Committee also noted that the Secretariat would continue its efforts to identify and conclude new arrangements with governments, international and regional organizations, and industry, with a view to securing further funding and obtaining in-kind support to promote regional implementation of the ITCP.

4.13 A number of delegations updated the Committee on the activities carried out under IMO partnership arrangements and commended the work of the Secretariat in the implementation of Assembly resolution A.1167(32) and encouraged all Member States to strengthen their partnership arrangements with IMO in line with the provisions of this resolution.

4.14 While commending the increased involvement of WMU in the implementation of IMO's technical cooperation work, the Committee noted the intervention from Argentina encouraging the Secretariat to increasingly involve IMLI in the implementation of ITCP activities and thematic long-term technical cooperation projects.

4.15 Upon an intervention of the delegation of Argentina, the Committee discussed issues associated with the implementation of TC activities in connection with IUU fishing. This issue was further discussed and summarized under agenda item 3(b), when the Committee considered the proposed ITCP for the 2024-25 biennium and, specifically, the delivery of the MSC technical cooperation thematic priorities.

4.16 The Committee further noted the information provided in the following documents:

- .1 TC 73/4(b)/1, submitted by Mexico et al., which reported on the onboard training programme for fostering competent young seafarers, and shared the plan for 2023. The Committee:
 - .1 thanked the Republic of Korea for its support of the global onboard training programme, and encouraged other donors to consider supporting the expansion of the programme to other regions; and

- .2 encouraged support for women in maritime initiatives with more opportunities for female seafarers by allocating additional berths for female cadets.
- .2 TC 73/4(b)/2, submitted by SPC, which provided information about SPC's services to its members in their quest for sustainable maritime transport (SMART) in the Blue Pacific. The Committee:
 - .1 noted the outcome of the Pacific Transport Ministers' resolutions concerning SPC's role in the Blue Pacific, especially its SMART services to members and the financial challenges it was currently facing; and
 - .2 urged Member States, intergovernmental, non-governmental organizations and industry to support SPC to enable it to adequately respond to its members' SMART needs and priorities.
- .3 TC 73/4(b)/3, submitted by SPC, which introduced the Pacific Regional Safety of Navigation Strategy 2023-2027. The Committee:
 - .1 noted the endorsement of the Pacific Regional Strategy on Safety of Navigation 2023-2027 and the call on Pacific Island Countries and SPC to implement it and report on such implementation in future meetings of the Pacific Regional Transport Ministers;
 - .2 requested development partners to assist with the delivery of safety of navigation services in the Pacific Island Countries and Territories (PICTs) to align this assistance with the national priorities and the Pacific Regional Strategy on Safety of Navigation 2023-2027;
 - .3 noted the technical capacity of SPC to coordinate different projects in the field of maritime safety and safety of navigation; and
 - .4 reaffirmed the support for the key priorities adopted by the Fifth Pacific Regional Energy and Transport Ministers' Meeting (5th PRETMM) in the fields of maritime safety and safety of navigation.
- .4 TC 73/4(b)/4, submitted by SPC, which provided an update on the specialized projects of the Pacific Maritime Technology Cooperation Centre (MTCC Pacific). The Committee:
 - .1 commended MTCC Pacific, target countries and partners on progressing efforts towards green transition in the Pacific blue economy;
 - 2. supported the strengthening of capacity and capabilities to enhance a robust and systematic approach for maritime transport cost data recording, analysing and reporting; and
 - 3. invited MEPC to note document TC 73/4(b)/4 and the ensuing discussion noting concerns regarding the use of the two multi-donor trust funds, and to take action as appropriate, taking into consideration the specific purpose of:

- .1 the Voluntary Multi-Donor Trust Fund to sustain the Organization's Technical Cooperation and capacity-building activities to support the implementation of the Initial IMO Strategy on Reduction of GHG Emissions from Ships (GHG TC Trust Fund); and
- .2 the Voluntary Multi-Donor Trust Fund to facilitate the participation of developing countries, especially small island developing States (SIDS) and least developed countries (LDCs) to attend meetings of the Marine Environment Protection Committee and the Intersessional Working Group on Reduction of Greenhouse Gas Emissions from Ships (ISWG-GHG).

4.17 A number of delegations expressed their thanks to SPC for documents TC 73/4(b)/2, TC 73/4(b)/3 and TC 73/4(b)/4 and also for the important work they had carried out in the region in partnership with Australia, New Zealand and IMO.

4.18 Upon the request of a delegation to recognize more regional programmes, the Committee noted another delegation's statement that IMO should only support organizations that were fully inclusive and representative of the whole region, such as the Maritime Technologies Cooperation Centres.

4.19 The Committee also noted the information provided in the following documents:

- .1 TC 73/INF.4 (Brazil), which provided information on promotion, qualification and training activities for seafarers in Brazil;
- .2 TC 73/INF.5 (Brazil), which provided information on the Brazilian Maritime Professional Training Course Programmes for foreigners;
- .3 TC 73/INF.11 (Republic of Korea), which provided information on the Republic of Korea's efforts to enhance domestic ferry safety; and
- .4 TC 73/INF.13 (SPC), which provided information on the outcomes of the Fifth Pacific Regional Energy and Transport Ministers' Meeting, held in Vanuatu in May 2023.

4.20 The Committee expressed its appreciation to all technical cooperation partners for their financial contributions to and in-kind support for the effective implementation of technical cooperation partnerships and the ITCP.

(c) Financial contributions to technical cooperation

4.21 The Committee noted the information contained in document TC 73/4(c) (Secretariat) on the status of financial contributions received to support technical cooperation activities in 2022.

4.22 The Committee was informed that, during the period 1 January to 31 December 2022, the total contribution received towards technical cooperation activities amounted to \$12,547,799. It was noted that this total was comprised of \$316,844 received under new financial arrangements established in 2022, \$1,252,078 under existing partnership arrangements, \$9,353,217 to support long-term extrabudgetary programmes, \$1,370,684 to support the activities of the multi-donor trust funds (MDTFs), \$249,566 in cash contributions and \$5,410 in voluntary donations of interest earnings under the Contributions Incentive Scheme.

4.23 The Committee noted the intervention of Malaysia regarding the dormant MDTFs, and instructed the Secretariat to revisit the related MDTF terms of reference and to devise new measures to encourage contributions. The Secretariat, in consultation with Malaysia, would review and report on the progress made to the next session of the Committee.

4.24 The Committee welcomed the following pledges announced during TC 73:

- .1 the delegation of Germany pledged €38,500 to expand IMO's portfolio of e-learning courses, €80,000 to the GHG TC Trust Fund, €30,000 for the voluntary multi-donor trust fund to support the attendance of delegations from developing countries, particularly SIDS and LDCs, in meetings of MEPC ISWG-GHG, and €15,000 to support the development of an IMO Compendium on Facilitation and Electronic Business; and
- .2 the delegation of the United Arab Emirates pledged \$10,000 for the voluntary multi-donor trust fund enabling participation from SIDS and LDCs in MEPC and ISWG-GHG meetings, \$15,000 for the GHG TC Trust Fund and \$35,000 for ITCP activities.

4.25 The Committee expressed its appreciation to all donors that had made contributions to the ITCP through various arrangements and encouraged Member States, intergovernmental organizations, non-governmental organizations and the industry to continue supporting ITCP activities through any of the modalities of financial support, thus ensuring the long-term sustainability of the Programme.

5 THE 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT

5.1 The Committee, taking into account the limited time available at this session, agreed to postpone the consideration of this agenda item and the respective document submitted under this item to TC 74.

6 THE CAPACITY-BUILDING DECADE 2021-2030 STRATEGY

6.1 The Committee considered six documents related to the Capacity-building Decade 2021-2030 Strategy (the Strategy). In considering document TC 73/6, the Committee noted the update from the Secretariat on the development of the work plan for the Strategy, as well as the interim update on implementation of the Strategy.

6.2 The Committee noted the publication of the new TC brochure "All Hands on Deck", which contained the TC Framework that brought together the different strategic elements that guided the future direction of IMO's technical cooperation function, including the IMO Strategic Plan, the Capacity-building Decade 2021-2030 Strategy, the technical cooperation thematic priorities agreed by each of the IMO committees, and the Strategy for resource mobilization for IMO's technical cooperation activities.

6.3 The Committee was informed that annex 1 to document TC 73/6 showed the alignment between the TC Framework and the four work streams of the Strategy, and that the Secretariat's intention was to develop a work plan for the implementation of the entirety of the TC Framework, which encompassed the four workstreams of the Strategy, as well as additional technical cooperation priorities and strategies.

6.4 The Committee further noted that the Secretariat would engage with Member States in due course to finalize the work plan to ensure that it was fit for purpose and would result in the overarching outcome of enhancing maritime development for Member States.

6.5 Delegations expressed appreciation for the Secretariat's efforts and supported the document within the spirit of continuing to improve technical cooperation within IMO. Delegations highlighted the importance of finalizing the work plan to facilitate the implementation of the priorities, and requested direct engagement with Member States during this process to allow for meaningful input and the achievement of national and regional goals. The Secretariat confirmed that communication would be sent following TC 73 to seek engagement from interested Member States, with the intent to finalize the work plan for submission to the next session of the Committee in June 2024.

6.6 Two delegations mentioned specific activities and considerations for implementing the Strategy, including the appropriate balance of in-person and remote activities, availability of information and materials in the official languages of the Organization, online and in-person specialized maritime training and education, empowerment of women in the global maritime industry, and onboard training of cadets. In regard to the contribution of the IMO Global Maritime Training Institutions to the implementation of the priorities of the Strategy to respond to the training needs of Member States, one delegation highlighted the importance of harmonization and coordination between the two academic institutions to avoid unnecessary overlap of technical maritime training in the curricula, ensuring students attended the most appropriate institution. The Secretariat confirmed that the Secretary-General was committed to the strategic alignment of the academic institutions and would continue to strengthen cooperation through IMO, WMU and IMLI cooperation meetings.

6.7 The Committee considered document TC 73/6/4 by the United Arab Emirates, which contained a proposal for a comprehensive capacity development strategy related to technical cooperation by merging the current three strategic documents, namely the Capacity-building Decade 2021-2030 Strategy, the Strategy for the long-term financing of the ITCP, and the Strategy for resource mobilization for IMO's technical cooperation activities. The Committee considered the title of the strategy under document TC 73/6/2.

6.8 Many delegations supported the proposal for a comprehensive strategy, highlighting the benefits of continuous improvement, consolidation, optimization of resources, efficiencies and alignment with the Strategic Plan for the Organization to achieve the IMO vision and mission. Two delegations commented that the proposal was in line with the Secretariat's direction as presented in document TC 73/6 and the TC Framework could be used as a basis for the comprehensive strategy.

6.9 Many delegations supported the establishment of a working group to develop the comprehensive strategy to ensure reasonable progress was made in consultation with interested Member States, and that concrete proposals were ready for presentation at the next session of the Committee. There was general support for the revised comprehensive strategy to include a focus on resource mobilization, but some delegations commented that the concept and wording around the proposed work stream 5 required further consideration within the context of IMO's partnership framework. The Committee invited the Secretariat to prepare a draft strategy in consultation with interested Member States, for consideration by the working group.

6.10 A few delegations also commented that the existing Capacity-building Decade 2021-2030 Strategy could still apply and the current Assembly resolution A.1166(32) could remain unchanged until a revised comprehensive strategy was ready to be adopted by a new resolution. This was further considered under document TC 73/6/2.

6.11 In conclusion, the Committee:

- .1 noted the information provided in document TC 73/6/4;
- .2 agreed to the proposal to review the Capacity-building Decade 2021-2030 Strategy by merging it with both the Strategy for the long-term financing of the ITCP and the Strategy for resource mobilization for IMO's technical cooperation activities into one comprehensive strategy;
- .3 invited the Secretariat, in consultation with interested Member States, to prepare and share a draft comprehensive strategy for consideration by the Committee at its next session, taking into consideration the proposal for the inclusion of an additional work stream on the "Development of effective partnerships for long-term financing and resource mobilization" in the new strategy;
- .4 agreed to the establishment of a working group at the next session for further discussion of this matter, and invited Member States and organizations to submit proposals and comments on the draft strategy that would be prepared and shared by the Secretariat in advance of the working group.

6.12 Having considered document TC 73/6/2 (Secretariat), the Committee noted the invitation from the Council to the Committee to review the title of the Capacity-building Decade 2021-2030 Strategy as well as any generic references to capacity-building, and consider a possible update and modernization of terminology to achieve alignment within the UN system.

6.13 The Committee noted the background information on the definitions and concepts of capacity development and capacity-building, and their evolution and use within the international development community.

6.14 In this regard, the Committee was invited to consider:

- .1 whether the distinctions between the two terms supported a change to the title of the Capacity-building Decade Strategy, which had also been considered in the previous document, TC 73/6/4; and
- .2 whether the terms "capacity-building" and "capacity development" could continue to be used interchangeably within IMO, while giving due consideration to the different definitions.

6.15 Delegations generally supported harmonization of terminology within the UN system. Some delegations recognized the distinct definitions and application of the two different phrases, and supported the continued appropriate use of both depending on the context in which the terms were used. Some delegations commented that this matter required further attention and discussion to consider the implications for IMO.

6.16 Delegations supported, in principle, the use of "capacity development" in the title of the new comprehensive strategy, as considered under document TC 73/6/4. Further, the Committee agreed to retain the current title of the Capacity-building Decade 2021-2030 Strategy, as per existing Assembly resolution A.1166(32), until the work on the comprehensive strategy was complete and considered at the next session of the Committee.

6.17 The delegation of Singapore, in the capacity of the Chair of the Working Group on the Strategic Plan for the Organization commented, that all uses of the phrase "capacity-building" had been replaced with "capacity development" in the final draft of the Strategic Plan, and recommended that the decision of the Committee be forwarded to the 130th session of the Council to take into consideration as appropriate.

6.18 In conclusion, the Committee:

- .1 agreed to retain the title of the Capacity-building Decade 2021-2030 Strategy as per the existing resolution A.1166(32) until the revised comprehensive strategy was completed and adopted under a new resolution, as decided under the consideration of document TC 73/6/4; and
- .2 agreed that "capacity-building" and "capacity development" could both continue to be used within IMO, while giving due consideration to the appropriate application in the relevant context, based on the different definitions.

6.19 The Committee also considered document TC 73/6/1 (Secretariat), which highlighted the value of the JPO and SPO schemes under the implementation of the Capacity-building Decade 2021-2030 Strategy and the expansion of the RPO Scheme. The Committee also considered document TC 73/6/5 by Australia et al. containing comments on documents TC 73/7/1 and TC 73/6/1.

6.20 The Committee recalled the discussions under agenda item 2 on the value of the JPO and SPO programmes and noted that the primary objective of document TC 73/6/1 was to invite Member States, to nominate qualified candidates for technical cooperation-related JPO and SPO positions, at the IMO Headquarters or in the RPOs.

6.21 The delegation of the Republic of Korea confirmed its commitment to the Capacity-building Decade 2021-2030 Strategy and its support for IMO's work with the provision of funds for three JPO posts to be positioned in DPP, under the IMO-Republic of Korea programme.

6.22 On behalf of the co-sponsors, Australia introduced document TC 73/6/5, which provided comments on documents TC 73/6/1 and TC 73/7/1 and promoted the successful implementation of the JPO programme, through the sponsorship of two JPOs from Papua New Guinea and Solomon Islands to assist with the initial set up and transition of the IMO Regional Presence Office for the Pacific Islands region. In this regard, Member States were encouraged to consider similar innovative approaches to the one adopted in the Pacific Islands region to allow young professionals to gain hands-on experience working with more experienced maritime officials on projects related to IMO's work.

6.23 The delegations of Papua New Guinea and Solomon Islands, in complementing the vision of IMO's Capacity-building Decade 2021-2030 Strategy, including enhancement of the IMO RPO Scheme, reaffirmed their continued in-kind and financial support through the secondment of JPOs. The delegations noted that such a programme, which included mentoring at the SPC, provided the JPOs with a platform to learn from other maritime experts, and impart and share their own experience and knowledge.

6.24 The Pacific Community informed the Committee that IMO's regional presence for the Pacific, under the pilot project with IMO, the Secretariat of the Pacific Regional Environment Programme (SPREP) and SPC, was located at SPC's regional office in Fiji. SPC expressed its willingness to continue to provide office facilities for the IMO Pacific Regional Presence

office as it moved from a temporary into a permanent arrangement, and continued to work with IMO, SPREP, other Pacific regional organizations, and its members, towards capacity-building achievements in the Blue Pacific region, including the JPOs.

6.25 The Director, Technical Cooperation Division, conveyed IMO's appreciation to the Governments of Australia, Papua New Guinea and Solomon Islands for the innovative joint initiative and generous contribution to support the establishment of the Regional Presence Office in the Pacific Islands region.

6.26 Several delegations commended the innovative approach as outlined in paragraph 7 of TC 73/6/5, and invited other Member States to extend this initiative to other regions, particularly on the financial aspect of the Scheme. One delegation recalled the extensive discussions during the consideration of the JPO and SPO programme under agenda item 2, and proposed that this issue be addressed in an integrated manner moving forward.

6.27 Delegations congratulated Papua New Guinea and Solomon Islands for their commitment to the JPO Scheme.

6.28 In conclusion, the Committee:

- .1 noted the information in document TC 73/6/1;
- .2 strongly urged Member States to support the JPO and SPO programmes by nominating suitable qualified candidates to advertised technical cooperation-related JPO and SPO positions, either at IMO Headquarters or in the Regional Presence Offices, as deemed appropriate;
- .3 noted the information in document TC 73/6/5, and in particular:
 - .1 noted the current arrangements in the Pacific region whereby, with financial and in-kind support from Australia, Papua New Guinea and Solomon Islands, two female professionals from Papua New Guinea and Solomon Islands had been recruited as assistant consultants and were serving as JPOs, based within their respective countries, to support the set-up and transition of the RPO;
 - .2 invited Member States to consider innovative approaches to attract the interest of Member States for the JPO and SPO programmes, similar to the ones adopted in the Pacific region; and
 - .3 noted the pledge by Australia, Papua New Guinea and Solomon Islands to continue to support the current arrangements in the Pacific Islands region.

6.29 The Committee also noted the information contained in document TC 73/6/3 (International Association of Maritime Universities (IAMU)), which outlined the Association's commitment and capability to collaborate with IMO in realizing the objectives of the Capacity-building Decade 2021-2030 Strategy.

6.30 Several delegations commended the work of IAMU and highlighted the collaboration through MoUs signed with the Association. IAMU was recognized for its contribution to the training of seafarers and some delegations called for an expansion of IAMU's assistance and collaboration into broader seafaring matters.

7 REGIONAL PRESENCE AND COORDINATION

7.1 Seven documents were submitted under this agenda item as follows: TC 73/7 (Secretariat), TC 73/7/1 (Secretariat), TC 73/7/2 (Secretariat), TC 73/7/3 (Solomon Islands), TC 73/7/4 (New Zealand), TC 73/INF.8 (Trinidad and Tobago), and TC 73/INF.9 (Secretariat).

7.2 The Committee noted the information provided in document TC 73/7 (Secretariat) on technical cooperation activities delivered under the IMO Regional Presence Scheme in Africa, East Asia, the Pacific Islands and the Caribbean in 2022.

7.3 Some delegations from the Caribbean region expressed their gratitude to the Government of Trinidad and Tobago for supporting the Regional Presence Office in the Caribbean for another three years. Furthermore, they expressed their appreciation to the contribution of Mr. Colin Young, former Regional Coordinator for the Caribbean, as reflected in TC 73/INF.10, and requested the Secretariat to expedite the process to recruit the Regional Coordinator as soon as practicable.

7.4 The Committee further agreed to:

- .1 note and acknowledge, as part of the post COVID-19 recovery process, the combined delivery of some 107 activities implemented by the network of IMO Regional Presence Offices in 2022, including support for the implementation of IMO's Women in Maritime programme; and
- .2 express its appreciation to the host governments of IMO Regional Presence Offices, namely Côte d'Ivoire, Ghana, Kenya, the Philippines and Trinidad and Tobago, as well as the Pacific Community for supporting the Scheme.

7.5 The Committee also noted the information provided in document TC 73/7/1 (Secretariat), on the progress of the establishment of an IMO Regional Presence Office in the Pacific Islands region.

7.6 The delegations of Papua New Guinea and Solomon Islands pledged their continuing support to the RPO in the Pacific. One delegation congratulated Fiji on their endorsement to host the Office and another delegation confirmed its commitment to work with regional partners in the capacity-building efforts of the Pacific Islands region in collaboration with the Regional Presence Office.

7.7 The Committee noted the information provided in document TC 73/7/1 and expressed its appreciation to the Governments of Australia, Papua New Guinea and Solomon Islands for their financial and in-kind contributions towards the establishment of the said Office.

7.8 The Committee further noted the information provided in document TC 73/7/2 (Secretariat), on the development of a new framework for a sustainable maritime sector in the Blue Pacific ("One-Strategy").

7.9 One delegation recalled the outcome of the Fifth Pacific Regional Energy and Transport Ministers' Meeting held in Vanuatu, from 8 to 12 May 2023, which called for collaboration and cooperation for the Pacific Island countries to lead on developing a framework for safe, green, clean, resilient and gender-just maritime transport. In this connection, the delegation confirmed its support for the development of the "One-Strategy" for sustainable maritime transport in the Pacific and urged development partners to engage with SPC and the Pacific Regional Presence Office to develop and implement this strategy in the long term.

7.10 The Committee noted the information provided in document TC 73/7/3 (Solomon Islands), which reported on the latest developments related to the establishment of the Solomon Islands Maritime Authority.

7.11 One delegation requested clarification on the type of support requested by Solomon Islands in paragraph 9 of document TC 73/7/3, and requested the Secretariat to consult with Solomon Islands and to report to TC 74.

7.12 New Zealand, in document TC 73/7/4, informed the Committee about the Pacific Maritime Safety Programme, a collaboration between New Zealand and partner Pacific Island countries, delivering technical assistance and capacity-building based on the needs and priorities for each partner country. The programme has now entered its fourth phase of funding, which will support the delivery of activities until 2026.

7.13 Delegations thanked New Zealand for its continued support in capacity-building assistance, as stated in paragraph 7 of the document.

7.14 Finally, the Committee:

- .1 noted the information contained in document TC 73/INF.8;
- .2 expressed its appreciation to the Government of Trinidad and Tobago for hosting the RPO for the Caribbean region;
- .3 noted the information in document TC 73/INF.9 on the progress on the expansion of the IMO Regional Presence Scheme in the Middle East and North Africa (MENA) region;
- .4 expressed its appreciation to the Government of Egypt for the progress made towards hosting the newly established IMO RPO in Egypt; and
- .5 expressed its appreciation to the IMO Member States from the Pacific Islands region, and relevant regional organizations for their cooperation in supporting the establishment of an RPO in Fiji.

7.15 The delegation of Egypt informed the Committee that all required preparatory work in relation to the establishment of the Regional Presence Office in the MENA region had been completed, including the signing of the MoU. The delegation requested the Secretariat to complete the recruitment of the Regional Coordinator by early 2024.

7.16 The delegation of Cameroon informed the Committee on the progress in regard to giving full and complete effect to the STCW Convention, 1978, as amended, and that the necessary update would be communicated to the Maritime Safety Committee.

8 IMO MEMBER STATE AUDIT SCHEME

8.1 The Committee, taking into account the limited time available at this session, agreed to postpone the consideration of this agenda item and the respective documents submitted under this item to TC 74.

9 CAPACITY-BUILDING: STRENGTHENING THE IMPACT OF WOMEN IN THE MARITIME SECTOR

9.1 The Committee considered nine documents, including five information documents, under this agenda item. The Committee was updated on the activities delivered through IMO's Women in Maritime Programme in 2022, as set out in document TC 73/9 (Secretariat), in particular the celebration of the first International Day for Women in Maritime and the publishing of the IMO-WISTA International Women in Maritime survey report, containing information about the proportion and distribution of women working in the maritime sector, based on information provided by IMO Member States and the maritime industry; as well as the launch of the Maritime Speakers Bureau, a platform to connect sector conference organizers and female maritime experts in a variety of fields globally, with the aim of promoting women's voices in the shipping industry and increasing their visibility.

9.2 The Committee was also introduced to document TC 73/9/1 (Secretariat), containing the draft global strategy for the IMO Women in Maritime Associations (WIMAs), developed in consultation with all eight WIMA representatives with the aim of aligning the work and objectives of the regional associations established under the IMO umbrella and addressing Sustainable Development Goal 5 through a coordinated approach at the national, regional and global levels to attain the further incorporation of women into the maritime industry, aid in the development of their careers, support their growth into leadership roles, and create a more diverse and inclusive work culture in the maritime sector.

9.3 Following the introduction of the document, a number of delegations took the floor to express their support for the Strategy, and advised the Committee on the initiatives that had taken place in their respective countries to support the work of the national and regional WIMAs, as well as for the achievement of gender equality and the empowerment of women in the maritime sector.

9.4 One delegation, while expressing support for the Strategy in principle, suggested the following amendments:

- .1 in paragraph 9, under the section "Implementation of the Strategy", to include a further paragraph regarding the review process of the Strategy, as well as an option to include new objectives, if necessary, in line with the review process of the Strategic Plan of the Organization;
- .2 a base year should be defined for the monitoring of key performance indicators, in order to assist with the evaluation to measure the achievement of the strategic objectives and, above all, a definition of target numbers at a later stage; and
- .3 the total number of participants of regional WIMAs in high-level maritime sector meetings should be covered under the first key performance indicator of strategic objective 6.

9.5 The Committee noted the information provided in documents TC 73/9 and TC 73/9/1 and approved, in general, the Global strategy for the IMO Women in Maritime Associations as contained in the annex to document TC 73/9/1, and instructed the Secretariat to incorporate the suggested amendments into the final version of the Strategy, following consultation with the IMO WIMAs. The amended version of the strategy is set out in annex 1.

9.6 Following the introduction of document TC 73/9/2 (Saudi Arabia), the Committee noted the information provided, in particular the outcomes of the "Arab Women in Maritime: Biofouling Management Workshop", organized by Saudi Arabia and the GEF-IMO-UNDP GloFouling Partnerships project.

9.7 The Committee endorsed the call for expanded education, training, and capacity-building opportunities in the form of additional workshops in other regions across the world and focused biofouling training initiatives for women.

9.8 The Pacific Community introduced document TC 73/9/3, which provided information on initiatives for the advancement of gender equality in the maritime sector and the status of implementation of the Regional Strategy for Pacific Women in Maritime 2020-2024, as well as requesting the Committee's support for the Regional Strategy for Pacific Women in Maritime 2025-2030, to be endorsed at the next Pacific Regional Energy and Transport Ministers Meeting.

9.9 The Committee noted the information provided, including the resolutions of the Pacific Regional Energy and Transport Ministers Meeting concerning the achievements and work plans of the Pacific Women in Maritime Association (PacWIMA); and endorsed:

- .1 the initiative to develop a new Regional Strategy for Pacific Women in Maritime 2025-2030; and
- .2 the call to promote cross-cutting sectoral approaches to respond to challenges faced by women in the maritime sector, mainstream gender in the maritime sector, and foster gender-responsive budgeting within Maritime Administrations and National Governments, as proposed by Transport Ministers and other relevant Ministerial and Global Leaders Dialogues.

9.10 Finally, the Committee noted the information provided in documents TC 73/INF.6 on the activities conducted by Brazil to strengthen the impact of women in the maritime sector; TC 73/INF.7 containing research on gender equality conducted in Brazil by ANTAQ and WISTA Brazil; TC 73/INF.12 on the Republic of Korea's International Day for Women in Maritime parallel event; TC 73/INF.14 containing an update on the work of the World Maritime University Women's Association; and TC 73/INF.15 on diversity and inclusivity in the maritime sector.

10 GLOBAL MARITIME TRAINING INSTITUTIONS

(a) World Maritime University

10.1 The Committee considered document TC 73/10(a) (World Maritime University) which summarized the main activities undertaken by the World Maritime University during 2022 related to governance and management, financial matters, programme enrolments and graduates, academic developments and partnerships, cooperation, research and consultancies, including publications, outreach activities and United Nations-related matters.

10.2 The Committee noted with satisfaction the activities of WMU during 2022. The Committee also noted the annex to document TC 73/10(a) on funding opportunities to WMU and the institution's needs in terms of equipment and facilities, and encouraged Member States, intergovernmental and non-governmental organizations and industry to consider supporting the University through financial or in-kind contributions.

10.3 The Committee was informed of the retirement of Dr. Cleopatra Doumbia-Henry as WMU President at the end of June 2023 and the appointment of Professor Maximo Mejia as the new WMU President. Many delegations expressed their gratitude to the outgoing WMU President, and welcomed and thanked the new President for his undertakings.

10.4 Various delegations expressed appreciation for the work of WMU in educating expert maritime professionals from around the world with the support of Member States and other stakeholders' donations for fellowships, services in-kind and capacity-building field trips. The Kingdom of the Netherlands pledged a contribution of €100,000 to be used for fellowships for SIDS and LDCs candidates.

10.5 One delegation highlighted the importance of enhanced cooperation between the institutions to fine-tune their curricula in order for Member States to be able to select the most suitable programme for their participants. Another delegation, while appreciative of the increasing number of enrolments of women from Africa, requested that WMU consider bringing onboard more staff from the Africa region to reflect the diverse membership of IMO.

10.6 The delegation of Sweden reconfirmed their support and appreciation for WMU's work and highlighted the importance of e-learning courses as a new approach to capacity-building enhancement.

10.7 In conclusion, the Committee:

- .1 noted the information set out in document TC 73/10(a);
- .2 urged Member States to take action so as to recognize, in accordance with their national legislation, the degrees conferred by the University and to keep the Organization and the University informed of developments;
- .3 expressed its appreciation to the Government of Sweden and the City of Malmö for hosting the University, and to all donors who contributed through financial and in-kind support to the University;
- .4 strongly urged Member States, intergovernmental and non-governmental organizations and industry to continue to support the University either by direct contributions to its operating budget, scholarship financing, equipment donation or through any other assistance, pursuant to resolution A.933(22) on *Sustainable financial support for the World Maritime University*; and
- .5 welcomed Professor Maximo Mejia in his new position as the President of WMU and expressed its appreciation for the work of Dr. Cleopatra Doumbia-Henry, former WMU President.

(b) IMO International Maritime Law Institute

10.8 Having considered document TC 73/10(b) (IMO International Maritime Law Institute), the Committee noted the information provided on the main activities undertaken by the IMO International Maritime Law Institute during 2022 related to governance and management, financial matters, programme enrolments and graduates, academic developments and partnerships, cooperation with other institutions, outreach activities and United Nations-related matters.

10.9 The Committee praised IMLI's work, congratulated the new management on the Institute's capacity-building efforts, in particular on research on the law of the sea and the application of international instruments into national legislation, from which a growing number of government representatives had benefited.

10.10 The delegation of Malta expressed the continuous support of its Government for IMLI, which included the financing of the recently refurbished lecture hall, while various delegations reconfirmed their support through financial contributions for fellowships and training activities alike, including the Government of Malaysia's annual fellowship support and in-kind contribution for the development of IMLI's facilities.

10.11 One delegation invited IMLI to consider offering more doctoral degrees and another delegation highlighted the importance of enhanced cooperation between IMO, WMU and IMLI and the engagement of IMLI staff for IMO consultancies.

10.12 In conclusion, the Committee:

- .1 noted the summary of activities undertaken by IMLI during 2022 as set out in document TC 73/10(b);
- .2 urged, once more, Member States to take action so as to recognize, in accordance with their national legislation, the degrees conferred by the Institute and to keep the Organization informed of developments;
- .3 expressed its appreciation to the host Government of Malta and to those donors who had contributed through financial and in-kind support to the Institute; and
- .4 strongly urged Member States, intergovernmental and non-governmental organizations and industry to continue to support the Institute either by direct contributions to its operating budget, scholarship financing, equipment donation or through any other assistance, pursuant to resolution A.934(22) on *Sustainable financial support for the IMO International Maritime Law Institute*.

(c) Other established arrangements

10.13 Having considered document TC 73/10(c) (Secretariat), the Committee noted the continued partnership arrangements with maritime training institutions, namely the International Maritime Safety Security and Environment Academy, Italy and L'Institut Portuaire d'Enseignement et de Recherche, France, and the fellowships granted by IMO for their short- and medium-term training courses held during 2022. The Committee further noted the support provided by Italy and France in the delivery and funding of these courses.

11 STATUS OF IMPLEMENTATION OF THE RECOMMENDATIONS FROM THE REPORT OF THE EVALUATION OF THE ITCP ACTIVITIES FOR THE PERIOD 2016-2019

11.1 The Committee, taking into account the limited time available at this session, agreed to postpone the consideration of this agenda item and the respective documents submitted under this item to TC 74.

12 APPLICATION OF THE DOCUMENT ON THE ORGANIZATION AND METHOD OF WORK OF THE TECHNICAL COOPERATION COMMITTEE

12.1 In considering document TC 73/12 (Secretariat), the Committee recalled that the Council, at its 127th session and in the context of incorporating lessons learned from holding remote meetings into the method of work of committees and their subsidiary bodies, had invited committees to review their methods of work and report back to the Council on their experience.

12.2 The Committee further recalled that, in line with the request from C 127, Canada et al. had co-sponsored document TC 72/12 containing proposed amendments to TC.1/Circ.75 on *Organization and method of work of the Technical Cooperation Committee* and, at the request of the submitters, TC 72 had decided to defer its consideration to this session. Subsequently, MSC 106, MEPC 79, FAL 47 and LEG 110 had adopted relevant amendments to their documents on organization and method of work.

12.3 In light of the above developments, the Committee considered the proposed amendments to its document on organization and method of work, as set out in the annex to document TC 73/12, in particular, to include new paragraphs 4.22 and 4.23 on the preparation of the final draft report, allowing five working days after publication for comments by correspondence, and to amend paragraph 6.3 to provide the Chair with an option not to introduce documents in the plenary unless the submitter(s) had additional information or context required for the discussion.

12.4 The Committee adopted the proposed amendments to the document on the Organization and method of work of the Technical Cooperation Committee, as set out in annex 2, and requested the Secretariat to issue the amended document as a new TC circular. The Committee also instructed the Secretariat to report the amendments mentioned above to the Council.

12.5 Several delegations reiterated their continued concern regarding bulky documents not being translated into all working languages in their entirety, indicating such practice was inconsistent with the principle of multilingualism, and recalled that there was a draft resolution for consideration at the next session of the Assembly in which they expected the Organization would address this issue.

13 WORK PROGRAMME

13.1 The Committee noted the information provided in document TC 73/13 (Secretariat) and approved the biennial status report of the Technical Cooperation Committee for the 2022-2023 biennium, as set out in annex 3, and the substantive items to be included in the provisional agenda for the period 2024-2027, as set out in annex 4, subject to these being reviewed and amended as necessary at the next and subsequent sessions of the Committee.

13.2 Many delegations, noting the steady growth of substantive items in the Committee's programme and the increasingly active participation by Member States in its deliberations, suggested increasing the meeting days to five with no less than eight sessions of interpretation for future TCC sessions.

13.3 The Committee agreed to invite the Council to approve, for future sessions of TCC, the allocation of five meeting days, with no less than eight sessions of interpretation, to allow the Committee sufficient time to discuss all items under its agenda.

14 ELECTION OF CHAIR AND VICE-CHAIR FOR 2023 AND 2024

14.1 At the start of the session, and as stated in paragraph 1.2 above, the Committee elected H.E. Mr. Dwight Gardiner (Antigua and Barbuda) as Chair and Ms. Anays Berrocal (Panama) as Vice-Chair, both for 2023.

14.2 Pursuant to the provisions of rule 18 of its rules of procedure, the Committee re-elected H.E. Mr. Dwight Gardiner as its Chair and Ms. Anays Berrocal as Vice-Chair for 2024.

15 ANY OTHER BUSINESS

15.1 The Committee, taking into account the limited time available at this session, agreed to postpone the consideration of this agenda item and the respective documents submitted under this item to TC 74.

16 CONSIDERATION OF THE REPORT OF THE COMMITTEE ON ITS SEVENTY-THIRD SESSION

16.1 The draft report (TC 73/WP.1) was prepared by the Secretariat for consideration and review by the Committee on Thursday, 19 October 2023, after which it was re-issued on Tuesday, 24 October 2023 as TC 73/WP.1/Rev.1. Taking into account the updated provisions of the Organization and method of work of the Technical Cooperation Committee, as approved by the Committee (annex of document TC 73/12), an additional opportunity for comments was given for a further five full working days, until Tuesday, 31 October 2023 at 23.59 (UTC).

16.2 After the deadline for comments had passed, without any comments, the report of the Committee was adopted and the session was closed at 23.59 (UTC) on 31 October 2023, pursuant to rule 35 of the Rules of Procedure of the Technical Cooperation Committee.

16.3 The final report of the Committee was subsequently published on IMODOCS as document TC 73/16.

17 ACTION REQUESTED OF THE COUNCIL

17.1 The Council is invited to:

- .1 note that the Committee, in accordance with rule 18(1) of its rules of procedure, unanimously elected H.E. Mr. Dwight Gardiner (Antigua and Barbuda) as Chair and Ms. Anays Berrocal (Panama) as Vice-Chair for 2023, and both were re-elected for 2024;
- .2 note the summary of the Committee's report on its seventy-third session (C 130/11/Add.1), in particular the Committee's approval of the ITCP for 2024-2025; the progress on the establishment of the IMO RPOs in the Pacific Island region, as well as in the Middle East and North Africa region; the progress against the implementation of the Capacity-building Decade 2021-2030 Strategy; the updated biennial status report of the Committee's outputs for the 2022-2023 biennium; and the proposed substantive items for inclusion in its provisional agendas for the period 2024-2027;
- .3 when finalizing the new Strategic Plan for the Organization for the six-year period 2024 to 2029, not retain the current PIs 1.7 and 1.8 under strategic direction 1, as reflected in table 1 of annex 1 to document C 129/WP.7, and

- include the proposed two additional PIs as mentioned in paragraph 26 of document C 129/WP.7 as new PIs 1.7 and 1.8, whilst deleting the word "new" in sub-paragraph 26.1;
- .4 approve the allocation and use of £10.8 million (equivalent to \$13.4 million¹) from the Technical Cooperation Fund to support the delivery of the ITCP during 2024-2025;²
 - .5 note the decision of the Committee to review resolution A.1166(32) on the *Capacity-building Decade 2021-2030 Strategy* by merging it with both the Strategy for the long-term financing of the ITCP and the Strategy for resource mobilization for IMO's technical cooperation activities into one comprehensive strategy;
 - .6 note that the Committee agreed to establish a working group at the next session of the Committee to consider the new draft strategy, as prepared and shared by the Secretariat, in consultation with Member States;
 - .7 note that the Committee agreed to retain the title of the Capacity-building Decade 2021-2030 Strategy as per the existing resolution A.1166(32) until the revised comprehensive strategy is complete and adopted under a new resolution;
 - .8 note that the Committee agreed that "capacity-building" and "capacity development" can both continue to be used within IMO, while giving due consideration to the appropriate application in the relevant context, based on the different definitions;
 - .9 note the Committee's approval of the Global strategy for the IMO Women in Maritime Associations, subject to the changes agreed by the Committee, as well as its support for the development of a new Regional Strategy for Pacific Women in Maritime 2025-2030;
 - .10 note the Committee's approval of the proposed amendments to TC.1/Circ.75 on *Organization and method of work of the Technical Cooperation Committee* to incorporate efficiency measures used during the holding of remote meetings into the method of work of the Committee;
 - .11 note that the Committee decided to defer the consideration of agenda items 5, 8, 11 and 15 to its seventy-fourth session;
 - .12 approve, for future sessions of TCC, the allocation of five meeting days, with no less than eight sessions of interpretation, to allow the Committee sufficient time to discuss all items under its agenda; and
 - .13 approve the report of the seventy-third session of the Technical Cooperation Committee in general and transmit it, with its comments and recommendations, to the thirty-third session of the Assembly, in accordance with Article 21(b) of the IMO Convention.

¹ Using the exchange rate of \$1.25 to £1, this is a 9% reduction to the TC Fund from \$14.8 to \$13.4 million.

² Subject to any adjustments which the Secretariat may have to make as a result of the final decisions of the Council and the Assembly as to the amount which will be allocated to the TC Fund, and the exchange rate between the pound and the dollar at the time when the funds are released and converted into dollars.

ANNEX 1

GLOBAL STRATEGY FOR THE IMO WOMEN IN MARITIME ASSOCIATIONS 2024-2029

Executive summary

1 Important strides have been made since the creation, in 1988, of IMO's gender programme. At that time, only a few maritime training institutes opened their doors to female students, and women in the industry, particularly in leadership positions, represented an exception and not the norm.

2 Since then, IMO's Women in Maritime (WIM) programme has helped put in place an institutional framework to incorporate a gender dimension into IMO's policies and procedures, and has deployed a strategic approach towards enhancing the contribution of women as key maritime stakeholders, which has supported access to training and employment opportunities for women in the maritime sector.

3 As part of this institutional framework, IMO facilitated the creation of professional networks to improve gender balance in the shipping industry. These networks, called Women in Maritime Associations (WIMAs), have been established in Africa, Arab States, Asia, the Caribbean, Latin America and the Pacific, covering some 152 countries and dependent territories.

4 The eight regional WIMAs launched through the WIM programme are:

- .1 the Pacific Women In Maritime Association (PacWIMA), set up in Fiji in February 2004 and relaunched in Tonga in April 2016;
- .2 the Network of Professional Women in the Maritime and Port Sectors for West and Central Africa (NPWMP-WCA) – focused mainly on the port sector, launched in Benin in February 2007;
- .3 the Association for Women in the Maritime Sector in Eastern and Southern Africa region (WOMESA) established in Kenya in December 2007;
- .4 the Women in Maritime Association, Asia (WIMA Asia) established in January 2010 and relaunched in Timor-Leste in 2017;
- .5 the Women in Maritime Association, Caribbean (WiMAC) set up in Jamaica in April 2015;
- .6 the Arab Women in Maritime Association (AWIMA), established in Egypt in October 2017;
- .7 the Network of Women of the Maritime Authorities of Latin America (MAMLa), established in Chile in December 2017; and
- .8 the Women in Maritime of West and Central Africa (WIMOWCA) – focused mainly on maritime administrations, established in Ghana in July 2021.

5 Access to these regional maritime associations for women has provided members as professionals with a platform to discuss a number of issues, not just about gender, but also of a technical nature. These associations have been actively working to help dismantle the traditional institutional barriers and cultural stigma faced by women who enter the maritime industry. And although great advances have been made in this field, there is still a lot to be done.

6 Worldwide, women represent only 1.2% of the global seafarer workforce, according to the BIMCO/ICS 2021 Seafarer Workforce Report. Following the first IMO/WISTA International Women in Maritime Survey, it's been reported that women comprise 29% of roles in the maritime industry, and around 20% of the workforce employed by IMO Member States in the sector are women, with only 14% of technical roles being held by women. These figures provide a clear picture of the improvements that are urgently needed to ensure equal participation and representation of women in the maritime sector at all levels.

Goal

7 Equality and the empowerment of women are critical means to a broad end — a development that is environmentally and socially sustainable — as well as vital linchpins for the achievement of the 2030 Agenda for Sustainable Development and the Sustainable Development Goals. This strategy aims to address Sustainable Development Goal 5, to achieve gender equality and empower all women and girls, through a coordinated approach at the national, regional and global levels to attain the further incorporation of women into the maritime industry, aid in the development of their careers, support their growth into leadership roles, and create a more diverse and inclusive work culture in the maritime sector.

Priorities

8 IMO aims to further leverage the potential of the IMO WIMAS, as well as utilize partnerships with institutions and organizations such as the World Maritime University (WMU), the IMO International Maritime Law Institute (IMLI), UN Women, the Women's International Shipping and Trading Association (WISTA International) and the IMOGENder network, to achieve the following strategic objectives:

- .1 support Member States' needs in developing national policies and legislation improving the inclusion of women in the maritime sector at all levels and in all fields;
- .2 increase the visibility of women in the maritime sector, particularly in leadership roles, on board and ashore, and as subject matter experts;
- .3 aid in the promotion of a diverse and inclusive maritime work culture, free of harassment and discrimination, and promote awareness of and advocate for both ship and shore-based careers for women;
- .4 foster the sharing of knowledge of individuals acquired through training opportunities offered by the Organization to the Associations at large; in order to grow capacity;
- .5 explore alternative sources of funding to support the work and mission of the Associations, and work collaboratively in the regional and global level, not only with other WIMAs, but also by approaching similar associations in other sectors beyond maritime, such as aviation and allied sectors, Women and Gender Equality Ministers, Labour Ministers;
- .6 encourage the addition of diversity, equity, and inclusion matters into the agenda of wider transport sector meetings and more specific maritime sector meetings, at the national, regional and global levels;
- .7 advocate for the collection of accurate disaggregated data on women employed in maritime administrations and other governmental positions, to allow for accurate results in the IMO/WISTA Women in Maritime Survey, which takes place every three years.

Implementation of the Strategy

9 The time frame for the implementation of this strategy would be six years, in line with the Strategic Plan of the Organization.

10 Whenever possible, regional WIMAs' strategic plans should be aligned with the current Global Strategy. Furthermore, in order to ensure accountability and transparency, WIMAs should endeavour to monitor and evaluate their strategies, outcomes and key performance indicators (KPIs) periodically, so as to ensure continual development.

11 To ensure effectiveness, a robust review process will be conducted biennially to monitor and evaluate the progress made in achieving the Strategy's original seven objectives. This review process will also provide a platform for stakeholders to share their insights and suggestions for improvements, and will be aligned with the Strategic Plan of the Organization, allowing for the incorporation of new objectives or adjustments, if necessary, to keep the Strategy in line with evolving global maritime priorities and to ensure the most effective support for women in the maritime industry.

12 In addition to the biennial review process, 2024 will be considered a base year to monitor KPIs, to assist in the evaluation and measurement of the achievement of the Strategy's objectives. The base year will serve as a reference point for assessing progress and identifying trends over the six-year implementation period. Moreover, to ensure effective evaluation targets will be defined at a later stage, in collaboration with relevant stakeholders, providing specific, quantifiable goals to track the strategy's success in promoting gender equality and the empowerment of women within the maritime sector, ensuring transparency and accountability.

Action plan: objectives, impact, activities/measures, time frame

Strategic objective 1: Support Member States' needs in developing national policies and legislation improving the inclusion of women in the maritime sector at all levels and in all fields.

Output	Expected impact	Activity/Measure	Time frame
1.1 National policies and legislation promoting the employment of women in maritime professions	Better integration of women in a variety of maritime fields and at all levels of the maritime sector	-Advocate for the development of legislation/policies promoting the integration and advancement of women in the maritime sector	Ongoing
1.2 Prevention of policies hindering the integration of women in any maritime fields/sectors	Better integration of women in a variety of maritime fields and at all levels of the maritime sector	-Identify policies hindering the integration and advancement of women in the maritime sector	Ongoing
1.3 Integration of best practices from other sectors beyond maritime	Learn lessons from other sectors and identify any improvement for women in the general labour market	-Follow national legislation in all sectors promoting gender equality -Foster the integration of best practices from other sectors into maritime	
<p>Key performance indicators: # of gender-sensitive legislation/policies¹ in the maritime sector introduced at national level. # of documents submitted to IMO committees by Member States containing proposals originating in collaboration with the IMO WIMAs.</p>			

¹ Gender-sensitive legislation/policies are those which do not discriminate against women and men and specifically promote gender equality and the empowerment of women.

Strategic objective 2: Increase the visibility of women in the maritime sector, particularly in leadership roles, on board and ashore, and as subject matter experts.

Output	Expected impact	Activity/Measure	Time frame
2.1 Increased number of women participating in national, regional, and international forums ²	Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making	-Advocate for equal participation in meeting attendance	Ongoing
2.2 Greater visibility of women as subject matter experts in maritime events, as well as diversity of viewpoints in maritime forums	Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making	-Promotion of the IMO/WISTA Maritime Speakers Bureau to ensure the diversity of maritime events -Advocate for diversity of speakers at national, regional, and international events - Encourage the establishment of an expert forum within the WIMAs and advocate for their involvement in seminars/workshops, whenever appropriate	Ongoing
2.3 Increased awareness of maritime professions for women	A new generation of women will be aware of the benefits of a career in maritime	- Organize school visits and other awareness-raising events - Partnership with Adopt a Ship programme - Advocate for the inclusion of "ocean and maritime studies" in all levels of education	Ongoing
<p>Key performance indicators</p> <p>% of female participants in high-level meetings, conferences, workshops, etc. organized or co-organized by IMO WIMAs</p> <p>% of female speakers at national, regional, and global maritime conferences/symposiums.</p> <p># events (virtual and in-person) organized by IMO WIMAs promoting the further integration of women in the maritime sector.</p> <p># of visits to schools and institutions of higher learning and awareness sessions organized by IMO WIMAs about maritime careers.</p> <p>% of female students graduating from maritime training institutions.</p>			

² National, regional, and international forums refer to high-level meetings, conferences, workshops and symposiums in the maritime sphere.

Strategic objective 3: Aid in the promotion of a diverse and inclusive maritime work culture, free of harassment and discrimination, and promote awareness of and advocate for both ship and shore-based careers for women.

Output	Expected impact	Activity/Measure	Time frame
3.1 Sensitization of maritime administrations and ports in matters of diversity and inclusion	Maritime work culture free of harassment and discrimination	- Provide assistance to IMO in the implementation of gender-related training modules for maritime administrations	2023-2024
3.2 Improved retention of women in the maritime sector	Combat the "leaky pipeline" effect in the maritime sector	- Promote a diverse and inclusive maritime work culture - Ensure the use of gender-neutral language - Promote the adoption of flexible work policies wherever possible	Ongoing
3.3 Improved recruitment of women in the maritime sector	Increase in number of women employed in the maritime sector	-Offer WIMA representatives for hiring panels, to ensure panel diversity - Encourage recruitment based on transferable skills and not only past experience - Advocate for the elimination of unconscious bias in recruitment	Ongoing
3.4 Recognition of WIMA member's work on SDG 5 by employers	Allocation of time and resources to SDG 5 within WIMA member's day-to-day work	-Advocate for the recognition by employers of work done in the context of national and regional WIMAs to advance SDG 5 -Recognize/celebrate employers' advances in the path towards gender parity	
3.5 Increased inclusivity in workplaces within the maritime industry	Creation of an inclusive environment, with the adequate tools needed in offices and on the field	- Advocate for innovation and manufacturing of women-friendly safety equipment in the industry - Advocate for adequate access to sanitary provision (toilets and sanitary disposal) in ports, shipyards, and other such locations	
Key performance indicators: # of policies and measures within Maritime Administrations that enable an inclusive and diverse work culture.			

Strategic objective 4: Foster the sharing of knowledge of individuals acquired through training opportunities offered by the Organization to the Associations at large, to grow capacity.

Output	Expected impact	Activity/Measure	Time frame
4.1 Expansion of capacity-building opportunities within WIMAs	Capacity-building that does not end with the person trained	- Organize online or in-person events where beneficiaries of IMO fellowships share knowledge they have acquired	Ongoing
4.2. Empowerment of younger generations of women	Increase in career advancement opportunities for women	- Develop guidance for mentors that ensure good communication, commitment, and clarity - Identify possible senior mentors and offer mentorship opportunities to junior members	2023-2024
4.3 Sensitization of available training opportunities for WIMA members	Better access to training opportunities offered by IMO and other training institutions	-WIMA Presidents/Governing Council/Permanent Secretariat to communicate to the wider membership the available training opportunities through/supported by IMO and any other institutions offering training programmes relevant to the maritime sector	Ongoing

Key performance indicators:

of knowledge sharing events within the WIMA network.

Strategic objective 5: Explore alternative sources of funding to support the work and mission of the Associations, and work collaboratively in the regional and global level, not only with other WIMAs, but also by approaching similar associations in other sectors beyond maritime, such as aviation and allied sectors, Women and Gender Equality Ministers, Labour Ministers).

Output	Expected impact	Activity/Measure	Time frame
5.1 Identification of new sources of funding and new partnerships for in-kind support	New funding or services in kind to support the work of the WIMAs	- Identify possible national, regional, and global partners within the maritime sector - Establish partnerships with WISTA International and its national chapters - Reach out to private sector allies to explore possible collaboration efforts	2023-2024

Output	Expected impact	Activity/Measure	Time frame
5.2. Identification of national, regional, and global partners outside the maritime sector	New funding or services in kind to support the work of the WIMAs	- Reach out to women's associations in other sectors, national Ministries of Women, IGOs, NGOs, etc.	2023-2024
5.3 Identification of new partnerships with national training institutions	New training opportunities for WIMA members	- Approach national training institutions within their countries to establish new partnerships, with the objective of accessing training opportunities offered by those institutions	2023-2025
5.4 Formal recognition of national WIMA chapters from respective national governments	Better access to support from national governments	- WIMAs to seek official recognition from their national transport ministries (or equivalent) to ensure top-down commitment to their activities	Ongoing
Key performance indicators: # of partnerships established to support the work of the WIMAs.			

Strategic objective 6: Encourage the addition of diversity, equity, and inclusion matters into the agenda of wider transport sector meetings and more specific maritime sector meetings, at the national, regional and global level.

Output	Expected impact	Activity/Measure	Time frame
6.1 High-level stakeholder involvement in gender matters	Increase in commitment towards matters of diversity, equity, and inclusion	- Identify diversity allies at the high level of Maritime Administrations and Transport Ministries (men and women)	Ongoing
6.2. Inclusion of gender matters into the agenda of sector meetings	Increase in commitment towards matters of diversity, equity, and inclusion	- Request the inclusion of regional WIMAs in high-level maritime sector meetings	Ongoing
Key performance indicators: Participation of regional WIMAs in high-level maritime sector meetings. # of high-level meetings with matters of diversity, equity, and inclusion in their agendas. # of participants of regional WIMAs in high-level maritime sector meetings.			

Strategic objective 7: Advocate for the collection of accurate disaggregated data on women employed in maritime administrations and other governmental positions, to allow for accurate results in the IMO/WISTA Women in Maritime Survey, which takes place every three years.

Output	Expected impact	Activity/Measure	Time frame
7.1 Prevention of data gaps in 2024 IMO/WISTA Women in Maritime Survey	Accurate reporting in IMO/WISTA Women in Maritime Survey 2024	- Review the data reported in the 2021 IMO/WISTA Women in Maritime Survey submitted by Member States and identify gaps.	2023
7.2. Collection of accurate disaggregated data regarding women	Accurate reporting in IMO/WISTA Women in Maritime Survey 2024	- Encourage the collection of missing disaggregated data	2023-2024

Output	Expected impact	Activity/Measure	Time frame
employed in maritime administrations and other governmental posts		regarding women employed in maritime administrations and other governmental posts - Liaise with HRS departments to ensure the collection of missing data	
<p>Key performance indicators: # of Member States, NGOs and IGOs completing the IMO/WISTA Women in Maritime Survey 2024. # of private sector companies completing the IMO/WISTA Women in Maritime Survey 2024.</p>			

IMO support

13 In order to collaborate with the IMO WIMAs in the implementation of this strategy, the Organization is committed to:

- .1 providing WIMA members with access to UN Women training courses on:
 - .1 "gender concepts to get started";
 - .2 "women's leadership and decision-making"; and
 - .3 "gender equality in the world of work";
- .2 creating a platform where WIMA members can collaborate, bounce ideas and exchange best practices; and
- .3 continuing to expand the education and training opportunities for women in developing countries, as well as look for further collaboration opportunities with maritime training institutions for in-kind support.

ANNEX 2

AMENDMENTS TO THE DOCUMENT ON ORGANIZATION AND METHOD OF WORK OF THE TECHNICAL COOPERATION COMMITTEE

TC 73 approved the following amendments to TC.1/Circ.75 on Organization and method of work of the Technical Cooperation Committee:

1. Under a new sub-heading "Preparation of the Committee's report", new paragraphs 4.22 and 4.23 are added:

"4.22 After consideration of the draft report of the Committee, the Secretariat should prepare the final draft report for publication on IMODOCS. Delegations will have five working days to comment by correspondence from the publication of the final draft report. Comments should only address editorial corrections and improvements, including finalizing individual statements, and should not reopen a discussion on decisions taken during the session.

4.23 The Chair, supported by the Secretariat, will facilitate the resolution of any comments received, as necessary. After the conclusion of the five-day correspondence period, the Secretariat, in consultation with the Chair, will publish a document on IMODOCS containing the comments received and an explanation of how they have been addressed. After the above document has been published, the final report will be prepared in due course for publication on IMODOCS."

2. Under the sub-heading "Preparation of documents", paragraph 6.3 is replaced by the following:

"6.3 A document should not be introduced in the plenary unless the Chair decides that this is essential for the proper consideration of the matter concerned. The submitter(s) of a document may indicate before or at the time the document is considered if they have additional information or context required for the discussions for the Chair to prioritize interventions."

ANNEX 3

BIENNIAL STATUS REPORT 2022-2023

TECHNICAL COOPERATION COMMITTEE									
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	1.1	Capacity-building aspects of the IMO Audit Scheme reflected in and implemented through the Integrated Technical Cooperation Programme (ITCP)	Continuous	TCC			Completed	In progress	
	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		Completed	In progress	
	1.4	Analysis of consolidated audit summary reports	Annual	Assembly	MSC / MEPC / LEG/TCC/ III	Council	Completed	Ongoing	
	1.6	Monitoring of ITCP programme implemented on the enhancement of maritime training capacities, including middle and senior management levels	Annual	TCC			Completed	Ongoing	
	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		Completed	Ongoing	

TECHNICAL COOPERATION COMMITTEE									
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
	1.8	Analysis and consideration of reports on National Maritime Transport Policy development and Country Maritime Profiles	Annual	TCC			Completed	Ongoing	
	1.9	Report on activities within ITCP related to the OPRC Convention and the OPRC-HNS Protocol	Annual	TCC	MEPC		Completed	Ongoing	
	1.10	Report on ITCP programme on support to SIDS and LDCs for their special shipping needs	Annual	TCC			Completed	Ongoing	
	1.19	Approve ITCP for 2024-2025	2023	TCC				In progress	
SD 4 Engage in ocean governance	4.2	Input to ITCP on emerging issues relating to sustainable development and achievement of SDGs	Continuous	TCC	MSC / MEPC / FAL / LEG		Completed	In progress	
SD 5 Enhance global facilitation 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			Completed	Ongoing	
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		Completed	In progress	

TECHNICAL COOPERATION COMMITTEE									
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
	8.3	Analysis and consideration of reports on partnership arrangements for, and implementation of, environmental programmes	Annual	TCC	MEPC		Completed	Ongoing	
	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			Completed	Ongoing	
	8.5	Analysis and consideration of reports on the implementation of the approved mechanism for sustainable financing of ITCP	Annual	TCC			Completed	Ongoing	
	8.6	Monitoring measures on new and cost-effective measures to deliver technical assistance	Annual	TCC			Completed	Ongoing	
	8.7	Approved TC annual report including ITCP implementation	Annual	TCC			Completed	Ongoing	
	8.9	Revised documents on organization and method of work, as appropriate	2023	Council	MSC / MEPC / FAL / LEG / TCC		Completed		
	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			Completed	Ongoing	

TECHNICAL COOPERATION COMMITTEE									
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
	8.11	Analysis and consideration of the report on the evaluation of ITCP covering 2020-2023	2024	TCC				In progress	
Other work	OW 1	Monitoring of South-South cooperation reflected in the ITCP and partnerships	Continuous	TCC			Completed	In progress	
	OW 3	Endorsed proposals for new outputs for the 2022-2023 biennium, as accepted by the Committees	Annual	Council	MSC / MEPC / FAL / LEG / TCC		Completed	Ongoing	
	OW 6	Analysis and consideration of reports on strengthened regional associations for women managers in the maritime sector	Annual	TCC			Completed	Ongoing	
	OW 8	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	2023	Assembly	MSC / MEPC / FAL / LEG / TCC		Completed	Ongoing	
	OW 9	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	2023	Assembly	MSC / MEPC / FAL / LEG / TCC		Completed	Ongoing	

ANNEX 4

SUBSTANTIVE ITEMS FOR INCLUSION IN THE PROVISIONAL AGENDA FOR THE COMMITTEE FOR THE PERIOD 2024-2027

Seventy-fourth session of the Committee (June 2024)

Work of other bodies and organizations

Technical Cooperation: Annual Report for 2023

Resource mobilization and partnerships:

- (a) Implementation of the Long-term Resource Mobilization Strategy
- (b) Partnership arrangements
- (c) Financial contributions to Technical Cooperation

The 2030 Agenda for Sustainable Development

The Capacity-building Decade 2021-2030 Strategy

Regional presence and coordination

IMO Member State Audit Scheme

Capacity-building: Strengthening the impact of women in the maritime sector

Global maritime training institutions

Report of the evaluation of the ITCP activities for the period 2020-2023

Application of the document on the Organization and method of work of the Technical Cooperation Committee

Work programme

Election of Chair and Vice-Chair for 2025

Any other business

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

Seventy-fifth session of the Committee (June 2025)

Work of other bodies and organizations

Technical Cooperation Planning and Reporting:

- (a) Annual Report for 2024
- (b) Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund Allocation for 2026 and 2027

Resource mobilization and partnerships:

- (a) Implementation of the Long-term Resource Mobilization Strategy
- (b) Partnership arrangements
- (c) Financial contributions to Technical Cooperation

The 2030 Agenda for Sustainable Development

The Capacity-building Decade 2021-2030 Strategy

Regional presence and coordination

IMO Member State Audit Scheme

Capacity-building: Strengthening the impact of women in the maritime sector

Global maritime training institutions

Status of implementation of the recommendations from the report of the evaluation of the ITCP activities for the period 2020-2023

Application of the document on the Organization and method of work of the Technical Cooperation Committee

Work programme

Election of Chair and Vice-Chair for 2026

Any other business

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

Seventy-sixth session of the Committee (June 2026)

Work of other bodies and organizations

Technical Cooperation: Annual Report for 2025

Resource mobilization and partnerships:

- (a) Implementation of the Long-term Resource Mobilization Strategy
- (b) Partnership arrangements
- (c) Financial contributions to Technical Cooperation

The 2030 Agenda for Sustainable Development

The Capacity-building Decade 2021-2030 Strategy

Regional presence and coordination

IMO Member State Audit Scheme

Capacity-building: Strengthening the impact of women in the maritime sector

Global maritime training institutions

Status of implementation of the recommendations from the report of the evaluation of the ITCP activities for the period 2020-2023

Application of the document on the Organization and method of work of the Technical Cooperation Committee

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

Seventy-seventh session of the Committee (June 2027)

Work of other bodies and organizations

Technical Cooperation Planning and Reporting:

- (a) Annual Report for 2026
- (b) Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund Allocation for 2028 and 2029

Resource mobilization and partnerships:

- (a) Implementation of the Long-term Resource Mobilization Strategy
- (b) Partnership arrangements
- (c) Financial contributions to Technical Cooperation

The 2030 Agenda for Sustainable Development

The Capacity-building Decade 2021-2030 Strategy

Regional presence and coordination

IMO Member State Audit Scheme

Capacity-building: Strengthening the impact of women in the maritime sector

Global maritime training institutions

Status of implementation of the recommendations from the report of the evaluation of the ITCP activities for the period 2020-2023

Application of the document on the Organization and method of work of the Technical Cooperation Committee

Work programme

Election of Chair and Vice-Chair for 2028

Any other business

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

ANNEX 5

STATEMENTS BY DELEGATIONS

Item 1

Statement by the United Kingdom

"Thank you Chair,

The United Kingdom would like to join others in expressing its deepest condolences to the delegation of the Marshall Islands for the sad passing of Captain David Bruce.

His incredible contribution to the maritime industry over his long-serving career is not something that we can condense into this short statement. His involvement at IMO spanned across an impressive 50 years, and throughout that time Captain Bruce played a significant role in developing initiatives and standards to improve the safety, security and environmental performance of international shipping. His interventions to the numerous Committees and Sub-Committees that he attended during his time as Permanent Representative of the Marshall Islands, were always insightful, well-considered and played an integral part in moving discussions forward to achieve the Organization's goals.

His involvement in the work of other international organizations, such as chairing the International Oil Pollution Compensation Funds 1972 fund, and the International Mobile Satellite Organization Advisory Committee, demonstrated the vast scope of his knowledge and commitment to improving all aspects of the maritime industry.

His expertise, wisdom, dedication and most of all friendly presence will be sincerely missed within the IMO community.

Thank you Chair."

Item 3

Statement by Ukraine

Mr. Chair,

The delegation of Ukraine would like to express its gratitude to the IMO Secretariat for its efforts in providing technical support to the IMO Member States to facilitate the accession, ratification, and implementation of various instruments adopted under the auspices of our Organization.

Black Sea coastal States are extremely concerned over the threats to the marine environment in the area, which is very sensitive to any human actions by its nature and which is already affected by human activity. This includes negative impacts on the marine environment by international shipping, which include air pollution, greenhouse gas emissions, releases of ballast water containing aquatic invasive species, historical use of antifoulants, oil and chemical spills, dry bulk cargo releases, garbage, underwater noise pollution; ship-strikes on marine megafauna, risk of ship grounding or sinkings, etc.

Since 24 February 2022, many other negative impacts have been added to this list, such as the laying of naval mines by the Russian Federation, its attacks against commercial vessels and port infrastructure, and the destruction of the Kakhovka hydroelectric power plant (HPP) dam that caused harm to coastal and marine ecosystems by chemical and acoustic pollution, physical damage to habitats and the curtailment of conservation activities and fisheries governance, as confirmed by the Marine Environment Protection Committee (MEPC) at its

seventy-eighth, seventy-ninth and eightieth sessions. This has also proved the necessity of increasing cooperation among the coastal States in the Black Sea region to improve the preparedness to deal with the aftermath of such disasters.

There are several thematic priorities of MEPC for the Integrated Technical Cooperation Programme (ITCP) for 2024-2025 relevant to enhancing of capacity-building at following directions:

On Ballast Water Management

The Black Sea was one of the first areas, affected by invasive species in ballast water – fishery in the Black Sea decreased significantly. The destruction of the Kakhovka hydroelectric power plant (HPP) dam worsened the situation – the delayed impact of this terrorist act on the whole area can't be assessed at this moment. Probably, some particular recommendations are to be developed for the ships taking and discharging ballast water in the area.

On Cooperation in marine pollution preparedness and response

No doubt the Black Sea is heavily polluted because of the Russian Federation's ongoing invasion of Ukraine. Due to the nature and the scope of the damage caused, the Russian Federation's actions should be considered as ecocide. And we must find ways to respond to respective challenges and deal with the contamination of the Black Sea by oil and other pollutants to this pollution already. It is also time to establish a strong system of cooperation and coordination of measures for pollution prevention and response to future possible pollution in the region.

On regulation of GHG emissions from ships

It seems we can expect some new fuels in the nearest future. Existing fuels are also might be suggested to be used in different ways. Research on the effectiveness and content of the exhausting gases is one of the most important tasks for the scientific community.

Co-sponsors strongly believe such tasks could be fulfilled under close regional cooperation (taking into account that, according to the decision of the 72nd session of the Technical Cooperation Committee, the Russian Federation is excluded from any IMO technical cooperation activities). This could be regional seminars/workshops on the appropriate themes, which can further facilitate a proper implementation of the related IMO conventions and instruments and the development of national / regional scientific research programmes.

In view of the above, co-sponsors are asking to support proposals outlined in paragraphs 20 and 21 of the document TC 73/3(b)/1.

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

Statement by Spain

Muchas gracias, señora presidenta.

En nombre de los Estados Miembros de la Unión Europea, los cuales son todos ellos miembros de la OMI, España desea expresar la plena solidaridad de la UE y de sus Estados Miembros con Ucrania y el pueblo ucraniano.

Condenamos en los términos más enérgicos posibles la agresión no provocada e injustificada de la Federación de Rusia contra Ucrania, que viola gravemente el derecho internacional y la Carta de las Naciones Unidas, y socava la seguridad y la estabilidad internacional.

Exigimos que la Federación de Rusia cese inmediatamente sus acciones militares, retire todas sus tropas de todo el territorio de Ucrania y respete plenamente la integridad territorial, la

soberanía y la independencia de Ucrania dentro de sus fronteras internacionalmente reconocidas, y acate la resolución de la Asamblea General de la ONU titulada "Agresión contra Ucrania", respaldada por 141 Estados en su undécimo periodo extraordinario de sesiones de emergencia.

Apoyamos con determinación el derecho inherente de Ucrania a la autodefensa y los esfuerzos de las fuerzas armadas ucranianas por defender la integridad territorial y la población de Ucrania, de conformidad con el artículo 51 de la Carta de las Naciones Unidas.

La Federación de Rusia debe respetar en todo momento las obligaciones que le incumben en virtud del derecho internacional, incluido el derecho internacional humanitario y de los derechos humanos, en lo que respecta a la protección de los civiles, las mujeres y los niños. Además, rechazamos enérgicamente y condenamos de manera inequívoca el intento de anexión ilegal de las regiones ucranianas de Donetsk, Luhansk, Zaporizhzhia y Kherson por parte de la federación de Rusia.

España agradece a los coautores la presentación del documento TC 73/3(b)/1 y apoya la ampliación de la lista de actividades del Programa integrado de cooperación técnica (PICT) propuesto para 2024-2025 a los Estados ribereños del mar Negro y los Estados de la región en sentido amplio y en el modo propuesto en los párrafos 20 y 21 del citado documento.

Y en ese sentido agradece y da la bienvenida a la información facilitada por la secretaria acerca de la posibilidad de acomodar esas actividades solicitadas en el periodo 2024-2025.

Además, España pone a disposición de la Secretaría sus capacidades para contribuir al desarrollo de esas actividades en el marco del Memorando de entendimiento sobre actividades de cooperación técnica acordado entre España y la OMI en 2019.

Solicitamos que esta declaración sea incluida como anexo en el informe final del Subcomité.

Muchas gracias

Statement by Germany

Thank you Mr. Chair.

First of all, Germany aligns itself with the statements given by Spain and others and – as stated in the past – strongly condemns the Russian aggression and calls upon Russia to cease any Military Action in Ukraine and apply international laws.

On the Document at hand, Germany would like to thank the co-sponsors for submitting document TC 73/3(b)/1. With regard to BWM and marine pollution preparedness and response, we agree that a workshop would effectively address the identified problems. The same goes for the GHG aspects proposed in the document. In our view, the experiences gained in particular within the Green Voyage 2050 Project could provide a good basis for such a workshop. We would support this.

On a more technical note regarding the challenges in the use of possible future maritime fuels which are needed to achieve our goals for GHG reduction: We are of the view that it might be premature to consider the performance of specific fuels in specific regions before we have addressed a uniform world-wide implementation of regulations providing the necessary framework for the use of such fuels – especially taking into account fuel properties like toxicity or corrosivity.

Besides this, this delegation would like to ask the Secretariat whether these additional costs for further workshops could be covered by ITCP.

Please include our statement to the report.

Thank you Mr. Chair

Statement by Egypt

Mr Chair,

Distinguished Delegates,

Egypt would like to thank the secretariat for document TC 73/ 3(b) –(ITCP) Technical Cooperation Fund Allocation for 2024-2025,

We would like to raise the point that by comparing the allocation of TC fund biennium allocation summary of TC 71/3(b) – Allocated Fund for Arab States and Mediterranean- we notice that it has reduced from 892,667 US \$ representing 6% of the total allocation to 673,813 US \$ representing only 5% of the total allocation of fund.

Despite the fact that all the areas have witnessed a reduction of fund, yet the present document illustrates that the reduction for the Arab States and Mediterranean region represents about 25% whereas most of the other areas witnessed a reduction of only 10%.

Mr Chair,

The establishment of IMO Regional Presence Office in Egypt for Middle East and North Africa (MENA) Region adopted by IMO in TCC 72 and approved by the Council 128 last December 2022, will consume the largest portion of these allocations ranging between 50% to 60% as administrative expenses. The remaining amount is expected to cover one or two activities at most in the next two years. Therefore, we request the IMO Secretariat to reconsider these allocations and take the points raised into consideration.

Mentioning the MENA Regional Presence Office in Egypt Alexandria, This Delegation would like to thank the Secretariat as well on document TCC 73/ INF.9 providing the IMO members with the progress on the expansion of the IMO Regional Presence scheme, the MENA regional Office in particular.

We are glad to inform the esteemed Committee that the Arab Republic of Egypt and IMO signed the MoU on hosting the Regional Office last July on the margins of the 129th session of the Council, after the deployed joint IMO/UNDSS mission that inspected the location of the office last February in Alexandria was very successful and found it very satisfactory.

We are all looking forward to finalizing the remaining administrative procedures including the assignment of the regional coordinator position according to IMO procedures, so that the actual technical cooperation activities offered to the RPO in MENA region will be launched.

Thank you Mr Chair.

Statement by Iraq

السيد الرئيس اصحاب السعادة الحضور
بما أنني اتناول الكلمة لأول مرة في هذه الجلسة
وبالنيابة عن وفد العراق أتقدم بأحر التعازي لوفاة الكابتن ديفيد بروس من جزر المارشال والسيدة مندانة منصوريان من جمهورية
إيران .
سيدي الرئيس وفي هذه المناسبة أود أن اتوجه بالشكر الجزيل الى قسم التعاون الفني وخصوصا شعبة افريقيا والشرق الاوسط وذلك
لأرسالهم وفد الى بلادي لغرض تقديم المساعدة الفنية في وضع خطة إستراتيجية لعمل القطاع البحري العراقي ومتابعتها.
كما أتقدم بالشكر الجزيل لقسم السلامة البحرية وخصوصا شعبة الامن البحري لتقديم الدعم الفني للعراق وأقامة ورشة عمل في أمن
الموانئ والسفن.

سيدي الرئيس أن وفد بلادي يشارك الأخ مندوب مصر والأمارات العربية المتحدة شواغلهم حول مبلغ الميزانية المخصصة للدعم
الفني للدول العربية.

شكرا سيدي الرئيس

Statement by Ecuador

Gracias, señor presidente.

La delegación de Ecuador agradece a la delegación de Kenia y Japón por sus atenciones en la mañana de hoy. Ecuador desea felicitar a la Secretaría por el documento TC 73/3/b, presentado y en concordancia con el mismo, en el contexto de su párrafo 69 con respecto al bienio 2024/2025 donde se menciona los nuevos programas para abordar prioridades relacionadas con el medio marino, a saber entre otros: la contaminación biológica (incrustaciones biológicas) y el Convenio y Protocolo de Londres; el Ecuador está muy interesado en estas capacitaciones a fin de que funcionarios de la administración marítima participen en las mismas y motivar la adhesión del país a dicho Protocolo, que se considera de suma relevancia para el Ecuador. De igual manera la fortaleza en los proyectos relacionados a la contaminación biológica seguirá siendo de mucha importancia para el país y con el compromiso permanente de promover los talleres de trabajo como el realizado del 6 al 9 de junio del presente año, en las islas Galápagos titulado: "Taller internacional sobre Prevención y Gestión de Bioincrustaciones para Embarcaciones en áreas marino-protégidas (AMPs) particularmente en Áreas Marítimas Sensibles en el Mar"

Sin lugar a duda, temas como los que fueron tratados en dicho taller permiten discutir y analizar diferentes enfoques y estrategias para prevenir y gestionar las bioincrustaciones en las embarcaciones que operan en áreas marino-sensibles, protegidas.

El Ecuador agradecería que esta declaración sea incluida en el informe final de este Comité.

Gracias, señor presidente.