

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

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1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The seventy-second session of the Technical Cooperation Committee was held from 17 to 20 October 2022 (Circular Letter No.4538/Rev.2), chaired by H.E. Mr. Laurent Parenté (Vanuatu). The Vice-Chair, Mrs. Mandana Mansoorian (Islamic Republic of Iran), who was indisposed during the session, participated virtually.

1.2 The session was attended by delegations from Member 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 72/INF.1.

1.3 The session was also attended by the Chair of CCC, Ms. Maryanne Adams (Marshall Islands).

Opening address of the Secretary-General

1.4 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:

[Technical Cooperation Committee \(TC\), 72nd session, 17-20 October 2022 \(opening remarks\) \(imo.org\)](#)

Chair's remarks

1.5 In responding, the Chair thanked the Secretary-General for his opening address and stated that his advice and requests would be given every consideration in the deliberations of the Committee.

Adoption of the agenda

1.6 The Committee adopted the provisional agenda set out in document TC 72/1/Rev.1 (Secretariat). 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 72/1/1.

Use of hybrid meeting capabilities

1.7 The Committee recalled that the 127th session of the Council, held remotely from 11 to 25 July 2022, had agreed to (C 127/D, paragraph 17.3):

- .1 use hybrid meeting capability to complement in-person meetings from September 2022, for a trial period of one year;
- .2 apply the Rules of Procedure of the Council and the Interim Guidance to facilitate remote sessions of the IMO Council during the COVID-19 pandemic, as appropriate, and agreed that only representatives of the Member States attending the meeting in person at IMO Headquarters would be allowed to vote; and
- .3 invite other organs of the Organization to follow the above decisions of the Council and to report to a future session of the Council on their experience with such meetings.

1.8 In this context, the Committee agreed to use hybrid meeting capabilities to complement in-person meetings (hereinafter "hybrid meetings") for this session as a trial, and report to the Council on the experience of hybrid meetings.

2 WORK OF OTHER BODIES AND ORGANIZATIONS

2.1 The Committee, in considering the outcome of the thirty-fifth extraordinary session of the Council (C/ES.35) (document TC 72/2/Add.1 (Secretariat)), noted that the Council, having considered the impacts of the ongoing armed conflict between the Russian Federation and Ukraine on shipping and seafarers, had:

- .1 agreed to encourage the establishment, as a provisional and urgent measure, of a blue safe maritime corridor to allow the safe evacuation of seafarers and ships from the high-risk and affected areas in the Black Sea and the Sea of Azov to a safe place in order to protect the life of seafarers, ensure the mobilization and commercial navigation of vessels intending to use this corridor by avoiding military attacks, and protecting and securing the maritime domain;
- .2 invited the Secretary-General to collaborate with the relevant parties and take necessary immediate actions to initiate the establishment and support the implementation of a blue safe maritime corridor in the Black Sea and the Sea of Azov, keep Member States informed of developments and to report to a future session of the Council; and
- .3 requested IMO committees to consider ways to enhance the efforts of Member States and observer organizations in supporting affected seafarers and commercial vessels, consider the implications of this situation for the implementation of the Organization's instruments, take appropriate action and report back to the Council.

2.2 In this regard, the Committee noted the information provided by the Secretary-General on action taken following C/ES.35, in particular that he had written to the Ministers of Foreign Affairs of the Russian Federation and Ukraine, and to the littoral States, to share ideas on the establishment of a blue safe maritime corridor, and that the Russian Federation had subsequently informed of the establishment of two humanitarian corridors to provide for the safe evacuation of ships from the territorial waters of Ukraine.

2.3 The Secretary-General further informed the Committee that the Initiative on the Safe Transportation of Grain and Foodstuffs from Ukrainian Ports (referred to as the "Black Sea Grain Initiative") had been signed by the Russian Federation, Türkiye, Ukraine and the United Nations on 22 July 2022. The Initiative enabled the resumption of exports from Ukraine of grain, other foodstuffs and fertilizer, including ammonia, through a safe maritime humanitarian corridor from three key Ukrainian ports (Chornomorsk, Yuzhny/Pivdennyi and Odesa) in the Black Sea to the rest of the world. As a result, on 27 July 2022, the Joint Coordination Centre (JCC) was established in Istanbul comprising senior representatives from the Russian Federation, Türkiye, Ukraine and the UN, and on 1 August 2022 the first vessel left the Port of Odesa for Lebanon carrying a shipment of corn. The first ship inspection was carried out on 3 August 2022, with detailed shipping procedures approved on 8 August 2022 (IMO Circular Letter No.4611).

2.4 The Secretary-General highlighted the leading role of IMO in the provision of critical technical maritime, legal and operational support to the Black Sea Grain Initiative as part of a small UN Group of Experts.

2.5 Finally, the Secretary-General expressed his gratitude to all parties, namely the United Nations Office for the Coordination of Humanitarian Affairs, the Russian Federation, Türkiye and Ukraine for their contribution to the successful operation of the Black Sea Grain Initiative, which he had observed first-hand during his visit to the port of Odesa at the end of August 2022. He also thanked the IMO Secretariat for its contribution to the success of this Initiative.

2.6 The Committee noted that following the request of Council, LEG 109, MSC 105, FAL 46 and MEPC 78 had considered the impacts on shipping and seafarers of the ongoing armed conflict between the Russian Federation and Ukraine and had taken various actions as reflected in the reports of these Committees.

2.7 The Committee, having recalled the earlier statement by the Secretary-General (see paragraphs 2.2 and 2.5) informing the Committee of the action taken to address the situation, noted, *inter alia*, the following views:

- .1 the IMO Secretary-General and the Secretariat were thanked for the action taken, in cooperation with the UN, other UN agencies and industry organizations, to ensure the safety of shipping and seafarers in the ongoing armed conflict and, in particular, for the important role which IMO had played in the establishment of the Black Sea Grain Initiative;
- .2 the efforts of IMO and all interested parties should be intensified so that all ships and not only grain carrying ships currently stranded in all Ukrainian ports could leave the area of conflict;
- .3 the aggression by the Russian Federation against Ukraine, which threatened Ukraine's territorial integrity and sovereignty, including its territorial waters, was condemned;
- .4 the ongoing armed aggression by the Russian Federation was a breach of international law and the UN Charter, undermined global security and stability, and caused massive loss of life and injury to civilians;
- .5 solidarity with Ukraine and its people was expressed;
- .6 the Russian Federation had failed to uphold its responsibilities as a full-time member of the UN Security Council;
- .7 the impacts of the Russian Federation's armed aggression against Ukraine on safety and security of navigation, merchant shipping, seafarers, the marine environment, global supply chains, as well as on ongoing and planned technical cooperation activities must be considered;
- .8 the Russian Federation should immediately cease its military action and unconditionally withdraw all its military forces and equipment from the entire territory of Ukraine, fully respecting the territorial integrity, sovereignty and independence of Ukraine;
- .9 on 12 October 2022, the UN General Assembly adopted a resolution on the Territorial integrity of Ukraine: defending the principles of the Charter of the United Nations, which declared the Russian Federation's annexation of the Ukrainian territories of Donetsk, Luhansk, Kherson and Zaporizhzhia as null and void; and

- .10 C/ES.35 had requested relevant IMO Committees to consider the implications of the ongoing conflict for the implementation of IMO instruments, and, in this regard, Ukraine proposed that the Committee should take a decision to suspend the participation of the Russian Federation in any IMO technical cooperation activity either as a recipient or as a host, which proposal was supported by an overwhelming majority of delegations that spoke.

2.8 The Secretariat provided legal advice regarding Articles 21, 43 and 44 and advised that the Committee could decide whether the proposal by Ukraine had budgetary or work programme implications. The delegation of France, supported by many others, expressed the view that there were no budgetary or work programme implications on the proposal of Ukraine, and that the Committee should support the proposal.

2.9 Statements were made by the delegations of Ukraine, Panama, France, the United States of America, Australia, Canada, Türkiye, Germany, Japan, the United Kingdom, Sweden, Denmark, Belgium, Poland, Portugal, Norway, Georgia, Spain, the Netherlands, Finland, Cyprus, Greece, Italy, Malta, the Republic of Korea and Slovenia. The full text statements of those delegations who requested that their statements be annexed to the report of the Committee are set out in annex 4.

2.10 The delegation of the Russian Federation specifically requested that the following views be reflected in the report:

- .1 the Russian Federation decisively rejected all the accusations, which were not corroborated by facts, that the Russian Federation had carried out attacks on civilian ports' infrastructure, civilian vessels blocked in Ukrainian ports and peaceful citizens and had held seafarers as hostages;
- .2 the efforts and the role of the IMO Secretary-General and the IMO Secretariat on the establishment of the Black Sea Grain Initiative was to be commended and appreciation was expressed to the UN, IMO and Türkiye for facilitating the establishment of the Initiative;
- .3 the accession to the Russian Federation of the territories of Donetsk, Luhansk, Kherson and Zaporizhzhia was supported by the vast majority of the voters who had participated in referenda on the matter which had taken place in these regions; and
- .4 IMO technical cooperation was provided for in the IMO Convention and other IMO instruments and the conclusions of the Committee on this issue were purely political and outside of its mandate.

2.11 As requested, the full statement by the Russian Federation is set out in annex 4.

2.12 Two other delegations expressed the view that technical cooperation should not be used for political purposes.

2.13 On the basis of the support of the delegations who spoke, the Committee took the following actions:

- .1 noted the recent decision of the thirty-fifth extraordinary session of the IMO Council and the adoption of resolution MSC.495(105) by MSC 105, which strongly condemned the Russian Federation's invasion of Ukraine that

started on 24 February 2022, and expressed grave concern regarding its impact on safety and security of navigation, merchant shipping, seafarers, the marine environment, global supply chains as well as on ongoing and planned technical cooperation activities in the Black Sea and the Sea of Azov and the maritime community;

- .2 thanked the delegation of Panama for underlining the need for the immediate release of stranded vessels in Ukrainian ports, especially those outside of the Black Sea Grain Initiative, and invited the Secretary-General to continue collaborating with the relevant parties and the JCC, and keep Member States informed of developments and report to the next session of the Council;
- .3 decided to suspend in principle the participation of the Russian Federation in any IMO technical cooperation activity either as a recipient or as a host until the Committee decided otherwise and report accordingly to the next session of the Council for its consideration; and
- .4 resolved to keep this matter under review and invited Member States concerned to provide relevant reports to the Committee.

2.14 The delegation of the Democratic People's Republic of Korea commented on the decision of the Committee to suspend in principle the participation of the Russian Federation in any IMO technical cooperation activity either as a recipient or as a host (paragraph 2.13.3). As requested, the full statement by the Democratic People's Republic of Korea is set out in annex 4.

2.15 Before the introduction of document TC 72/2 (Secretariat), the Chair drew the Committee's attention to the request of C 127 to IMO bodies to review their methods of work and report to the Council on their experience in the context of incorporating lessons learned from holding remote meetings, in particular considering retaining a variety of efficiency measures utilized during the remote meetings because of the COVID-19 pandemic. The Committee was informed that this matter would be given full attention during the deliberations of agenda item 12.

2.16 The Chair continued by informing the Committee that the requests from the Maritime Safety Committee (MSC) and the Marine Environment Protection Committee (MEPC) to the Committee to note the outcome from analysis of the four consolidated audit summary reports (CASRs) under the IMO Member State Audit Scheme (IMSAS), and in particular consideration of the identified areas that might need technical assistance for reporting to the Council, would be considered under agenda item 8.

2.17 After the introduction of document TC 72/2, the Chair drew the Committee's attention to:

- .1 the request of MEPC 77 on the provision of resources and the nomination of experts by Member States to assist with the initial impact assessment of proposals for a candidate greenhouse gas reduction measure in developing countries;
- .2 the request of MEPC 77 to include provisions in support of resolution MEPC.341(77) on *Strategy to address marine plastic litter from ships* into the Integrated Technical Cooperation Programme (ITCP);

- .3 the request of MSC 105 in respect of the outcome of the assessment of capacity-building implications or needs for technical assistance as a result of the amendments to mandatory instruments adopted at that session;
- .4 the invitation of MSC 105 for the Committee to assist with the development of an explanatory manual for the model regulations on domestic ferry regulations and related online training material; and
- .5 the invitation of C 125 to IMO Committees to develop priority lists in the context of the consolidation of certified texts of IMO conventions.

2.18 Having considered document TC 72/2, the Committee noted the information provided in the document on the work of other IMO bodies since the publication of document TC 71/2 in July 2021 and whose decisions had a bearing on the work of the Committee.

2.19 The Committee in particular:

- .1 invited Member States to provide resources and nominate experts for inclusion into the IMO e-Roster of consultants to assist developing countries, in particular small island developing States (SIDS) and least developed countries (LDCs), with conducting an initial impact assessment of proposals for a candidate GHG reduction measure;
- .2 noted the adoption by MEPC 77 of resolution MEPC.341(77) on *Strategy to address marine plastic litter from ships* and requested the Secretariat to make adequate provisions in the next ITCP to support relevant follow-up actions of the Strategy;
- .3 was of the view that since the model regulations on domestic ferry safety had been developed by MSC, the development of an explanatory manual for the model regulations and related online training material should be carried out under the purview of MSC, and there should be close cooperation between MSC and the Committee;
- .4 considered the outcome of MSC 105 and requested MSC to revise its thematic priorities for the next ITCP for 2024-2025 and include a provision for technical assistance related to SOLAS Chapter X; and
- .5 considered the invitation of C 125 to IMO Committees to develop priority lists in the context of the consolidation of certified texts of IMO conventions, and was of the view that there was no need for the Committee to develop such list noting that TCC was not a custodian of any IMO convention.

2.20 With regard to the consolidation of certified texts of IMO conventions, one delegation expressed the view that the form of consolidated text was still to be decided and could be raised at the Legal Committee (LEG) and the Council.

2.21 The Committee, in considering document 72/2/1 (Secretariat), noted the information provided on IMO's technical cooperation response to facilitate the implementation of energy efficiency requirements in MARPOL Annex VI and resolution MEPC.304(72) on *Initial IMO Strategy on reduction of greenhouse gas (GHG) emissions*. The Committee further noted the work undertaken by the Secretariat so far to support the implementation of the energy efficiency requirements in MARPOL Annex VI and the Initial Strategy on GHG emissions reduction by the developing countries, in particular SIDS and LDCs, in their voyage together towards decarbonization of their maritime sector.

2.22 The Committee also noted the information provided on IMO long-term GHG TC projects and related initiatives funded by external donors and partners. The Committee, having noted the recent increase in the number of GHG TC interventions and donations, noted also that significantly more funding was required to support the exponential increase in needs of Member States, the increase being driven by IMO revising its GHG Strategy and as more and more countries acceded to and implemented MARPOL Annex VI into domestic legislation and developed national action plans.

2.23 The Committee requested the Secretariat to enhance its efforts to deliver more technical cooperation activities in this important field. In this regard, the Committee encouraged Member States, intergovernmental organizations, non-governmental organizations and the industry to contribute financially or provide in-kind support for this purpose.

2.24 Following the interventions of many delegations highlighting the importance of the work undertaken by the Secretariat in support of the implementation of the energy efficiency requirements in MARPOL Annex VI and the Initial Strategy on GHG emissions reduction, the Committee expressed its appreciation to all donors and, in particular, to the delegation of Germany for pledging the amount of €80,000 to the GHG TC Trust Fund.

2.25 The Committee noted the need for further consideration of financial support for the Maritime Technology and Cooperation Centres (MTCCs) and the various requests for additional sustainable funding streams to be identified through the GHG TC Trust Fund and partnerships, looking specially at the needs of developing countries, particularly SIDS and LDCs.

3 INTEGRATED TECHNICAL COOPERATION PROGRAMME: ANNUAL REPORT FOR 2021

3.1 The Committee had before it three documents relating to the Integrated Technical Cooperation Programme Annual Report for 2021. Document TC 72/3 (Secretariat) provided, in annex 1, a summary of the achievements and outputs of the activities implemented under the regional and global programmes, and on the implementation of thematic long-term projects during 2021; 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 72/3/1 (Secretariat) provided an update on the Secretariat's progress on the proposals of the Correspondence Group on Measuring the Impact of Technical Cooperation in Training and Capacity-building, while document TC 72/3/2 (Secretariat) provided information on the IMO External Auditor's performance audit on the ITCP planning in the context of a results-based approach for the year 2021.

3.2 The Committee was informed that the ITCP implementation during 2021 continued to be affected by restrictions associated with the COVID-19 global pandemic. Nonetheless, IMO persisted with remote delivery methods to continue its technical assistance mandate and made a concerted effort on the development of the e-learning courses to ensure wide outreach, achieving a 50% delivery of the planned ITCP activities for 2021. This comprised 102 activities, including 8 advisory and needs assessment missions and 44 training courses, seminars and workshops held at national, regional and global levels. The training events covered a wide range of topics resulting in the training of approximately 1,592 participants worldwide in 2021. In addition, 216 fellows completed fellowships at the World Maritime University (WМУ), the IMO International Maritime Law Institute (IMLI) and other maritime training institutions. Further, 358 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 63% and 54%, respectively, which represented a positive outcome for the women in maritime agenda. However, the Committee was informed there was still further opportunity for Member States to increase the nomination of women participants for general training activities, which was recorded as 24% during 2021.

3.4 The Committee was also informed that the total expenditure on technical cooperation activities in 2021 had reached \$10.5 million, representing a financial delivery rate of 48%. Expenditure on ITCP activities and major projects came from 22 sources of funding, with the TC Fund being the most significant at \$4 million, representing 38% 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 that facilitated the implementation of ITCP activities.

3.6 The Committee noted that the ITCP Annual Report for 2021 would be placed on the Technical Cooperation section of the IMO website, and that an electronic publication on 2021 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 Many delegations expressed appreciation for IMO's support in the continued delivery of the ITCP, especially the assistance delivered to SIDS and LDCs, and commended the 50% delivery rate of activities despite the ongoing challenges associated with COVID-19.

3.8 One delegation referred to the importance of technical cooperation for the work of IMO and suggested that the two components of technical cooperation, being ITCP and long-term thematic projects, be reported separately to the TCC for greater clarity and decision-making. The Secretariat reminded the Committee that the inclusion of activities delivered under the thematic long-term projects was incorporated in the document under consideration in recent years to provide the Committee with full information and visibility of its mandate on TC matters. While the Secretariat confirmed it would consider the request for two separate reports, this suggestion was not further supported by the Committee.

3.9 A number of delegations highlighted the benefits of IMO's increased development of e-learning courses, to supplement the delivery of in-person technical cooperation activities and expand the training outreach to Member States to contribute to the resilient management of technical cooperation activities. The Secretariat was encouraged to continue this approach to further enhance the capacity-building of IMO Member States, even as the world emerged from the global COVID-19 pandemic. In this regard, the collaboration with WMU in the development of e-learning courses was commended. One delegation highlighted a blended mode of training delivery involving the screening of applicants with preliminary training prior to activities, as well as follow-up training post activity, and invited the Secretariat to consider this approach.

3.10 Likewise, the Committee emphasized the importance of technical assistance related to maritime legislation capacity-building for the effective implementation of IMO instruments. The Secretariat was requested to increase the delivery of ITCP activities associated with maritime legislation to ensure that Member States continued to receive support in this critical area.

3.11 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 Norway for funding the SENSREC project and requested continued technical assistance with additional funding to support Bangladesh towards ratification of the Hong Kong Convention, noting its status as one of the largest ship recycling countries in the world. This delegation further requested that a reference to the Train-the-Trainer N database records of the SENSREC Project Phase II be included in paragraph 107 of the Annual Report, for clarity of the work carried out during 2021, and especially to highlight the significant number of people trained through train-the-trainer courses, including 200 people and 700 workers.

3.12 A number of delegations raised concerns regarding the coordination of ITCP activities in their region, particularly the management of cancelled activities, engagement with country focal points, and the allocation of budget and expenditure. It was also highlighted that the Secretariat would benefit from engaging with Member States that had Antarctic responsibilities when delivering activities related to polar waters. The Secretariat responded by confirming its willingness to establish a channel of open dialogue to consider new ideas and ways to improve the impact of technical assistance in all regions, including the possibility of establishing a Regional Presence Office in the Latin America region. Member States were also invited to review and update the IMO focal point records in GISIS to ensure the Secretariat was engaging with the most appropriate focal point, and were further encouraged to utilize the existing close liaison with the regional Heads of Sections in the Technical Cooperation Division.

3.13 The Secretariat highlighted its commitment to reallocate funds, where possible, when activities were cancelled due to unforeseen circumstances, and that it would continue to engage with Member States to assist with effective coordination when this occurred. The Secretariat further 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 49% of ITCP expenditure.

3.14 The same delegations further highlighted the need for increased promotion of gender equality, in addition to reporting the number of female participants in TC activities, including a focus on broader strategic gender policies. The Secretariat confirmed that the dedicated ITCP global programme on Women in Maritime had adopted a long-term strategic approach and prioritized the need for improved data, with further information on this programme reported under agenda item 9.

3.15 The Committee considered document TC 72/3/1 (Secretariat), which contained the Secretariat's progress on the proposals of the Correspondence Group on Measuring the Impact of Technical Cooperation in Training and Capacity-building. The Committee was informed that the Secretariat had used the outcomes of the Correspondence Group's diagnostic form as a key input into recent developments regarding the internal coordination of the ITCP, specifically in relation to the revised technical cooperation planning process. With regard to the Correspondence Group's proposal related to the presentation of technical cooperation and partnerships information on the IMO website, the Committee noted that the Secretariat had received a demonstration of the International Labour Organization Development Cooperation Dashboard, including information about the significant work effort and requirements to implement a similar model. The Committee further noted that future commitments would have to be considered within the context of IMO's IT priorities and existing work plan, and would therefore likely be a long-term time frame with human resource and budgetary issues to be presented to future sessions of the Committee.

3.16 The Committee was further informed of the Secretariat's partnering with the United Nations International Computing Centre to increase the human resources committed to progress the TC Space Project, which aimed to automate and facilitate the implementation of TC activities, as well as to provide an enhanced digital and transparent experience for Member States. The Committee noted that the project had thus far reached 75% completion. A side presentation on the TC Space project was delivered by the Secretariat on the margins of the meeting of the Committee.

3.17 The Committee considered document TC 72/3/2 (Secretariat) providing information on the IMO External Auditor's performance audit on the ITCP planning in the context of a results-based approach, which was completed in mid-2022 and reported to the 127th session of the Council (see document C127/5(b)). The Committee was informed that the External Auditor had recommended that the Organization enhance its result-based management, especially in correlation with the programme logical framework elements of the ITCP, and plan more systematically and clearly its expected results and related indicators and performance measures. The Committee further noted that the Secretariat had previously initiated improvement actions for some of the External Auditor's recommendations, prior to the audit, and would continue to progress implementation of all recommendations which related to the Secretariat's internal coordination processes of the ITCP.

4 RESOURCE MOBILIZATION AND PARTNERSHIPS

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

4.1 In considering document TC 72/4(a) (Secretariat) reporting on the activities carried out, lessons learned and the way forward for the implementation of the Long-term Resource Mobilization Strategy (the Strategy) since its approval by TC 68, the Committee noted the progress made in mobilizing resources and partnerships for thematic long-term TC projects and in implementing projects since TC 71 as follows:

- .1 **IMO-UNEP-Norway Innovation Forum (\$312,811).*** Further to an agreement between IMO and the United Nations Environment Programme (UNEP) on 13 November 2020 and the financial support mobilized from the Government of Norway for IMO and UNEP to jointly organize a Maritime Zero- and Low-Emission Innovation Forum in September 2021 (document TC 71/4(a), paragraph 5.6), an agreement between IMO and UNEP on the organization of the second IMO-UNEP-Norway Innovation Forum held on 28 and 29 September 2022 was signed on 9 May 2022. This Forum focused on addressing the specific needs of developing countries, especially LDCs and SIDS.
- .2 **IMO-Norway Agreement on SENSREC Phase 3 (\$1.5 million).** An agreement between IMO and the Government of Norway to support Phase III of the project on Safe and Environmentally Sound Ship Recycling in Bangladesh (SENSREC) was signed on 24 July 2020. The Agreement follows the successful implementation of Phases I (2015-17) and II (2018-2020) of the SENSREC Project, both mainly funded by Norway. With the additional funding, Phase III of the project, which commenced at the end of 2021, will be implemented over 18 months. This will pave the way for Bangladesh to move forward on its path towards becoming a party to the IMO Hong Kong Convention, the treaty that sets global standards for safe and environmentally sound ship recycling.

* \$207,059 in 2021 and \$105,752 in 2022.

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- .3 **IMO-EBRD-RoK Exim Bank cooperation (\$0.3 million).** A joint team comprised of representatives from the Export-Import Bank of Korea, the Georgian Ministry of Economy and Sustainable Development, the Georgian Maritime Transport Agency, the European Bank for Reconstruction and Development (EBRD) and IMO launched the consultation project on "Establishing Strategies Towards Green Port Development" in Georgia. The consultation will contribute to improving sustainable maritime sector development in Georgia through providing customized policy recommendations and strategies as well as enhancing capacities of maritime sector-related stakeholders.
- .4 **Co-financing for strategic projects and IMO Coordinated Actions to Reduce Emissions from Shipping (CARES) (\$0.51 million).** IMO has signed three partnership agreements with Saudi Arabia including one to support the preparation of a new global project that targets ship-based emissions. Further funding goes to existing projects focused on biofouling and marine plastic litter. The agreements, signed by the Secretary-General and His Excellency Mr. Saleh bin Nasser al-Jasser, Minister of Transport and Logistic Services, Saudi Arabia (28 September 2021), provide \$509,000 to the three environmental initiatives.
- .5 **MoU between IMO and the Shanghai Municipal People's Government, China (\$313,185).** A new MoU was signed between IMO and the Shanghai Municipal Government on 22 December 2021 (see also document TC 72/4(c), paragraph 13). With the objective of establishing a partnership between IMO and the Shanghai Municipal Government to promote sustainable maritime transport systems, the Parties will seek to build capacity, exchange experiences and knowledge in legal policy and institutional reform processes and implementation of national legislations and policies and undertake joint activities with national authorities of selected countries and, where appropriate, with other stakeholders. The MoU builds on the successful cooperation with the Maritime Technology Cooperation Centre Asia, based in Shanghai, and the Letter of Intent on Promoting Effective Implementation of IMO Instruments through the 21st Century Maritime Silk Road Initiative, signed on 17 May 2017 by the Minister of Transport of China and the Secretary-General.
- .6 **IMO-Norad agreement on TEST Biofouling project (\$3.8 million).** An agreement was signed between the Secretary-General and the Norwegian Agency for Development Cooperation (Norad) on 8 December 2021 to implement a new technical cooperation project, namely the TEST (Transfer of Environmentally Sound Technologies) Biofouling project. This newly signed partnership is set to provide support to developing countries to address the transfer of invasive aquatic species and help reduce greenhouse gas emissions from ships. TEST Biofouling will complement the existing GloFouling Partnerships Project and enhance the work of IMO to tackle these environmental issues. TEST Biofouling will showcase, through pilot demonstration projects, some of the latest advances in technological solutions for managing ship's biofouling. Additionally, the project will deliver capacity-building activities including training courses in participating countries.

- .7 **GloLitter additional donors (\$0.37 million).** Australia and the Kingdom of Saudi Arabia have come aboard as additional donors, together with IMO and the Food and Agriculture Organization, the joint implementing partners of the GloLitter project, to provide additional funding for the project. The funds provided will be utilized in the twinning activities where the Lead Partner Countries, who are to take the lead role in their region, are twinned with other Partner Countries in their regions according to their priority needs. These twinning activities will help bolster the fight against marine plastic litter. The initial funding for the project has been provided by Norad. Since its inception, GloLitter has been envisaged to be a multi-donor project and additional donors are always encouraged.
- .8 **GloLitter GIA initiative.** IMO brings private stakeholders on board through its public-private partnerships – known as Global Industry Alliances (GIAs). The GIAs bring together committed maritime industry leaders with IMO and the UN partners to support environmental objectives. Following the launch of the Low Carbon GIA and the GIA for Marine Biosafety in 2017 and 2020, respectively, the IMO-FAO GloLitter Partnerships project GIA was launched on 24 March 2022 in the Port of Oslo, Norway. The GloLitter GIA, led by the UN Global Compact, will work with partners from major maritime and fisheries companies to identify new interventions for industry to address sea-based marine plastic litter. The GloLitter GIA will build on and promote existing initiatives, such as the Global Ghost Gear Initiative.
- .9 **GloNoise (\$2 million).** In June 2022, the Global Environment Facility agreed to jointly develop with IMO the Global Partnership for Mitigation of Underwater Noise from Shipping (GloNoise Partnership), with the objective of establishing a global stakeholders' partnership, focusing on developing countries, in order to deal with underwater noise from shipping.
- .10 **Sustainable Maritime Transport in the Caribbean (Carib-SMART) (\$113,160).** A new programme to develop and implement a SMART system in the Caribbean has begun in a preparatory phase, aimed at supporting the SIDS of the Caribbean region to build back better from the impact of the COVID-19 pandemic on the maritime sector through developing and/or strengthening national maritime policies in line with IMO regulations, findings of the IMO Member State Audit Scheme (IMSAS) audits, and priorities of the countries. The preparatory phase of the programme, which is funded by the Government of Norway, kicked off with the Regional Inception Meeting for the Carib-SMART Preparatory Phase, held virtually on 25 April 2022.

4.2 While thanking Norway for their support to the SENSREC project and expressing its willingness to further cooperate with ship recycling countries in South Asia, the delegation of Japan emphasized the importance of the early entry into force of the Hong Kong Convention, and called for the Committee, Member States and NGOs to take action towards the early entry into force of the Convention. Another delegation thanked Norway and IMO for the support given to the Carib-SMART programme.

4.3 The Committee expressed its thanks to all donors and partners who had supported the implementation of projects and the Strategy.

4.4 The Committee was informed of the improvement of the visibility of IMO's TC efforts aimed at attracting more partnerships and financial resources, notably the production of marketing materials and the launch of the IMO TC partnerships newsletter. The Committee was further informed of the improvements in interacting and networking with the National

Knowledge Partnership Officers (NKPOs) through, inter alia, the knowledge partnership workshops. The Committee was updated on the trends in international development cooperation activities in the maritime sector, noting the full report provided in the annex to document TC 72/4(a) (Secretariat).

4.5 The Committee, taking into account the trends in international development cooperation, dialogue with Member States and partners, especially through the knowledge partnership workshops, and the Strategy's continuously updated implementation plan since the sixty-ninth session of the Committee, noted the future actions to enhance resource mobilization activities, notably:

- .1 improvement in the visibility of IMO's TC efforts;
- .2 improvement in dialogue and network with relevant stakeholders;
- .3 accumulation of knowledge on international maritime development cooperation:
 - .1 as agreed at the seventieth session of the Committee, trends in international maritime development cooperation will be carried out biannually;
 - .2 analysis of international development cooperation policy of the potential donors and development of country specific resource mobilization strategies based on such analysis will continually be carried out and updated; and
 - .3 information on Member States' maritime development activities will be gathered and such information will be inputted and maintained in a database; and
- .4 enhancement in the implementation of thematic long-term projects.

4.6 One delegation shared their experience of how the Knowledge Partnership Workshop (previously called the donor/recipient workshop) helped them meet with donors and, with the support of the Secretariat and through their NKPO, guided them to devise a national medium-term development plan to get access to funding available through their national Official Development Assistance (ODA) mechanism. The delegation indicated that they were happy to share their Maritime Industry Development Plan (MIDP) with other Member States as a template.

4.7 Another delegation emphasized the importance of the NKPOs in the knowledge partnership mechanism and committed their support and active participation in the knowledge partnership workshops and activities.

4.8 A delegation thanked the Secretariat for their technical cooperation and resource mobilization efforts, and suggested an allocation of ITCP resources to attract funds for long-term thematic projects and to support the knowledge partnership workshops.

4.9 The delegation of Singapore updated the Committee on the progress made by the NextGEN project, where GEN is short for "Green and Efficient Navigation", which now has over 260 project contributions in the pipeline from over 970 partners; and the Single Window for Facilitation of Trade (SWiFT) Project, where the development of a maritime single window for trade facilitation in Angola's Port of Lobito is on track for completion by the second half of 2023.

4.10 The Committee:

- .1 noted the information provided in document TC 72/4(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 72/INF.2 (Secretariat), which reported on the first virtual Knowledge Partnership workshop related to maritime technical cooperation activities for West and Central Africa (Anglophone).

(b) Partnership arrangements

4.11 The Committee had before it four documents related to partnership arrangements: one each from the Secretariat (TC 72/4(b)), China (TC 72/4(b)/1), the Republic of Korea et al. (TC 72/4(b)/2) and the Pacific Community (SPC) (TC 72/4(b)/3).

4.12 The Committee considered document TC 72/4(b) (Secretariat), which provided a status report on the delivery of technical assistance through partnerships and on the implementation of the Assembly resolution A.1167(32) on revised *Financing and partnership arrangements for an effective and sustainable Integrated Technical Cooperation Programme*.

4.13 The Committee noted that, as at October 2022, there were 86 operational partnerships as compared to 97 reported to TC 71. Of these, 26 were financial; 42 were in-kind, which consisted of cash supplements, no fee experts or free of cost experts and hosting of technical assistance events; 4 relating to IMO Regional Presence; 3 on the establishment of activity/response centres; and 13 on the delegation of TC implementation responsibilities.

4.14 The Committee also noted that since TC 71, 26 new partnership arrangements had been established, of which 23 were financial arrangements totalling some \$2,300,000. Thirty-four arrangements had expired. The Committee further noted that these partnership arrangements included two new in-kind agreements that had been recently signed, one with the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) on 12 September 2022 and one with the Commonwealth Secretariat on 29 September 2022. In this regard, the Committee noted the intervention of the observer delegation of the Commonwealth Secretariat that expressed its commitment to cooperate with IMO on matters related to ocean and maritime governance and provided information on the Blue Charter, which assisted Commonwealth countries to work together on a fair, inclusive and sustainable approach to ocean protection and economic development.

4.15 The Committee was informed that the outcomes achieved through partnership arrangements contributed substantially to the effective delivery of ITCP activities. It noted, despite the challenges provided by the COVID-19 pandemic, the ongoing efforts of the Secretariat in concluding new arrangements and delivering technical assistance activities with the support of partnerships. 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.

4.16 A number of delegations 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.

4.17 The delegation of Singapore informed the Committee of the activities carried out under the Singapore-IMO Third Country Training Programme (TCTP), including its flagship maritime leadership programmes.

4.18 The delegation of China informed the Committee of the official inauguration on 14 October 2022 of the Global Innovation and Knowledge Centre for Sustainable Transport in China, which would help to advance knowledge and build much-needed capacity for sustainable transportation in developing countries and assist in realizing the 2030 Agenda for Sustainable Development (2030 Agenda) and the Sustainable Development Goals (SDGs). The delegation further informed the Committee that China was willing to use the Centre as a platform to strengthen various forms of cooperation between China and IMO, and China and IMO Member States with a view to jointly contributing to the sustainable development of global shipping.

4.19 The Committee further noted the information provided in:

- .1 document TC 72/4(b)/1, submitted by China, which provided information on technical cooperation activities conducted by China during the COVID-19 pandemic. While thanking China for their document and for their delivery of technical cooperation activities, the delegation of Thailand highlighted the ferry safety capacity-building activities co-organized by China MSA and the Marine Department of Thailand. Thailand informed the Committee that they would co-host the second ASEAN Regional Forum on Ferry Safety in 2023 with China. The Committee:
 - .1 thanked China and noted the outcomes of the technical cooperation activities conducted by China since the outbreak of COVID-19; and
 - .2 encouraged Member States to provide continuous support for and take active participation in the technical cooperation programmes to be conducted in China;
- .2 document TC 72/4(b)/2, submitted by the Republic of Korea et al., which reported on the Global On-Board Training (GOBT) Programme for Fostering Competent Young Seafarers held in Busan, the Republic of Korea, from 17 November to 17 December 2021. In this regard,
 - .1 a number of delegations thanked the Republic of Korea for the GOBT Programme and its significant contribution in nurturing well-trained and qualified maritime seafarers, and in particular its support in achieving gender equality and quality education by providing female cadets with opportunities for onboard training; and
 - .2 one delegation encouraged shipowners and shipping companies to provide berths on ships for onboard training of cadets, while another delegation requested that the GOBT Programme be extended to other regions including the Caribbean; and
- .3 document TC 72/4(b)/3, submitted by SPC, on the current initiatives being undertaken by SPC to improve the overall safety of navigation in the Pacific region. The Committee:
 - .1 noted the technical capacity of SPC to coordinate different projects in the field of maritime safety of navigation and to develop harmonized, resilient and sustainable aids to navigation across the Pacific Island countries;

- .2 noted the support and funding from the International Foundation of Aids to Navigation (IFAN); and
- .3 reaffirmed support for the actions adopted by the Fourth Pacific Regional Energy and Transport Ministers Meeting in the fields of maritime safety and safety of navigation.

4.20 The Committee expressed its thanks to all donors for their cash contributions to the bi- and multilateral technical cooperation trust funds and to other Member States and partners for their in-kind support that facilitated the implementation of technical cooperation activities.

(c) Financial contributions to the Integrated Technical Cooperation Programme

4.21 The Committee noted the information contained in document TC 72/4(c) (Secretariat) on the status of financial contributions received to support the ITCP in 2021.

4.22 The Committee was informed that during the period 1 January to 31 December 2021, the total contribution received towards the sustainable financing of the ITCP amounted to \$3,406,089. It was noted that this total was comprised of \$816,406 received under new financial arrangements established in 2021, \$1,327,496 under existing partnership arrangements, \$899,514 had been received to support the activities of the multi-donor trust funds and \$362,673 in cash contributions.

4.23 The Committee welcomed the following pledges announced during TC 72:

- .1 the delegation of Germany pledged €15,000 to support the development of an IMO Compendium on Facilitation and Electronic Business and €80,000 for the GHG TC Trust Fund;
- .2 the delegation of Norway pledged Nkr1,000,000 for the ITCP global programme on Women in Maritime to support the third batch of the Maritime SheEO Leadership Accelerator Programme (LEAP) and also to develop the Maritime Speakers Bureau website that would contain a database of qualified female speakers; and
- .3 the delegation of the United Arab Emirates pledged \$50,000 for the ITCP.

4.24 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 had before it two documents related to the implementation of the 2030 Agenda for Sustainable Development. Document TC 72/5 (Secretariat) provided an update on the development of SMART indicators for data collection within IMO's mandate for technical cooperation and document TC 72/WP.2 (Chair) contained the provisional terms of reference of the Working Group on the 2030 Agenda for Sustainable Development re-established during this session.

5.2 The Committee considered document TC 72/5 (Secretariat) which, in its annex, contained the data collected by the Secretariat. In this regard, the Committee's attention was drawn to the considerations outlined in paragraph 4 of the document in respect of the data provided in the annex.

5.3 The Committee recalled that TC 71 had agreed to re-establish the Working Group on the 2030 Agenda for Sustainable Development, chaired by Mrs. Fernanda Millicay (Argentina) in order to complete the development indicators for data collection within IMO's mandate related to technical cooperation.

5.4 The Chair thanked the Secretariat for providing updated data on the development of SMART indicators for data collection and, in particular, appreciated the detailed data contained in the annex to the document.

5.5 The Committee noted the information in document TC 72/5 and agreed to refer the document to the Working Group on the 2030 Agenda for Sustainable Development to serve as a basis for the discussion. The Committee was informed that there were two categories of elements that would require further consideration by the Working Group:

- .1 those indicators for which the Secretariat did not have statistics and that set up the baseline for the proposal made in 2019; and
- .2 corruption in the maritime sector to align the way this item was reflected with the outcome of FAL Committee.

Re-establishment of the Working Group on the 2030 Agenda for Sustainable Development

5.6 Having considered document TC 72/WP.2, the Committee re-established the Working Group on the 2030 Agenda for Sustainable Development, chaired by Mrs. Fernanda Millicay (Argentina), approved its terms of reference as outlined in document TC 72/WP.2 and instructed it, taking into account comments made and decisions taken in plenary, to:

- .1 consider Assembly resolution A.1127(30), TC.1/Circ.69, as well as documents C 122/3(a)/1, TC 72/5, TC 71/5, TC 71/16, TC 70/5, TC 70/14, TC 69/6(c), TC 69/6(d), TC 69/16, TC 68/5(c), TC 68/5(d), TC 68/15, TC 68/INF.14, TC 67/5(c), TC 67/5(d), TC 67/17, TC/ISWG 2/8 and other relevant documentation on the 2030 Agenda for Sustainable Development;
- .2 in line with the IMO SDGs Strategy, finalize the development of SMART indicators, milestones and targets for data collection within IMO's mandate for technical cooperation, to serve as performance indicators for IMO's technical cooperation work; and
- .3 submit a report by Thursday, 20 October 2022.

5.7 Following the re-establishment of the Working Group, the Secretariat informed the Committee that the Working Group would meet in person only. Some delegations expressed the view that the meeting should be held in hybrid mode. The Secretariat clarified that the committee meeting rooms outside the Main Hall did not as yet have hybrid technology capability. Following a proposal from the Chair of the Working Group, the Committee authorized the Working Group to meet in hybrid mode at the Main Hall during lunch time on Tuesday, 18 October 2022.

5.8 One delegation requested the Secretariat to inform the Council and request it to take the necessary action to ensure that the Committee meeting rooms were equipped with the hybrid capability as early as possible.

Report of the Working Group on the 2030 Agenda for Sustainable Development

5.9 Having considered the report of the Working Group on the 2030 Agenda for Sustainable Development TC 72/WP.3, the Committee expressed its appreciation for the work, approved the report in general, and took action as described below:

- .1 endorsed the Group's recommendation and encouraged Member States to complete the next Women in Maritime survey in 2024, and invited Member States which had completed it to provide comments and suggestions to the Secretariat, to further refine the survey and increase accuracy, if deemed appropriate;
- .2 decided that indicator 9.4.a) should be excluded from the table of targets, milestones and indicators with a focus on IMO SDG priority indicators;
- .3 decided to keep indicator 16.1 in square brackets and consider its possible deletion in light of the outcomes of the next sessions of the Facilitation and the Legal Committees on this matter before the next revision;
- .4 agreed on targets, milestones and indicators as laid out in annex 1 to this report, taking into account the decisions of the Committee with regard to indicators 9.4.a) and 16.1;
- .5 decided to review the work again in 2027 considering 2023 data as the baseline; and
- .6 endorsed the re-establishment of the Working Group on the 2030 Agenda for Sustainable Development, as necessary, at its seventy-fourth session in order to consider the 2023 baselines and any other relevant aspects with a view to the 2027 review.

6 LONG-TERM STRATEGY FOR THE REVIEW AND REFORM OF IMO'S TECHNICAL COOPERATION (THE CAPACITY-BUILDING DECADE 2021-2030 STRATEGY)

6.1 The Committee had before it two documents related to the long-term strategy for the review and reform of IMO's technical cooperation (The Capacity-Building Decade 2021-2030 Strategy). Document TC 72/6 (Secretariat) provided a half-year update on the implementation of the Capacity-Building Decade 2021-2030 Strategy (the Strategy), and document TC 72/6/1 (United Arab Emirates) contained a proposal on the implementation of the Strategy.

6.2 The Committee was informed of the key developments against each of the Strategy's four work streams during the period January to June 2022, since the Assembly had adopted resolution A.1166(32) in December 2021. This included the Secretariat's recent progress on the development of an IMO Technical Cooperation Framework, which offered a concise, visual representation of IMO's TC priorities and strategies for assisting Member States to enhance their overall maritime development capability. The Committee noted that this would be published as a new IMO Technical Cooperation brochure in the coming months. The Committee further noted that a revised planning and implementation process embraced concepts such as "needs-based" planning, by determining TC outcomes through comprehensive analysis, and also provided the foundation for a clear "logical framework" for the ensuing TC programmes and thematic long-term projects.

6.3 The Committee was further informed of other key developments with regard to continued efforts to support Member States in maritime development, and ongoing initiatives to enhance the Regional Presence Office (RPO) Scheme, including efforts to establish the RPO in the Pacific Islands region and deliberations on a new RPO for the Middle East and North Africa (MENA) subregions. Finally, the Committee noted a number of training and development initiatives to strengthen the global training network, including a range of strategic initiatives in collaboration with the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI). This included a concerted effort during 2021 on remote training and the utilization of e-learning to expand IMO's reach to its Member States and the broader maritime community.

6.4 The Committee also considered document TC 72/6/1 (United Arab Emirates), and noted the proposals on the implementation of the Capacity-Building Decade 2021-2030 Strategy, which included a draft table that could be used to list the actions under each work stream of the Strategy, as well as a recommendation to include the Strategy in the revision of the next Strategic Plan for the Organization for the six-year period 2024 to 2029.

6.5 Many delegations took the floor to express their appreciation and support for the Secretariat's efforts to improve the management of the technical cooperation programme in line with the Capacity-Building Decade 2021-2030 Strategy, in particular the key developments reported under the four work streams. Some delegations highlighted the direct benefit they had received through the participation in a number of specific initiatives, as reported by the Secretariat, and expressed their appreciation for IMO's continued support, and further commended the collaboration of IMO and WMU under work stream 4 on "strengthening the global training and development network".

6.6 One delegation expressed interest in the impending publication of the new TC brochure, as reported under work stream 1 on "reforming and streamlining IMO's internal organization for the delivery of technical assistance", especially regarding clarity of procedures for requesting assistance and the type of assistance that could be requested. The same delegation expressed strong interest in starting dialogue with the Secretariat to assess the possibility of establishing an RPO in the Latin America region under work stream 3 on "enhancing the Regional Presence Office Scheme".

6.7 There was overwhelming support for the two proposals by the United Arab Emirates, firstly for the Secretariat to develop and share the work plan for the implementation of the Strategy at the seventy-third session of TCC, noting the importance of the work plan for transparency, effective resource management and achievement of IMO's technical cooperation vision and action for the universal implementation of IMO instruments. Secondly, the proposal to include the Capacity-Building Decade 2021-2030 Strategy in the next revision of the Strategic Plan for the Organization for the six-year period 2024 to 2029.

6.8 One delegation raised concern as to whether the timing of the work plan development would align with the preparation of the ITCP for the 2024-2025 biennium. Another delegation suggested the Secretariat consider whether the proposed template contained in document TC 72/6/1 would serve the purpose for the intended work plan and consider other options or amendments to the proposed template, as appropriate.

6.9 In concluding, the Committee:

- .1 noted the information contained in documents TC 72/6 and TC 72/6/1;
- .2 recommended that the Secretariat use the draft table in the annex to document TC 72/6/1 to list the actions under each work stream in the work plan;
- .3 invited the Secretariat to prepare and share the work plan for the Capacity-Building Decade 2021-2030 Strategy, for consideration by the Committee at its next session; and
- .4 agreed to recommend to the Council that when revising resolution A.1149(32) on the *Revised Strategic Plan for the Organization for the Six-Year Period 2018 to 2023*, the Capacity-Building Decade 2021-2030 Strategy be included as an integral part of the next Strategic Plan for the Organization for the six-year period 2024 to 2029.

7 REGIONAL PRESENCE AND COORDINATION

7.1 Three documents were submitted under this agenda item as follows: TC 72/7 (Secretariat), TC 72/INF.3 (Secretariat) and TC 72/7/1 (Egypt et al.).

7.2 The Committee noted the information provided in document TC 72/7 (Secretariat), on technical cooperation activities delivered under the IMO Regional Presence Scheme in Africa, East Asia, the Pacific Islands and the Caribbean, in 2021. The Committee further acknowledged the important work of the Regional Coordinators and the IMO Technical Cooperation Officer for the Pacific in the implementation, facilitation and coordination of numerous activities and support to Member States despite the residual effects of the COVID-19 pandemic as well as the support to the Women in Maritime Associations at the national and regional levels.

7.3 Several delegations expressed appreciation for the work of Regional Coordinators and the IMO Technical Cooperation Officer for the Pacific in the delivery of technical assistance in the respective regions in spite of the disruptions caused by the COVID-19 pandemic. A number of delegations further expressed appreciation to the support which the Regional Presence Scheme provided in facilitating the programmes and activities of the national and regional network of Women in Maritime Associations.

7.4 Two delegations expressed appreciation to the IMO Regional Coordinator in the Caribbean for facilitating the organization of the high-level symposium for the Heads of Maritime Administrations in the Caribbean, which last took place in 2019, and looked forward to the organization of the next symposium before the next session of the Committee.

7.5 The Committee expressed its appreciation to the Governments of Côte d'Ivoire, Ghana, Kenya, the Philippines, Trinidad and Tobago as well as SPC as hosts of the Regional Presence Offices (RPOs) and the IMO Technical Cooperation Officer for the Pacific, the latter as a temporary arrangement, for their continued support to the effective operation of the Scheme.

7.6 The Committee noted the information in document TC 72/INF.3 (Secretariat) on the progress made in relation to the establishment of an IMO RPO in the Pacific Islands following the decision of the Secretary-General to situate the RPO in Fiji. In this regard, the Committee also expressed its appreciation to:

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- .1 the Government of Fiji for working towards hosting the RPO in Suva, Fiji, and SPC for its pledge to provide office facilities for the RPO as in-kind support, as well as to IMO Member States from the Pacific for their cooperation in supporting the establishment of the RPO in the region; and
 - .2 the Government of Australia for its financial contribution to support the development of a Pacific regional strategy for technical cooperation, a regional needs assessment and the establishment of the RPO in the Pacific through funding two Junior Professional Officers to support the operations of the Office.

7.7 The delegation of Fiji, in a statement, expressed appreciation for the establishment of the IMO RPO in Fiji for the Pacific region adding that the RPO would improve IMO's understanding of the special needs of SIDS and LDCs and enhance IMO's capacity to outreach and deliver technical assistance to the region. The delegation further expressed appreciation to Australia for mediating and leading the consultations among the Pacific Islands as well as to other Pacific Island countries which had expressed interest in hosting the RPO. The statement of the delegation of Fiji is set out in annex 4.

7.8 The Committee considered document TC 72/7/1 (Egypt et al.), which contained updated information on efforts made by the Arab States in the MENA region to establish an IMO RPO to be situated in Egypt.

7.9 During the interventions which followed, many delegations overwhelmingly supported the establishment of the IMO RPO in Egypt for the MENA region. During the ensuing discussion, the following points were also raised:

- .1 One delegation emphasized the need for enhancement of the roles and responsibilities of the RPOs with reference to the recommendations of the evaluation of the ITCP activities for the period 2016-2019.
- .2 Some delegations raised the issue of the absence of an RPO in the Latin America region and expressed the desire to establish one in the region in the future.
- .3 The delegation of Malta, supported by others, highlighted the need to take into consideration and respect the existing regional implementing partners especially REMPEC and PERGSA, among others, to avoid duplication and overlap of the functions. The statement of the delegation of Malta is set out in annex 4.
- .4 While supporting the establishment of the IMO RPO for the MENA region in Egypt, the delegation of Israel reiterated the need for global and regional cooperation based on consensus in decision-making. This delegation enquired about the guiding principles for the establishment of IMO RPOs, including budgetary implications hoping that the RPO in the MENA region would provide sustainable solutions for the maritime needs of the entire region. The statement of the delegation of Israel is set out in annex 4.
- .5 One delegation stated that despite the establishment of an IMO RPO in the MENA region, there were still possibilities that more RPOs in the region might be established in future. The delegation also noted that the establishment of an RPO in the MENA region did not prevent any Member State in the region from directly requesting technical assistance from the Secretariat.

- .6 The full statement by the delegation of Egypt when introducing document TC 72/7/1 as well as the statements by the delegations of Algeria, Qatar, Saudi Arabia, South Africa, Tunisia and the United Arab Emirates in support of the establishment of the IMO RPO in the MENA region are set out in annex 4.

7.10 In concluding, the Committee:

- .1 approved the establishment of an IMO RPO in Egypt in order to enhance the implementation of the ITCP for the Arab States in the MENA region subject to the concurrence of the Secretary-General, IMO, and taking into consideration the outcome of the negotiations on the establishment of the RPO between IMO and the host government;
- .2 agreed that the new RPO for the MENA region would need to take into full consideration the marine environmental protection mandates of existing regional entities in the Mediterranean (REMPEC), Red Sea (PERSGA) and ROPME (MEMAC) Sea areas;
- .3 noted that the establishment of an IMO RPO in the MENA region did not prohibit, subject to the approval of the Committee and Council, the establishment of more RPOs in the region in future;
- .4 further noted that the establishment of an IMO RPO in the MENA region did not prevent any Member State in the region from requesting technical assistance directly from the Secretariat at IMO Headquarters; and
- .5 invited Latin American countries to consider submitting a document on the establishment of an IMO RPO for the region to the next session of the Committee for consideration.

8 IMO MEMBER STATE AUDIT SCHEME

8.1 Having considered document TC 72/8 (Secretariat), the Committee noted the information provided on the status of implementation of the global technical cooperation programme on the IMO Member State Audit Scheme (IMSAS).

8.2 In this regard, the Committee noted that the programme had continued to assist Member States, supporting their preparation for the audit, consistent with section 9 of the Framework for the IMO Member State Audit set out in part I of the annex to resolution A.1067(28) on the *Framework and Procedures for the IMO Member State Audit Scheme*. Pursuant to the Framework, the provision of technical assistance facilitated the preparation of the audit, the identification of obstacles to completing the audit, the effective implementation of actions to address the findings of the audit and any related capacity-building.

8.3 The Committee also noted that since the establishment of this global programme in 2006, and up to June 2022, a total of 1,492 individuals from 162 Member States and Associate Members had been trained through 73 ITCP activities. Regrettably, between 17 June 2021 (the date of issuance of document TC 71/9) and the end of 2021, no training courses and/or workshops had been conducted due to the disruption caused by the COVID-19 pandemic to the global programme schedule.

8.4 The Committee was informed that as an alternative to traditional training courses and building on the lessons identified during the pandemic, the Secretariat would continue working with WMU within the framework of the IMO-WMU e-learning pilot project to develop an

e-learning training course for IMSAS auditors. The development, which was funded by a donation from the Netherlands and the TC Fund, had started in 2020 and was expected to be finalized in 2022.

8.5 Many delegations spoke in support of the audit training provided through the Organization's ITCP to support Member States' implementation of IMO instruments and addressing the corrective action plans and commended the e-learning training course developed in collaboration with WMU during 2022 to support the IMSAS programme. One delegation suggested that the Secretariat consider a demonstration of the e-learning pilot project to be delivered at the relevant IMO bodies.

8.6 The delegation of Malaysia extended an invitation to interested participants from the Asia and Pacific region to participate in an IMSAS Audit training in the first quarter of 2023, with details on the training programme to be distributed in the future.

8.7 The delegation of the Netherlands pledged a donation of €20,000 in support of the IMSAS global programme.

8.8 The Committee recalled that at its seventieth session (TC 70), it had endorsed the proposed process for providing feedback from analysis of consolidated audit summary reports (CASRs). In relation to this process, the Committee considered document TC 72/8/1 (Secretariat) on the need for consideration of specific programmes and approaches in the provision of technical assistance to Member States, stemming from the analysis of the four CASRs under IMSAS.

8.9 After support from the floor, the Committee:

- .1 endorsed the identified areas that might need additional technical assistance, as appropriate, and requested the Secretariat to further establish whether the programmes and activities in the current ITCP adequately covered the areas of recurrent shortcomings in audits, and plan the development of any new technical assistance programmes that would provide more specific support to Member States;
- .2 on the basis of the initial analysis of the criteria for determining the appropriateness and effectiveness, endorsed the identified 10 provisions which lacked effectiveness in implementation, in the context of provision of appropriate specific technical assistance, and requested the Secretariat to identify how such assistance could be provided to improve implementation and to report to the next session of the Committee;
- .3 agreed to report to the Council on the outcome of the consideration of the four CASRs in the context of improvements in the provision of technical assistance to Member States; and
- .4 noted that when submitting the ITCP for 2024-2025 for approval by TC 73, the programme would consider the analysis of four CASRs under IMSAS (III 7/17) and would incorporate additional technical assistance activities to address the issues identified through IMSAS.

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

9.1 The Committee considered 10 documents, including 5 information papers, under this agenda item. The Committee was updated on the activities delivered through IMO's Women in Maritime programme in 2021, as set out in document TC 72/9 (Secretariat), in particular, the result of the Women in Maritime survey, jointly implemented by IMO and the Women's International Shipping & Trading Association (WISTA International) in 2021, with the objective of examining and analysing statistics on the proportion and distribution of women working in the maritime sector across the globe, ranging from support roles to executive level positions.

9.2 The Committee noted the information provided in relation to the celebration of the first International Day for Women in Maritime, which was marked with an international symposium with the theme: "Training, Visibility and Recognition"; and the planned celebration of the second International Day for Women in Maritime, on 18 May 2023, at IMO Headquarters.

9.3 The Committee also noted that the second IMO/WISTA Women in Maritime Survey would be conducted in 2024, and Member States were urged to increase their participation in the exercise to facilitate the generation of enhanced data for broader analysis.

9.4 The Committee further noted the activities implemented under the IMO Women in Maritime programme in 2021 and expressed appreciation to the Member States, organizations and shipping industry stakeholders who, through their kind and generous support, had enabled the successful implementation of the activities and had continued to support the efforts of the Organization in the achievement of the objectives of SDG 5. The Committee also urged maritime stakeholders to support, both financially and in-kind, the capacity-building initiatives of the regional associations of women in the maritime sector and their national chapters.

9.5 A delegation highlighted that, for the next Women in Maritime survey, which would be conducted in 2024, some of the criteria could be polished, based on comments by Member States, to allow for enhanced results and statistics. An example of this was the provision of a definition of the term "staff on board".

9.6 Following the introduction of document TC 72/9/1 (Saudi Arabia and United Arab Emirates), the Committee noted the outcomes of the virtual round-table discussion on "Women in Maritime", carried out in partnership with the Arab Women in Maritime Association (AWIMA) and IMOGEN network, to promote the recruitment, retention and sustained employment of women in the maritime sector and raise the profile of women in maritime.

9.7 Prior to opening the floor for comments on document TC 72/9/1, the Chair requested the Committee to refrain from commenting on point 5.6 of the document, which recommended the establishment of an international maritime gender equality award under IMO to recognize an individual or an entity who contributed significantly to the promotion and the implementation of gender equality in the global maritime sector and in particular SDG 5, as this proposal was related to the proposal set out in document TC 72/9/3 (Argentina et al.).

9.8 During the discussion, many delegations supported the outcome of the virtual round-table meeting. One delegation agreed with the recommendations emanating from the round table, in principle, but highlighted that the global maritime indicators went beyond the remit of the Committee, stating that they could be dealt with in a broader framework.

9.9 A delegation sought clarification regarding point 5.2 of the document, on the proposal to set up the two global maritime indicators, on whether the said indicators should be included in the overview of the IMO SDG Priority Indicators based on the 2030 Agenda on Sustainable Development or in the Strategic Plan. The delegation further explained that the indicator on

the number of women working in the maritime sector compared to men was covered in milestone 5.3.c of the annex to document TC 72/5, and proposed that the other indicator should be discussed in detail through the Working Group on the 2030 Agenda for Sustainable Development if both indicators should not be included in the Strategic Plan.

9.10 The Secretariat clarified that the SMART indicators for SDGs already covered the topic of women working in the maritime sector compared to men; but the indicator related to female seafarers on board ships compared to their male counterparts had not been addressed. Nevertheless, a requirement for this information could be included in the 2024 Women in Maritime Survey.

9.11 The delegation of the United Arab Emirates further clarified that the current IMO Strategic Plan (2018-2023) already included strategic direction 6 on the human element, and that the recommendation in the document was to continue to include SD 6 in the Strategic Plan for 2024-2029, and incorporate an additional focus on education, training and the empowerment of women.

9.12 In conclusion, the Committee agreed as follows:

- .1 to encourage Member States, international organizations, IGOs, NGOs, women regional associations and regional organizations to continue promoting and addressing issues and challenges facing women in the maritime industry by hosting relevant events such as workshops, seminars and symposiums as well as implementing programmes on strengthening the role of women with the aim of achieving gender equality at all levels in the maritime sector, which would ultimately contribute towards the realization of the goals of the UN 2030 Agenda by promoting SDG 5 and supporting initiatives to advance related SDGs;
- .2 to set up a global maritime indicator to reflect the increase or decrease percentage of female seafarers on board ships compared to their male counterparts for inclusion in the future review by the Working Group on the 2030 Agenda on Sustainable Development;
- .3 to develop maritime programmes and networks on women's mentorship for female personnel;
- .4 to continue facilitating and encouraging more access to high-level management and technical training for women in the maritime sector; and
- .5 to draw the attention of the Council, when developing the new Strategic Plan for the Organization for the six-year period 2024 to 2029, to continue including the strategic direction on the human element (SD 6: Address the human element), and to consider the needs and well-being of seafarers and, in doing so, to always attach the utmost importance to education and training, as well as to the promotion of gender equality and the empowerment of women.

9.13 The Pacific Community (SPC) introduced document TC 72/9/2, which provided information on the steps it had taken to support the Pacific Women in Maritime Association (PacWIMA), in particular, non-traditional capacity-building opportunities to foster leadership, recognition and visibility for women in the maritime sector.

9.14 Following the introduction and an intervention by the delegation of Australia, which provided further information regarding the third Regional Conference for Pacific Women in Maritime and the ninth Pacific Regional Search and Rescue Workshop, to take place in Cairns, Australia, from 27 February to 3 March 2023, the Committee:

- .1 urged the IMO Secretariat to support the implementation of the Regional Strategy for the Pacific Women in Maritime 2020-2024;
- .2 noted the progress undertaken by SPC to implement priority actions adopted by Pacific Transport Ministers meeting under the Regional Strategy and the study intended to be carried out by SPC to implement priority actions under this Regional Strategy; and
- .3 noted the dates and location of the third Regional Conference for Pacific Women in Maritime and the ninth Regional Maritime Search and Rescue Workshop scheduled to be held in 2023.

9.15 Panama introduced document TC 72/9/3, highlighting the positive impacts of the adoption of the International Day for Women in Maritime on the participation of women in the maritime industry and proposing the adoption of the IMO Gender Equality Award.

9.16 The Chair reminded the Committee that comments related to point 5.6 of document TC 72/9/1 would be taken at the same time as those for document TC 72/9/3.

9.17 Many delegations stated the importance of raising awareness on the issue of gender equality, as women in the sector still faced challenges and discrimination, and expressed their support and intention to co-sponsor the proposal to C 128 regarding the IMO Gender Equality Award, which would be a good opportunity to underscore the work of people, regardless of their gender, or institutions fighting for gender parity and the empowerment of women in the maritime sector.

9.18 The delegation of Australia, as well as the delegations of Belgium, Denmark, Jamaica and Kenya, supported the IMO Gender Equality Award initiative and expressed their interest in co-sponsoring the future document to be submitted to C 128 on the matter.

9.19 In conclusion, the Committee:

- .1 agreed that IMO should adopt further initiatives to achieve gender equality in the maritime industry;
- .2 noted the initiative to provide international recognition to those individuals (irrespective of their gender) who made significant contributions to advancing gender equality and empowering women in the maritime sector through the provision of an annual award scheme;
- .3 noted the strong support of the Committee for the proposal to adopt the IMO Gender Equality Award, to be submitted to C 128 by the co-sponsors of this document and other interested delegations;
- .4 recognized that women still represented a small proportion of the maritime workforce, and that further actions were needed to close the gender gap, ensuring an equitable and inclusive sector for all women and men in the coming years; and

- .5 encouraged Member States and intergovernmental and non-governmental organizations to adopt policies to achieve gender balance in the shipping industry.

9.20 Panama also introduced document TC 72/9/4, which provided information on the results obtained from the IV Regional Conference and III General Assembly of the Network of Women of the Maritime Authorities of Latin America (MAMLa Network) and the activities carried out by the Network from January to August 2022, as well as their impact on the maritime industry, with a view to increasing the visibility of women in the sector.

9.21 Following comments in support of the activities set out in the document, the Committee:

- .1 urged the maritime authorities of IMO Member States to increase the participation of women in technical discussions related to the maritime, logistics and port industry;
- .2 called on Member States to implement the Strategic Axes of the MAMLa Network and to promote inclusive policies at the national level;
- .3 encouraged Member States, through their administrations, to develop training programmes for women in the sector, including the development of leadership skills; and
- .4 urged Member States to interact with the private sector in developing training programmes that involved training centres to provide opportunities for students to interact with industry professionals during their periods of study.

9.22 Finally, the Committee noted the information provided in documents TC 72/INF.4 (Mexico) on the Adoption of the Regulations of Red MAMLa; TC 72/INF.5 (Mexico) containing the Amendments to the Statutes of Red MAMLa; TC 72/INF.6 (Mexico) on the Adoption of the Code of Ethics of Red MAMLa; TC 72/INF.7 (WMU) containing an update on the work of the World Maritime University Women's Association; and TC 72/INF.10 (Republic of Korea) on the commemoration of IMO International Day for Women in Maritime and the establishment of WIMA Korea.

10 GLOBAL MARITIME TRAINING INSTITUTIONS

(a) World Maritime University

10.1 The Committee considered document TC 72/10(a) (World Maritime University), which summarized the main activities undertaken by the World Maritime University (WMU) during 2021 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 2021 and, in particular, the continued delivery of its academic programmes during a period impacted by the COVID-19 pandemic. The Committee also noted 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 Several Member States expressed their appreciation for the important contribution of WMU to the maritime community, acknowledged the successful accreditation of the WMU degrees by the Government of Sweden, which would further enhance the University's reputation as a world-class maritime education centre, and thanked all donors for their continuing support in the fulfilment of WMU's mission. The Netherlands pledged a contribution of €50,000 to be used for WMU fellowships to SIDS and LDCs candidates and various delegations reiterated their support for the long-term capacity-building efforts of the IMO Member States through fellowship contributions and other arrangements. Furthermore, the Government of Sweden announced that it had increased its financial support to WMU.

10.4 The Secretary-General informed the Committee that this session of the Committee would be the last for Dr. Doumbia-Henry as President of WMU and commended her dedication, commitment and achievements, which ensured the University's global recognition as a centre of excellence for the advancement of maritime education and research. The Secretary-General also expressed his thanks to the City of Malmö and the Government of Sweden for their continuing support to WMU. The Committee concurred with the Secretary-General's comments.

10.5 In conclusion, the Committee:

- .1 noted the information set out in document TC 72/10(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 informed of developments;
- .3 expressed its appreciation to the Government of Sweden and the City of Malmö for hosting the University and all donors who contributed through financial and in-kind support to the University;
- .4 thanked the WMU President, Dr. Cleopatra Doumbia-Henry, for her dedication and commitment to the work of the University; and
- .5 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*.

(b) IMO International Maritime Law Institute

10.6 Having considered document TC 72/10(b) (IMO International Maritime Law Institute), the Committee noted the information provided on the main activities undertaken by the IMO International Maritime Law Institute (IMLI) during 2021 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. The Committee also noted with satisfaction the continued delivery of the Institute's academic programmes during a period impacted by the COVID-19 pandemic.

10.7 The Committee was informed of the retirement of Professor David Attard as IMLI Director at the end of July 2022 and the appointment of Professor Norman Martinez as the new IMLI Director. Several delegations expressed their gratitude for the excellent work, dedication and leadership of the former IMLI Director, Professor David Attard, for which he will

be awarded the IMO International Maritime Prize for 2021. Delegations also congratulated his successor, Professor Norman Martinez, on his appointment and reiterated their willingness for continued cooperation with IMLI.

10.8 As the host country of IMLI, the delegation of Malta reiterated its continuous support to IMLI, expressed its appreciation for the Institute's work and informed the Committee that the IMLI degrees of Master of Law and Doctor of Philosophy were recognized by the Maltese Authorities. The delegation of Japan highlighted The Nippon Foundation's financial and human resources support for IMLI and the delegation of Singapore reiterated its fellowship and academic support, while both delegations confirmed their willingness for continuing cooperation with IMLI.

10.9 Delegations expressed their appreciation for the important contribution of IMLI to the maritime community, which was successfully providing highly educated individuals in maritime law, trained to assist all governments, and particularly governments of developing countries, to effectively implement international instruments into national legislation. Delegations also expressed appreciation to IMLI for its contribution to women's empowerment by allocating 50% of places in the Institute's Master's programmes for suitably qualified female candidates thus contributing to the attainment of UN SDG 5. Furthermore, delegations thanked the Government of Malta and all donors for their continuing support in the fulfilment of IMLI's mission.

10.10 The Secretary-General concurred with the delegations' comments on the long-standing extraordinary contribution of Professor Attard, welcomed Professor Martinez in his new position, thanked the Government of Malta and all donors for their continuing support for IMLI and expressed his confidence that WMU and IMLI would continue their important work while enhancing their mutual cooperation.

10.11 In conclusion, the Committee:

- .1 noted the summary of activities undertaken by IMLI during 2021, as set out in document TC 72/10(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;
- .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*;
- .5 welcomed Professor Norman Martinez in his new position as the Director of IMLI and expressed its appreciation for the long dedicated service and remarkable contribution of Professor David Attard, former IMLI Director; and
- .6 commended both WMU and IMLI for their efforts to enhance capacity-building globally and for their important contribution to the maritime community.

(c) Other established arrangements

10.12 Having considered document TC 72/10(c) (Secretariat), the Committee noted the information provided on the fellowships granted by IMO for short- and medium-term training courses at maritime training institutions, namely IMSSEA, Italy and IPER, France, to participants from developing countries. The Committee further noted the voluntary contribution of €50,000 received from the Government of Italy in 2021 to support the activities of IMSSEA, and that the balance of the 2019 Italian contribution would be programmed for IMSSEA fellowship funding in 2022 and 2023.

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 considered document TC 72/11, which provided the Secretariat's response to the recommendations of the report of the independent evaluation of ITCP activities for the period 2016 to 2019 and an update on the status of implementation of those recommendations.

11.2 The Committee noted the information contained in document TC 72/11 and requested the Secretariat to continue with the implementation of the recommendations and report back to the Committee highlighting any budgetary implications.

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

12.1 The Committee recalled that the Council at its 127th session, 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. One document was submitted under this agenda item, namely TC 72/12 (Canada, Singapore, the United Arab Emirates and the United Kingdom).

12.2 At the request of the submitters, the Committee decided to defer the consideration of document TC 72/12 to the next session of the Committee.

13 WORK PROGRAMME

13.1 The Committee examined the information provided in document TC 72/13 (Secretariat) and approved the biennial status report of the Technical Cooperation Committee for the 2022-2023 biennium, including the amended description of output number 8.7, as set out in annex 2, and the substantive items to be included in the provisional agenda for the period 2023-2026, as set out in annex 3, subject to these being reviewed and amended, as necessary, at the next and subsequent sessions of the Committee.

14 ELECTION OF CHAIR AND VICE-CHAIR FOR 2023

14.1 Pursuant to the provisions of rule 49 of its Rules of Procedure, which states "A Rule may be suspended by a decision of the Committee taken by a majority of the Members present and voting, provided that 24 hours' notice of the proposal for suspension has been given. This notice may be waived if no Member objects", the Committee decided to suspend Rule 18 of the Committee's Rules of Procedure and defer the election of its Chair and Vice-Chair at this session to the start of its next session in 2023. In deferring the elections, the Committee took into account the 24 hours' notice period as provided in rule 49.

14.2 Prior to the decision of the Committee to defer the elections, the Secretariat had informed the Committee that its current Chair, H.E. Mr. Laurent Parenté (Vanuatu) would not be available for re-election as Chair of the Committee for 2023. Accordingly, and in accordance with rule 18 of the Committee's Rules of Procedure, the Committee would elect at this session its Chair and Vice-Chair for 2023. The Secretariat further informed the Committee that it had received communications from the Governments of Antigua and Barbuda in respect of His Excellency Mr. Dwight Gardiner, Permanent Representative of Antigua and Barbuda to IMO, and the Kingdom of Saudi Arabia in respect of Mr. Essam Al Ammari, Permanent Representative of the Kingdom of Saudi Arabia to IMO, both seeking election as Chair of the Committee for 2023. In addition, the Secretariat informed the Committee that it had received notification from the Islamic Republic of Iran that Mrs. Mandana Mansoorian, the current Vice-Chair of the Committee, was available for re-election as the Vice-Chair for 2023. The communications were contained in TC 72/J/6. The Secretariat further provided the Committee with information on the procedure for the preparation of voting for the election during TC 72. Document TC 72/J/5 was issued accordingly.

14.3 The delegation of Ukraine took the floor to express its strong opposition to any proposal on the re-election of the Iranian candidate as vice-chair of the Committee and specifically requested that the following views be reflected in the report:

- .1 the Islamic Republic of Iran had for many years posed a major threat to freedom of navigation and maritime security around the world;
- .2 there were facts of the supply of the Islamic Republic of Iran-made attack and surveillance drones to the Russian Federation which were used to attack civilian targets, including the port infrastructure and units of Ukraine's Maritime Authority in Mykolaiv and Odesa, as well as the plans to deliver short-range ballistic missiles to the Russian Federation; and
- .3 given these facts, the Islamic Republic of Iran was complicit in the Russian Federation's aggression, war crimes and terrorist attacks against Ukraine.

The full statement by the delegation of Ukraine is set out in annex 4.

14.4 In the discussion which preceded the decision to defer the elections, one delegation requested clarification on the principles of geographical representation in the elections of officers of Committees. Responding, the Secretariat indicated that the information would be provided subsequently. The delegation of the Cook Islands, supported by many others, stated that the elections for the chair and vice-chair of the Committee were important for the work of the Committee, noting that not enough time had been given to delegations to consult with their capitals with a view to making informed decisions on the elections. This delegation further stated that to hold elections at this session of the Committee was inappropriate and therefore suggested that the Secretariat follow the precedence established by the Marine Environment Division in similar circumstances and issue a document for the expression of interest between this session and the next and hold the election at the commencement of the next session in 2023. The statement of the delegation of the Cook Islands is set out in annex 4.

14.5 Another delegation enquired from the Secretariat what the implications of not holding elections for the post of chair and vice-chair at this session would be for the Committee before its next session in 2023. In response, the Secretariat informed the delegation that there were no implications, stating however, that it was up to the Committee to decide if the elections should be held at this session or at its next session in 2023.

14.6 In conclusion, the Committee decided as follows:

- .1 to defer the elections of chair and vice-chair of the Committee to the commencement of its next session in 2023;
- .2 to issue a document for the next session of the Committee informing the membership of the Organization of the election and requesting nominations for the post of chair and vice-chair of the Committee for 2023; and
- .3 agreed that the two candidates nominated by their governments as communicated to the Secretariat for the post of chair did not need to resubmit their nominations.

15 ANY OTHER BUSINESS

Promoting Junior and Senior Professional Officer Programmes in the context of the Organization's capacity-building mandate

15.1 The Committee considered document TC 72/15, which provided information on IMO's Junior and Senior Professional Officer (JPO and SPO) programmes in the context of the Organization's capacity-building mandate.

15.2 The Committee noted that these programmes not only benefited the officials who were selected to participate in these schemes but also augmented the Organization's human resource capacity to respond to its technical cooperation efforts, which were built through financial contributions and in-kind support.

15.3 Considering that the interest from the Member States in nominating candidates for the technical cooperation-related JPO and SPO vacancies had been relatively low, one delegation provided comments on how the scheme could be enhanced to facilitate further in-kind contributions through these programmes. In this regard, the following points were highlighted:

- .1 a funding mechanism which could allow JPOs or SPOs from developing countries to apply to these programmes;
- .2 use of the technical cooperation expertise from other UN agencies and international organizations through exchange programmes; and
- .3 more detailed vacancy notices to:
 - .1 clearly identify the relevant discipline area required to enable those who had a career in technical cooperation to apply; and
 - .2 consider other working languages of the Organization as a requirement, as technical cooperation activities might need to be delivered in languages other than English.

15.4 The Committee noted the information contained in document TC 72/15 and invited Member States to consider supporting the Organization's technical cooperation activities by nominating their young or experienced professionals to participate in the JPO or SPO programmes and to update the Committee on any future developments.

Outcome of the twenty-second session of the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) forum held from 26 to 28 July 2022

15.5 The Committee noted the information contained in document TC 72/INF.8 (Australia) regarding the outcomes of the APHoMSA forum, chaired by the Cook Islands, towards the enhancement of capacity-building within the Asia Pacific region, particularly in the areas of women in maritime, regional cooperation, protecting the marine environment, safety at sea (including seafarer welfare) and maritime incident response.

15.6 Various delegations highlighted the important role of APHoMSA in the Asia and Pacific region, and its value in regional cooperation between countries and the collaboration between IMO and APHoMSA in achieving the outcomes.

Report of the Regional Meeting of Directors and Heads of Maritime Administrations

15.7 The Committee noted the information contained in document TC 72/INF.9 (Antigua and Barbuda et al) regarding the Regional Meeting of Directors and Heads of Maritime Administrations, chaired by Suriname, held on 28 and 29 July 2022. The Committee noted its outcomes related to transport of cargo and passengers by sea, facilitation of maritime transport, legal matters, maritime technology, maritime education training and research, maritime safety, protection of the marine environment, navigation, search and rescue, reduction of greenhouse gas emissions and any other matters directly affecting maritime transport in the Caribbean Sea.

15.8 Various delegations requested IMO to provide assistance with the continued development of maritime administrations in the region, particularly related to the development of a long-term maritime strategy, reconvening the high-level symposium of ministers responsible for maritime transport and delivery of the Caribbean ship inspector training course and other areas indicated in the Suriname DIHMAR Resolution 2022 (annexed to TC 72/INF.9).

Other matters

15.9 Many delegations expressed appreciation to the Chair, H. E. Mr. Laurent Parenté (Vanuatu), for his leadership and contribution to the work of the Technical Cooperation Committee over the last three years and wished him success in his new role as Director General of the International Mobile Satellite Organization (IMSO).

15.10 The Committee unanimously sent a strong message of support to Mrs. Mandana Mansoorian (Islamic Republic of Iran) on her current ill health circumstances and also thanked her for her dedication and contribution to the work of the Committee and IMO.

15.11 One delegation raised its concern regarding the voting limitations of those attending the meeting in hybrid mode, and particularly bearing in mind time zone differences and efforts in evolving the hybrid system, suggested that the Organization consider following the model of other organizations where remote or proxy voting was allowed.

15.12 The delegation of the Islamic Republic of Iran delivered a statement on "Exercising its right of reply to Ukraine and the United States of America at TC 72 in IMO". The statement of the delegation of the Islamic Republic of Iran is included in annex 4.

Date and place of the next session

15.7 The Committee noted that its seventy-third session had been tentatively scheduled to take place from 16 to 20 October 2023.

16 ACTION REQUESTED OF THE COUNCIL

16.1 The Council is invited to:

- .1 note the summary of the Committee's report on its seventy-second session (C 128/9/Add.1), in particular the progress on the establishment of the IMO RPO in Fiji for the Pacific Islands region; 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; the finalization of the SMART indicators by the Working Group on the 2030 Agenda for Sustainable Development; and the proposed substantive items for inclusion in its provisional agendas for the period 2023-2026;
- .2 note the decision of the Committee to suspend in principle the participation of the Russian Federation in any IMO technical cooperation activity either as a recipient or as a host until the Committee decides otherwise;
- .3 note that the Committee invited the Secretary-General to continue collaborating with the relevant parties and the JCC on the need for the immediate release of stranded vessels in Ukrainian ports, especially those outside of the Black Sea Grain Initiative, and report to the next session of the Council;
- .4 note that due to limitations of the hybrid meeting capability in the Committee meeting rooms at the IMO Headquarters, the Working Group on the 2030 Agenda for Sustainable Development had to meet at lunch time in the Main Hall on the second day of the meeting, and take the necessary actions to ensure that the committee meeting rooms were equipped with the hybrid capability as early as possible;
- .5 note the outcomes of the Committee's discussion on the matters raised regarding the establishment of a new RPO for the Middle East and North Africa region;
- .6 approve the establishment of an IMO RPO in Egypt for the Middle East and North Africa (MENA) region, noting the Committee's agreement to consider the marine environmental protection mandates of existing regional entities in the Mediterranean (REMPEC), Red Sea (PERSGA) and ROPME (MEMAC) Sea Areas;
- .7 note the outcomes of the Committee's discussion on initiatives to progress the global women in maritime agenda, including the agreement to establish one new global maritime indicator to reflect the percentage of women seafarers on board ships, as well as the impending submission to Council by interested Member States to propose the establishment of an IMO Gender Equality Award;

- .8 consider the inclusion of the following when developing the new Strategic Plan for the Organization for the six-year period 2024 to 2029, when revising resolution A.1149(32) on the *Revised Strategic Plan for the Organization for the six-year Period 2018 to 2023*:
- .1 the Capacity-Building Decade 2021-2030 Strategy as an integral part of the next Strategic Plan;
 - .2 the strategic direction on the human element (SD 6: Address the human element) considering the needs and well-being of seafarers and, in doing so, emphasize the importance of education and training, as well as the promotion of gender equality and the empowerment of women; and
 - .3 the new global maritime indicator to reflect the percentage of women seafarers on board ships.
- .9 note the outcome of the Committee's consideration of the four consolidated audit summary reports (CASRs) in the context of improvements in the provision of technical assistance to Member States;
- .10 note that the Committee considered the invitation of C 125 to develop priority lists in the context of the consolidation of certified texts of IMO conventions, and was of the view there was no need for the Committee to develop such list;
- .11 note that the Committee decided to defer the election of its Chair and Vice-Chair to its seventy-third session; and
- .12 authorize the Secretary-General to transmit the report of the Committee's seventy-second session to the thirty-third session of the Assembly, in accordance with Article 21(b) of the IMO Convention.

ANNEX 1

TABLE ON SDG TARGETS, MILESTONES AND INDICATORS WITH A FOCUS ON IMO SDG PRIORITY INDICATORS

IMO SDG Strategy Priority SDGs 5, 9, 13, 14, with overarching 16 and 17

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024																																		
<p>SDG 5</p> <p>Close links with SDG 4 and SDG 10</p>	<p>5.1 Continue facilitating access to high-level technical training for women in the maritime sector in developing countries.</p>	<p>5.1.a) 3,612 trainees, out of whom 639 are women participating in IMO technical cooperation activities.</p> <table border="1" data-bbox="918 603 1581 860"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td></td> </tr> <tr> <td>Arab States and Mediterranean</td> <td></td> </tr> <tr> <td>Asia and Pacific Islands</td> <td></td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td></td> </tr> <tr> <td>Latin America and Caribbean</td> <td></td> </tr> </tbody> </table>	Region	#	Africa		Arab States and Mediterranean		Asia and Pacific Islands		Western Asia and Eastern Europe		Latin America and Caribbean		<p>5.1.1 Increase the number of women participating in IMO technical cooperation activities.</p>																						
Region	#																																				
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Western Asia and Eastern Europe																																					
Latin America and Caribbean																																					
		<p>5.1.b) Total 82 and 32 women applicants to WMU and IMLI fellowships and 9 fellowships awarded to women.</p> <table border="1" data-bbox="938 979 1561 1347"> <thead> <tr> <th rowspan="2">Region</th> <th colspan="2">WMU</th> <th colspan="2">IMLI</th> </tr> <tr> <th>AP</th> <th>AW</th> <th>AP</th> <th>AW</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>5</td> <td>1</td> <td>13</td> <td>3</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>1</td> <td>1</td> <td>2</td> <td>1</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>4</td> <td>2</td> <td>5</td> <td>1</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>1</td> <td>0</td> <td>1</td> <td>0</td> </tr> </tbody> </table>	Region	WMU		IMLI		AP	AW	AP	AW	Africa	5	1	13	3	Arab States and Mediterranean	1	1	2	1	Asia and Pacific Islands	4	2	5	1	Western Asia and Eastern Europe	0	0	0	0	Latin America and Caribbean	1	0	1	0	<p>5.1.2 Increase the number of IMO sponsored fellowships at IMO's global maritime training institutions (WMU and IMLI) that should be awarded to women.</p>
Region	WMU			IMLI																																	
	AP	AW	AP	AW																																	
Africa	5	1	13	3																																	
Arab States and Mediterranean	1	1	2	1																																	
Asia and Pacific Islands	4	2	5	1																																	
Western Asia and Eastern Europe	0	0	0	0																																	
Latin America and Caribbean	1	0	1	0																																	

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024														
		AP= Applicants AW= Awarded															
	5.2 Continue to promote and implement programmes on strengthening the role of women in the maritime sector.	5.2.a) \$230,609 of expenditure allocated to support for the Women in Maritime Associations (WIMAs). <table border="1" data-bbox="1008 550 1489 869"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>\$9,233</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>\$54,510</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>\$112,975</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>N/A</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>\$53,891</td> </tr> </tbody> </table>	Region	#	Africa	\$9,233	Arab States and Mediterranean	\$54,510	Asia and Pacific Islands	\$112,975	Western Asia and Eastern Europe	N/A	Latin America and Caribbean	\$53,891	5.2.1 Increase the financial and technical resources allocated to support for the Women in Maritime Associations (WIMAs).		
Region	#																
Africa	\$9,233																
Arab States and Mediterranean	\$54,510																
Asia and Pacific Islands	\$112,975																
Western Asia and Eastern Europe	N/A																
Latin America and Caribbean	\$53,891																
		5.2.b) Four specialized training specifically for women in maritime. <table border="1" data-bbox="1008 957 1489 1316"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>1</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>0</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>0</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>0</td> </tr> <tr> <td>Global Programmes</td> <td>3</td> </tr> </tbody> </table>	Region	#	Africa	1	Arab States and Mediterranean	0	Asia and Pacific Islands	0	Western Asia and Eastern Europe	0	Latin America and Caribbean	0	Global Programmes	3	5.2.2 Develop specific training programmes for women (including by WMU/IMLI).
Region	#																
Africa	1																
Arab States and Mediterranean	0																
Asia and Pacific Islands	0																
Western Asia and Eastern Europe	0																
Latin America and Caribbean	0																
Global Programmes	3																

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024												
		<p>5.2.c) 3,612 trainees of whom 585 are women participating in other training activities.</p> <table border="1" data-bbox="1032 459 1467 775"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td></td> </tr> <tr> <td>Arab States and Mediterranean</td> <td></td> </tr> <tr> <td>Asia and Pacific Islands</td> <td></td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td></td> </tr> <tr> <td>Latin America and Caribbean</td> <td></td> </tr> </tbody> </table>	Region	#	Africa		Arab States and Mediterranean		Asia and Pacific Islands		Western Asia and Eastern Europe		Latin America and Caribbean		
	Region	#													
Africa															
Arab States and Mediterranean															
Asia and Pacific Islands															
Western Asia and Eastern Europe															
Latin America and Caribbean															
5.3 Continue supporting women's empowerment in maritime with a move towards gender equality on all levels.	5.3.a) One woman out of five in management positions at WMU.	5.3.1 Increase the number of women in senior level positions at WMU and IMLI.													
		5.3.b) Two women out of five in management positions at IMLI.													

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024																		
		<p>5.3.c) Total number of persons and number of whom women employed in the maritime sector.</p> <table border="1" data-bbox="981 459 1520 775"> <thead> <tr> <th>Region</th> <th>Total</th> <th>Women</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td></td> <td></td> </tr> <tr> <td>Arab States and Mediterranean</td> <td></td> <td></td> </tr> <tr> <td>Asia and Pacific Islands</td> <td></td> <td></td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td></td> <td></td> </tr> <tr> <td>Latin America and Caribbean</td> <td></td> <td></td> </tr> </tbody> </table>	Region	Total	Women	Africa			Arab States and Mediterranean			Asia and Pacific Islands			Western Asia and Eastern Europe			Latin America and Caribbean			5.3.2 Increase in the number of women in the maritime sector.
	Region	Total	Women																		
Africa																					
Arab States and Mediterranean																					
Asia and Pacific Islands																					
Western Asia and Eastern Europe																					
Latin America and Caribbean																					
5.4 Integrate gender markers in all IMO technical cooperation activities/capacity-building activities, projects.	<p>5.4.a) X gender markers integrated in IMO projects, technical cooperation and capacity-building activities.</p> <table border="1" data-bbox="1032 895 1464 1211"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td></td> </tr> <tr> <td>Arab States and Mediterranean</td> <td></td> </tr> <tr> <td>Asia and Pacific Islands</td> <td></td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td></td> </tr> <tr> <td>Latin America and Caribbean</td> <td></td> </tr> </tbody> </table>	Region	#	Africa		Arab States and Mediterranean		Asia and Pacific Islands		Western Asia and Eastern Europe		Latin America and Caribbean		5.4.1 All IMO ongoing or planned projects, technical cooperation activities, training events include at least one gender marker/specific activity and, if possible, provide gender disaggregated data.							
Region	#																				
Africa																					
Arab States and Mediterranean																					
Asia and Pacific Islands																					
Western Asia and Eastern Europe																					
Latin America and Caribbean																					

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024														
		<p>5.4.b) 15 gender-specific activities integrated in IMO projects, technical cooperation and capacity-building activities.</p> <table border="1" data-bbox="1032 461 1464 826"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>2</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>1</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>3</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>1</td> </tr> <tr> <td>Global Programmes</td> <td>8</td> </tr> </tbody> </table>	Region	#	Africa	2	Arab States and Mediterranean	1	Asia and Pacific Islands	3	Western Asia and Eastern Europe	0	Latin America and Caribbean	1	Global Programmes	8	
	Region	#															
Africa	2																
Arab States and Mediterranean	1																
Asia and Pacific Islands	3																
Western Asia and Eastern Europe	0																
Latin America and Caribbean	1																
Global Programmes	8																
	<p>5.4.c) Eight IMO project/technical cooperation activity contracted staff/technical experts who are women.</p> <table border="1" data-bbox="1032 948 1464 1313"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>1</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>0</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>1</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>1</td> </tr> <tr> <td>Others</td> <td>5</td> </tr> </tbody> </table>	Region	#	Africa	1	Arab States and Mediterranean	0	Asia and Pacific Islands	1	Western Asia and Eastern Europe	0	Latin America and Caribbean	1	Others	5	<p>5.4.2 Increase in gender parity on all levels by project staff/ technical experts contracted.</p>	
Region	#																
Africa	1																
Arab States and Mediterranean	0																
Asia and Pacific Islands	1																
Western Asia and Eastern Europe	0																
Latin America and Caribbean	1																
Others	5																

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024														
		<p>5.4.d) 24 technical experts (external) for project/technical cooperation activity who are women.</p> <table border="1" data-bbox="1032 459 1464 826"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>6</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>1</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>7</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>6</td> </tr> <tr> <td>Western Europe</td> <td>4</td> </tr> </tbody> </table>	Region	#	Africa	6	Arab States and Mediterranean	1	Asia and Pacific Islands	7	Western Asia and Eastern Europe	0	Latin America and Caribbean	6	Western Europe	4	
Region	#																
Africa	6																
Arab States and Mediterranean	1																
Asia and Pacific Islands	7																
Western Asia and Eastern Europe	0																
Latin America and Caribbean	6																
Western Europe	4																
SDG 9	<p>9.1 Enhancement of sustainable port facilities and ship-shore interface (such as shore-side electricity provision for ships, adequate port reception facilities, bunkering facilities for alternative marine fuels, infrastructure for the generation of renewable energy sources) in developing maritime States which are supporting implementation of respective IMO policies.</p>	<p>9.1.a) Zero technical cooperation activities to assist developing Member States to enhance/build sustainable port facilities.</p> <table border="1" data-bbox="1032 948 1464 1267"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>0</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>0</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>0</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>0</td> </tr> </tbody> </table>	Region	#	Africa	0	Arab States and Mediterranean	0	Asia and Pacific Islands	0	Western Asia and Eastern Europe	0	Latin America and Caribbean	0	<p>9.1.1 Increase in technical cooperation activities on the implementation of the FAL Convention, specifically related to enhanced port facilities, including availability in ports of MSW/port EDI and increase in funding mobilized/leveraged to sustainable infrastructure/port facilities in developing countries.</p> <p>9.1.2 Increase in feasibility studies for sustainable port infrastructure.</p>		
Region	#																
Africa	0																
Arab States and Mediterranean	0																
Asia and Pacific Islands	0																
Western Asia and Eastern Europe	0																
Latin America and Caribbean	0																

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024																		
	9.2 Growing practice in developing countries of retrofitting and upgrading of vessels with new, environmentally/climate friendly technologies.	9.2.a) 14 activities developed by MTCC and other projects, technical cooperation activities related to target 9.1 and 9.2. <table border="1" data-bbox="1010 459 1487 748"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>2</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>0</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>6</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>4</td> </tr> <tr> <td>Global Programmes</td> <td>2</td> </tr> </tbody> </table>	Region	#	Africa	2	Arab States and Mediterranean	0	Asia and Pacific Islands	6	Western Asia and Eastern Europe	0	Latin America and Caribbean	4	Global Programmes	2	9.2.1 Increase in number of pilot trials of operational energy efficiency measures on board ships in developing countries.				
Region	#																				
Africa	2																				
Arab States and Mediterranean	0																				
Asia and Pacific Islands	6																				
Western Asia and Eastern Europe	0																				
Latin America and Caribbean	4																				
Global Programmes	2																				
	9.3 Enhancement of single window systems in ports, in particular in SIDS.	9.3.a) Three technical cooperation activities to developing Member States to support development maritime single window systems and zero new/enhanced maritime single window systems. <table border="1" data-bbox="985 898 1512 1193"> <thead> <tr> <th>Region</th> <th># TC</th> <th># SW</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>2</td> <td>0</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>0</td> <td>0</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>0</td> <td>0</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>1</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>0</td> <td>0</td> </tr> </tbody> </table> <p data-bbox="880 1225 1476 1281">TC: Technical Cooperation activities SW: New/enhanced maritime single window systems</p>	Region	# TC	# SW	Africa	2	0	Arab States and Mediterranean	0	0	Asia and Pacific Islands	0	0	Western Asia and Eastern Europe	1	0	Latin America and Caribbean	0	0	9.3.1 Increase in number of Member State single window system projects.
Region	# TC	# SW																			
Africa	2	0																			
Arab States and Mediterranean	0	0																			
Asia and Pacific Islands	0	0																			
Western Asia and Eastern Europe	1	0																			
Latin America and Caribbean	0	0																			

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024														
	9.5 Increased number of highly trained maritime specific personnel at the administration and in industry of developing countries.	9.5.a) 31 personnel in developing country maritime administrations, industry representatives, who benefited from IMO-funded WMU/IMLI trainings. <table border="1" data-bbox="967 491 1529 804"> <thead> <tr> <th>Region</th> <th></th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>15</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>4</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>6</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>1</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>5</td> </tr> <tr> <td>Other*</td> <td></td> </tr> </tbody> </table>	Region		Africa	15	Arab States and Mediterranean	4	Asia and Pacific Islands	6	Western Asia and Eastern Europe	1	Latin America and Caribbean	5	Other*		9.5.1 Increase in number of personnel trained by WMU/IMLI in developing country maritime administrations/industry.
Region																	
Africa	15																
Arab States and Mediterranean	4																
Asia and Pacific Islands	6																
Western Asia and Eastern Europe	1																
Latin America and Caribbean	5																
Other*																	
SDG 13	13.1 Support follow-up actions of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change through specific capacity-building activities, training events and projects, with special focus on LDCs and SIDS needs.	13.1.a) Eight technical cooperation activities, projects/in support of the implementation of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change. <table border="1" data-bbox="916 954 1581 1294"> <thead> <tr> <th>Region</th> <th></th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>0</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>2</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>1</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>1</td> </tr> <tr> <td>Global Programmes</td> <td>4</td> </tr> </tbody> </table>	Region		Africa	0	Arab States and Mediterranean	2	Asia and Pacific Islands	1	Western Asia and Eastern Europe	0	Latin America and Caribbean	1	Global Programmes	4	13.1.1 Increase the technical cooperation activities directed towards the implementation of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change.
Region																	
Africa	0																
Arab States and Mediterranean	2																
Asia and Pacific Islands	1																
Western Asia and Eastern Europe	0																
Latin America and Caribbean	1																
Global Programmes	4																

* Industry representatives.

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024														
		<p>13.1.b) 14 technical cooperation activities, training events, special courses carried out by IMO and its regional bodies, projects and networks related to follow-up actions of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change.</p> <table border="1" data-bbox="927 580 1572 959"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>2</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>0</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>6</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>4</td> </tr> <tr> <td>Global Programmes</td> <td>2</td> </tr> </tbody> </table>	Region	#	Africa	2	Arab States and Mediterranean	0	Asia and Pacific Islands	6	Western Asia and Eastern Europe	0	Latin America and Caribbean	4	Global Programmes	2	<p>13.1.2 Growth of resources raised/leveraged by IMO, to support IMO GHG Initial Strategy and other IMO instruments relevant for climate change.</p>
Region	#																
Africa	2																
Arab States and Mediterranean	0																
Asia and Pacific Islands	6																
Western Asia and Eastern Europe	0																
Latin America and Caribbean	4																
Global Programmes	2																
	<p>13.2 Continue improving education, awareness-raising and human and institutional capacity on reduction of GHG emissions from shipping, including assessment of impacts on States and development of National Action Plans.</p>	<p>13.2.a) Amount of expenditure on funding the implementation of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change.</p> <table border="1" data-bbox="857 1109 1621 1225"> <tbody> <tr> <td>ITCP Regional and Global Programmes</td> <td>\$165,089</td> </tr> <tr> <td>Thematic Long-Term Projects</td> <td>\$3,442,501</td> </tr> <tr> <td>TOTAL</td> <td>\$3,607,590</td> </tr> </tbody> </table>	ITCP Regional and Global Programmes	\$165,089	Thematic Long-Term Projects	\$3,442,501	TOTAL	\$3,607,590	<p>13.2.1 Increase in training programmes related to implementation of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change, both by IMO, its regional bodies, projects and networks and WMU, IMLI.</p>								
ITCP Regional and Global Programmes	\$165,089																
Thematic Long-Term Projects	\$3,442,501																
TOTAL	\$3,607,590																

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024																
		<table border="1"> <thead> <tr> <th>Region</th> <th></th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>\$165,089</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>\$0</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>\$49,110</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>\$40,260</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>\$0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>\$66,640</td> </tr> <tr> <td>Global Programmes</td> <td>\$9,079</td> </tr> </tbody> </table>	Region		Africa	\$165,089	Arab States and Mediterranean	\$0	Asia and Pacific Islands	\$49,110	Asia and Pacific Islands	\$40,260	Western Asia and Eastern Europe	\$0	Latin America and Caribbean	\$66,640	Global Programmes	\$9,079	
Region																			
Africa	\$165,089																		
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Western Asia and Eastern Europe	\$0																		
Latin America and Caribbean	\$66,640																		
Global Programmes	\$9,079																		
SDG 14 IMO SD SD1 SD4	14.1 Significant reduction in marine pollution from ocean-based industries, in particular shipping and dumping of wastes at sea, paying particular attention to the special needs of SIDS and LDCs.	14.1.a) Amount of expenditure on technical cooperation activities and capacity-building related to protection and preservation of the marine environment, including marine pollution: \$7,271,433 <table border="1"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>\$967,424</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>\$1,202,729</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>\$2,139,679</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>\$36,704</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>\$1,114,153</td> </tr> <tr> <td>Global Programmes</td> <td>\$1,810,744</td> </tr> </tbody> </table>	Region	#	Africa	\$967,424	Arab States and Mediterranean	\$1,202,729	Asia and Pacific Islands	\$2,139,679	Western Asia and Eastern Europe	\$36,704	Latin America and Caribbean	\$1,114,153	Global Programmes	\$1,810,744	14.1.1 Increase amount of expenditure on technical cooperation activities to promote national approaches aiming at the reduction of pollution from ocean-based industries.		
Region	#																		
Africa	\$967,424																		
Arab States and Mediterranean	\$1,202,729																		
Asia and Pacific Islands	\$2,139,679																		
Western Asia and Eastern Europe	\$36,704																		
Latin America and Caribbean	\$1,114,153																		
Global Programmes	\$1,810,744																		
		14.1.b) One technical cooperation activity in support of the establishment of Special Areas, Particularly Sensitive Sea Areas (PSSAs) designated under MARPOL, including ECAs, and number of those areas effectively established.																	

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024																		
		<table border="1"> <thead> <tr> <th>Region</th> <th># Act.</th> <th># AREAS</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>1</td> <td>0</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>0</td> <td>0</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>0</td> <td>0</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>0</td> <td>0</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>0</td> <td>0</td> </tr> </tbody> </table>	Region	# Act.	# AREAS	Africa	1	0	Arab States and Mediterranean	0	0	Asia and Pacific Islands	0	0	Western Asia and Eastern Europe	0	0	Latin America and Caribbean	0	0	
Region	# Act.	# AREAS																			
Africa	1	0																			
Arab States and Mediterranean	0	0																			
Asia and Pacific Islands	0	0																			
Western Asia and Eastern Europe	0	0																			
Latin America and Caribbean	0	0																			
	<p>14.2 National capacity and regional cooperation to respond to marine pollution (incidents) is strengthened paying particular attention to the special needs of SIDS and LDCs.</p>	<p>14.2.a) 138 Member States (of which 78 were SIDS/LDCs) assisted with protection and preservation of the marine environment and preparing for pollution response, including an assessment of possible response equipment.</p> <table border="1"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>36</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>13</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>41</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>4</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>42</td> </tr> <tr> <td>Western Europe</td> <td>2</td> </tr> </tbody> </table>	Region	#	Africa	36	Arab States and Mediterranean	13	Asia and Pacific Islands	41	Western Asia and Eastern Europe	4	Latin America and Caribbean	42	Western Europe	2	<p>14.2.1 Increase in Member States assisted with preparing for pollution, protection, prevention, response and recovery.</p>				
Region	#																				
Africa	36																				
Arab States and Mediterranean	13																				
Asia and Pacific Islands	41																				
Western Asia and Eastern Europe	4																				
Latin America and Caribbean	42																				
Western Europe	2																				

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024														
		<p>14.2.b) Seven regional cooperation activities (out of which 41 beneficiaries were SIDS/LDCs) undertaken to enhance capacity to respond to marine pollution incidents.</p> <table border="1" data-bbox="943 491 1554 788"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>1</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>0</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>3</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>1</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>2</td> </tr> </tbody> </table>	Region	#	Africa	1	Arab States and Mediterranean	0	Asia and Pacific Islands	3	Western Asia and Eastern Europe	1	Latin America and Caribbean	2			
Region	#																
Africa	1																
Arab States and Mediterranean	0																
Asia and Pacific Islands	3																
Western Asia and Eastern Europe	1																
Latin America and Caribbean	2																
	<p>14.3 Increased ratification/accession of IMO instruments related to protection and preservation of the marine environment and their implementation.</p>	<p>14.3.a) 70 IMO technical cooperation activities for raising awareness aiming at ratification of/accession to IMO instruments related to the protection and preservation of the marine environment and capacity-building for implementation.</p> <table border="1" data-bbox="936 999 1563 1326"> <thead> <tr> <th>Region</th> <th>#</th> </tr> </thead> <tbody> <tr> <td>Africa</td> <td>10</td> </tr> <tr> <td>Arab States and Mediterranean</td> <td>5</td> </tr> <tr> <td>Asia and Pacific Islands</td> <td>30</td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td>5</td> </tr> <tr> <td>Latin America and Caribbean</td> <td>12</td> </tr> <tr> <td>Global Programmes</td> <td>8</td> </tr> </tbody> </table>	Region	#	Africa	10	Arab States and Mediterranean	5	Asia and Pacific Islands	30	Western Asia and Eastern Europe	5	Latin America and Caribbean	12	Global Programmes	8	<p>14.3.1 Increased number of IMO technical cooperation activities supporting Member States to enhance capacity for marine pollution incidents response.</p>
Region	#																
Africa	10																
Arab States and Mediterranean	5																
Asia and Pacific Islands	30																
Western Asia and Eastern Europe	5																
Latin America and Caribbean	12																
Global Programmes	8																

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators Baseline 2019	IMO technical cooperation milestones By 2024
SDG 16 Targets: 16.4 16.5 16.6	[16.1 Strengthen global and national maritime regulatory schemes and institutions to reduce opportunities for corruption, bribery and illicit cargo flows.]	[16.1.a) Zero technical cooperation activities (national/regional) in support of awareness-raising and combating corruption, bribery and illicit cargo flow.]	[16.1.1 Increase in number of technical cooperation activities and/or projects/partnerships in support of awareness-raising and development of relevant schemes combating corruption, bribery and illicit cargo flow.]
IMO SD SD1 SD2 SD5	16.2 Further contribute to the enhancement of maritime security.	16.2.a) 22% of activities delivered in partnership with UN Counter-Terrorism (UN CT) and the following UN partners: Counter-Terrorism Executive Directorate (UN CTED) United Nations Office on Drugs and Crime (UNODC) International Organization for Migration (IOM) International Civil Aviation Organization (ICAO)	16.2.1 Increase in partnerships with UN CT and other competent UN partners in maritime security capacity-building activity delivery.
	16.3 Increased ratification of and accession to IMO instruments combined with increased monitoring activity at ports and through the maritime administration.	16.3.a) Number of technical cooperation activities promoting ratification or accession to IMO instruments: 243 activities were delivered in 2019	16.3.1 Increase in ratification of and accession to IMO instruments.

ANNEX 2
BIENNIAL STATUS REPORT 2022-2023

TECHNICAL COOPERATION COMMITTEE (TCC)									
Reference to SDs, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
SD 1 Improve implementation	1.1	Capacity-building aspects of the IMO Audit Scheme reflected in and implemented through the Integrated Technical Cooperation Programme (ITCP)	Continuous	TCC			In progress		
	1.2	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in ITCP	Continuous	TCC	MSC / MEPC / FAL / LEG		In progress		
	1.4	Analysis of consolidated audit summary reports	Annual	Assembly	MSC / MEPC / LEG/TCC/ III	Council	Ongoing		
	1.6	Monitoring of ITCP programme implemented on the enhancement of maritime training capacities, including middle and senior management levels	Annual	TCC			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		Ongoing		

TECHNICAL COOPERATION COMMITTEE (TCC)									
Reference to SDs, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
	1.8	Analysis and consideration of reports on National Maritime Transport Policy development and Country Maritime Profiles	Annual	TCC			Ongoing		
	1.9	Report on activities within ITCP related to the OPRC Convention and the OPRC-HNS Protocol	Annual	TCC	MEPC		Ongoing		
	1.10	Report on ITCP programme on support to SIDS and LDCs for their special shipping needs	Annual	TCC			Ongoing		
	1.19	Approve ITCP for 2024-2025	2023	TCC					
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		Ongoing		
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			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		In progress		

TECHNICAL COOPERATION COMMITTEE (TCC)									
Reference to SDs, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
	8.3	Analysis and consideration of reports on partnership arrangements for, and implementation of, environmental programmes	Annual	TCC	MEPC		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			Ongoing		
	8.5	Analysis and consideration of reports on the implementation of the approved mechanism for sustainable financing of ITCP	Annual	TCC			Ongoing		
	8.6	Monitoring measures on new and cost-effective measures to deliver technical assistance	Annual	TCC			Ongoing		
	8.7	Approved TC annual report including ITCP implementation	Annual	TCC			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			Ongoing		

TECHNICAL COOPERATION COMMITTEE (TCC)									
Reference to SDs, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
	8.11	Analysis and consideration of the report on the evaluation of ITCP covering 2020-2023	2024	TCC					
Other work	OW 1	Monitoring of South-South cooperation reflected in the ITCP and partnerships	Continuous	TCC			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		Ongoing		
	OW 6	Analysis and consideration of reports on strengthened regional associations for women managers in the maritime sector	Annual	TCC			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		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		Ongoing		

ANNEX 3

SUBSTANTIVE ITEMS FOR INCLUSION IN THE PROVISIONAL AGENDA FOR THE COMMITTEE FOR THE PERIOD 2023-2026

Seventy-third session of the Committee (October 2023)

Work of other bodies and organizations

Technical Cooperation Planning and Reporting:

- (a) Annual Report for 2022
- (b) Integrated Technical Cooperation Programme (ITCP) and
Technical Cooperation Fund Allocation for 2024 and 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

Regional presence and coordination

IMO Member State Audit Scheme

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

Global maritime training institutions

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 2024

Any other business

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

Seventy-fourth session of the Committee (October 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

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 (October 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

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 (October 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

Regional presence and coordination

IMO Member State Audit Scheme

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

Global maritime training institutions

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

ANNEX 4
STATEMENTS BY DELEGATIONS

ITEM 2

Statement by Ukraine

"Mr. Chair,

An exhausting unprovoked Russian war against Ukraine is lasting for almost 8 months. Tens of thousands of people have become victims, once flourishing cities and villages are subjected to daily attacks.

The barbaric actions of Russia, which shamelessly violated the core principles and norms of the UN Charter, were strongly condemned by the latter's member states with a call to the Russian Federation to stop criminal actions and withdraw its troops from the territory of Ukraine.

The International Maritime Organization did not remain aloof. The Council at its 35th extraordinary session, Legal Committee, MSC, FAL, MEPC and other working bodies of the IMO reacted to Russia's numerous violations of its obligations under the IMO Convention and its key instruments.

Destruction of port infrastructure, attacks on civilian ships that led to the deaths and injuries of seafarers, mining of marine spaces, their pollution as a result of Russian military actions, expropriation of ships by Russian administrations in temporarily occupied territories - all this became the subject of IMO bodies' decisions.

Mr. Chair,

In the period of 2022-2023, Ukraine should have hosted regional IMO courses for the training of SAR experts. However, due to Russia's war against Ukraine, any technical cooperation activities in the northern part of the Black Sea and the Sea of Azov were put on pause, not to mention the almost complete paralysis of international commercial shipping.

Surprisingly, it was the SAR personnel who became the first victims of Russian aggression, when at the end of February this year the Ukrainian search and rescue vessel "SAPFIR" was illegally captured by the Russian military together with the crew near Serpent Island, during their humanitarian mission.

While we are now sitting in cozy London, Russian warships are likely again going out into the Black Sea to launch ballistic missiles at Ukrainian cities. This happens almost every day.

Despite all our efforts to force the criminal Russian regime to abandon waging an aggressive war against Ukraine, despite the devastating defeat of its troops on land and at sea, the Kremlin authorities do not stop their efforts to sow terror and death.

Moreover, it periodically returns to blackmailing the world community, sometimes threatening it with starvation, sometimes with death from nuclear chaos.

All this is happening against the background of another attempt to illegally appropriate Ukrainian territories in the Donetsk, Luhansk, Kherson and Zaporizhzhia regions by holding fake referendums. On October 12, the UN General Assembly adopted the resolution "Territorial integrity of Ukraine: protection of the principles of the UN Charter", which recognized these further attempts to annex Ukrainian territories as null and void. 143 countries of the world have clearly expressed their position regarding the Russian aggression.

Mr. Chair,

Realising its powerlessness, Moscow resorts to unprecedented crimes, such as massive missile attacks on 10 October - more than 100 ballistic missiles were fired at Ukraine, 6 hours of continuous air alerts, dozens of dead and injured. This was one of the largest missile attacks during the war that last over 8 years. The attack was carried out against the civilian population in the middle of rush hour in the centre of our capital, critical infrastructure and educational institutions were shelled, and the air borders of not only Ukraine, but also Moldova were violated.

A targeted attack on critical civilian infrastructure is a war crime. Russia was striking non-military power plants to deprive civilians of their basic needs - heat, electricity and water - as cold temperatures set in. Russia's actions against Ukrainians after February 24 to this day, including the said attack, amount to an act of genocide.

Putin's terror is directed not only against the people of Ukraine. It violates the fundamental principles of humanism, the right to live in peace, the right to dignity and security - values that are the highest for all of us.

Russia must be punished for this! The world community should completely cease cooperation with the Russian terrorist state.

Only complete isolation will stop the Russian Federation!

Mr. Chair,

We urge the Committee to address these issues by adopting a decision based on the following points that we propose to reflect in the final report:

- to condemn the aggression by the Russian Federation against Ukraine, which threatened Ukraine's territorial integrity and sovereignty, including its territorial waters;
- to recognize the devastating impact of the ongoing armed aggression by the Russian Federation against Ukraine on the safety and security of navigation, merchant shipping, lives of seafarers, the protection of the marine environment, global supply chains and food security, as well as ongoing and planned technical cooperation programmes in the region;
- to suspend the participation of the Russian Federation in any IMO technical cooperation activities (either as a recipient of technical assistance or host of events);
- to urge the Russian Federation to immediately cease its military action and unconditionally withdraw all its military forces and equipment from the entire territory of Ukraine, fully respecting the territorial integrity, sovereignty and independence of Ukraine.

This delegation would also appreciate it if this statement is attached to the report of the Committee.

I thank you."

Statement by Panama

"Muchas gracias Sr. Presidente,

Buenos días, tardes y noches distinguidos delegados.

La República de Panamá agradece a la Secretaría por la presentación de este documento sobre los resultados del C/ES.35, celebrado para debatir las repercusiones que tiene sobre el transporte marítimo y la gente de mar la situación del mar Negro y el mar de Azov. Siendo nuestra flota panameña unas de las más afectadas, aprovechamos esta oportunidad para agradecerle al Secretario General de las Naciones Unidas y al Secretario General de la OMI y su equipo por impulsar este movimiento junto con los países que participaron en las negociaciones para que ambos estados involucrados en el conflicto accedieran a dejar salir a los buques graneleros mediante el establecimiento del Corredor de grano. Además, agradecemos al equipo del centro de coordinación por todo el trabajo realizado tomando en consideración que solo los buques graneleros están autorizados a salir siempre y cuando transporten granos como medida para abastecer el comercio mundial.

Nuestra administración apoya las actividades que se han estado realizando e invita a las partes colaboradoras y al Centro de Coordinación Conjunta a intensificar los esfuerzos para que se le permita la salida al resto de las naves atrapadas en los puertos de Ucrania.

Sr. Presidente nuestra intención es que como organismo encargado de velar por la seguridad y bienestar del transporte marítimo internacional y bajo estas circunstancias especiales, se le permita la salida también a los demás buques que no son graneleros y que se encuentran atrapados actualmente en la zona del conflicto.

Solicitamos amablemente que se eleve esta solicitud a la próxima reunión del Consejo, para unir esfuerzos y lograr que el resto de los buques atrapados puedan salir de la zona, por lo tanto, solicitamos que el Comité solicite al Secretario General de la OMI y a su equipo de trabajo a continuar el dialogo con las partes involucradas y elevar esta solicitud a niveles más altos como la ONU para lograr que todas las partes involucradas puedan acordar permitir la salida de todos los buques.

Muchas gracias Sr. Presidente."

Statement by France

"M. le Président,

Au nom des États membres de l'Union européenne qui sont tous membres de l'OMI, la France souhaite exprimer sa pleine solidarité avec l'Ukraine et le peuple ukrainien, dont la vie a été affectée par la guerre d'agression de la Russie contre l'Ukraine, que nous condamnons avec la plus grande fermeté possible. L'Union européenne est aux côtés de l'Ukraine et de son peuple. La guerre d'agression injustifiable, non provoquée et illégale de la Russie contre l'Ukraine constitue une violation flagrante du droit international et de la Charte des Nations unies. Elle porte atteinte à la sécurité et à la stabilité européenne et mondiale, et cause des pertes massives en vies humaines et des blessures aux civils.

Nous rejetons fermement et condamnons sans équivoque la tentative d'annexion illégale par la Russie des régions ukrainiennes de Donetsk, Luhansk, Zaporizhzhia et Kherson. Ces actions, basées sur des "référendums" fictifs menés par les fonctionnaires installés par la Russie dans les territoires ukrainiens temporairement saisis, constituent une nouvelle violation

flagrante de l'indépendance, de la souveraineté et de l'intégrité territoriale de l'Ukraine, ainsi que du droit international. Les résultats de ces "votes" illégaux sont nuls et nonavenus et ces zones ne seront jamais reconnues par la communauté internationale comme autre chose qu'une partie du territoire souverain de l'Ukraine.

La France apporte son soutien aux propositions faites par le délégué ukrainien demandant au comité d'adopter une décision condamnant l'agression de la Fédération de Russie à l'égard de l'Ukraine et l'impact de cette agression sur le transport maritime, de suspendre la participation de la Fédération de Russie à toute activité de coopération technique et d'exhorter la Fédération de Russie à cesser immédiatement l'intervention militaire en cours sur le territoire ukrainien."

Statement by the United States of America

"The United States condemns in the strongest possible terms the Russian Federation's unprovoked and illegal invasion of Ukraine and its recent indiscriminate deadly attacks on Ukrainian cities, civilians and civilian infrastructure. The United States does not, and will never, recognize any of the Kremlin's claims to sovereignty over parts of Ukraine that it seized by force and now purports to incorporate into Russia. The sham referenda that Russia recently staged in Russian-controlled areas of Ukraine were a flagrant violation of international law. They were manufactured and manipulated, with Ukrainian civilians forced to cast ballots under the watch of armed guards. The so-called referenda were transparently fraudulent and have no legal significance whatsoever. The world has clearly seen, and continues to see, that Ukrainians do not want to be part of Russia. They continue to fight valiantly for their sovereignty and independence, and the United States will continue to support their efforts.

We commend the arrangement mediated by the United Nations and Turkey to enable safe export of grain from Ukraine's Black Sea ports and call on Russia to maintain its commitments to this humanitarian initiative which has stabilized agricultural markets. We particularly commend the efforts of the Secretary General to facilitate this arrangement and the efforts by the Director of the Legal Division and the Special Advisor on Maritime Security to operationalize the arrangement. We support the statement made by Panama calling for further efforts to seek a way for all vessels stranded in the region to depart.

The United States deplores this war, and Russian Federation attacks striking commercial vessels and ports threatening the safety and welfare of seafarers, port workers, Ukraine's civilian infrastructure, the marine environment, and global food security. We have deep concerns in view of the latest reports of atrocities committed in parts of Ukraine including reports involving mass graves and torture facilities.

The Russian Federation's war of choice in Ukraine is a flagrant violation of the UN Charter. Russia continues to ignore the demands of the United Nations General Assembly and almost the entire international community to end its illegal war and withdraw all of its forces from Ukraine, including Ukraine's territorial waters. The United States agrees that while Russia continues to show such blatant disregard for international law, the UN Charter, and the sovereignty of another IMO member state the Russia Federation should not be the beneficiary of any technical cooperation under the IMO."

Statement by Australia

"Thank you Chair,

Australia joins others in condemning the Russian Federation's unilateral, illegal, and immoral aggression against the people of Ukraine. The invasion is a gross violation of international law. The Russian Federation's actions present an immediate and ongoing threat to the safety of shipping and the marine environment in the Black Sea and the Sea of Azov.

Despite continued requests from Member States for the Russian Federation to cease its aggressive actions against Ukraine, the invasion continues to put the lives of seafarers at risk.

Australia implores the Russian Federation to immediately cease its aggression against Ukraine and withdraw its forces. We demand the Russian Federation ensure the welfare of seafarers and the safety of ships impacted by its actions; respect the territorial integrity and political independence of Ukraine; and meet its obligations under relevant IMO instruments by ensuring their implementation to the fullest extent.

Australia remains a steadfast supporter of Ukraine's sovereignty and territorial integrity. The Russian Federation's invasion and ongoing occupation of parts of Ukraine are a flagrant violation of international law. The sham referenda held by Russia in occupied areas of Ukraine are illegitimate and have no legal effect. They do not form a lawful basis for any purported acquisition of Ukraine's territory by Russia. Australia will continue to work with the IMO and member States to support Ukraine's rights as a port, flag and coastal state and to protect seafarers and others impacted by the Russian Federation's ongoing aggression against Ukraine.

Australia suggests that any technical cooperation activities involving the Russian Federation be thoroughly considered, including whether pursuing these activities at this time would be appropriate.

Therefore, Australia supports the action points requested by Ukraine being reflected in the report of this Committee.

Australia requests that this statement be attached to the report of the Committee.

Thank you."

Statement by Canada

"Thank you Chair. Canada wishes to align with the statements of Ukraine, France, US and Australia and condemns in the strongest possible terms Russia's egregious attack on Ukraine and its illegal annexation of Ukraine's sovereign territory. Russia's actions are not just an attack on Ukraine. It is an attack on international law, democracy, freedom, and human rights. Russia must be held accountable for its aggression in Ukraine. We stand in solidarity with Ukraine and call on Russia to immediately cease its aggression and withdraw from Ukraine's sovereign territory. The invasion severely threatens the safety of and security of merchant shipping, the protection of the marine environment, the lives of seafarers and the integrity of global supply lines. We commend the efforts of the Black Sea Grain initiative and Canada supports ongoing efforts to ensure the safety and well being of seafarers. Thank you."

Statement by Türkiye

"We would like to reiterate our strong support to Ukraine's territorial integrity, independence and sovereignty.

Türkiye never recognized the illegal and illegitimate annexation of Crimea.

We also unequivocally reject the illegitimate referenda.

The recent attacks against Kyiv and several other cities of Ukraine are deeply worrying and unacceptable.

Türkiye's position has been clear and consistent since the beginning of war. We want this war to end as soon as possible. It should be brought to an end through negotiations.

With this understanding, we do exert every possible efforts to find a diplomatic and peaceful solution to the ongoing conflict.

Together with the UN Secretary General we helped the parties to reach a common understanding on the grain corridor initiative. In this regard, we express once again our appreciation for the technical support provided by our able Secretariat and Secretary General.

Since 1 August, almost 8 million tons of agricultural produce has been exported from Ukraine under the Black Sea Grain Initiative.

We hope that this agreement will be extended and pave the way for a political solution."

Statement by Japan

"Thank you Chair,

We thank the distinguished delegate from Ukraine for their statement.

This delegation would like to reaffirm its position that Russia's aggression against Ukraine is absolutely unacceptable. This is an attempt of unilateral change of the status quo by force and an infringement of Ukraine's sovereignty and territorial integrity, which constitutes a clear violation of international law, and is a grave breach of the United Nations Charter. All these actions that shake the very foundation of international order are absolutely unacceptable, and Japan condemns Russia's actions in the strongest terms.

Thank you."

Statement by the United Kingdom

"Thank you, Chair

The United Kingdom and our international partners stand united in condemning the Russian government's unprovoked, premeditated and barbaric attack against a sovereign democratic state. Russia's invasion of Ukraine is an egregious violation of international law, including the UN Charter, and an assault on the international norms that protect us all.

Russia's holding of so-called referendums on sovereign Ukrainian territory last month was a further violation of Ukraine's independence, sovereignty and territorial integrity, and of international law. These referendums were a blatant sham designed to illegally grab Ukraine's land, its resources, and its identity; part of President Putin's playbook that we have seen before in Crimea in 2014. The UK rejects the results of these illegitimate referendums, and any Russian attempts to illegally annex Ukrainian territory. We will never accept the four regions as anything other than Ukrainian territory.

These illegal "annexations" do not change our approach. We will remain resolute in providing political and practical support to Ukraine as it continues to defend itself against Russia's aggression, because, as a free and democratic country, Ukraine has the right to determine its own future. And we will continue to work together with our international partners to make sure that Russia cannot further undermine European stability.

Our call on Russia since the start of its illegal invasion has been simple: observe your obligations under international law, end this war and withdraw from Ukraine. We reiterate that call today.

As already expressed by others, the UK believe it is inappropriate for the Russian Federation to participate in any IMO technical cooperation activities and so can support their suspension from such activities.

Thank you, Chair."

Statement by Poland

"Poland aligns itself with the statements just presented by France and others.

We stand in full solidarity with Ukraine and the Ukrainian people, whose lives have been affected by Russia's war of aggression against Ukraine, which we condemn in the strongest possible terms.

We strongly reject Russia's attempted illegal annexation of the Ukrainian regions of Donetsk, Luhansk, Zaporizhzhia and Kherson.

Thank you Chair."

Statement by Portugal

"Thank you Chair,

Portugal fully aligns with the statement made by France, and we join other delegations in condemning in the strongest possible terms the Russian aggression against Ukraine.

This delegation calls on Russia to cease all military hostilities, withdraw its troops from Ukrainian territory, and fully comply with its obligations under international law.

We maintain our resolute support to the sovereignty and territorial integrity of Ukraine within its internationally recognized borders, as well as Ukraine's right of self-defence in the face of foreign aggression.

We kindly ask that our intervention be reflected in the Committee's report.

Thank you."

Statement by Georgia

"Thank you Chair!

Georgia joins others in condemning Russian aggression against Ukraine and aligns itself with France, US and others. Georgia implores Russian Federation to cease illegal war, respect territorial integrity and political independence of Ukraine.

We demand that the Russian Federation ceases its unlawful activities, as well as respects its obligations under relevant international treaties and conventions. Georgia once again reiterates its unwavering support for the independence, sovereignty and territorial integrity of Ukraine within its internationally recognized borders.

Georgia remains committed to Ukraine's territorial integrity and sovereignty. Sham referenda held by Russia are illegal and do not form the legal ground for any other outcome, other than their immediate return of territories under Ukraine's control.

We fully support the statement and the proposal made by Ukraine.

We request this statement be attached to the final report."

Statement by the Russian Federation

"Прежде всего, Российская делегация решительно отвергает все безосновательные обвинения, не подтвержденные фактами, сделанные в адрес России делегацией Украины и другими выступившими касательно атак на гражданскую портовую инфраструктуру, блокаду украинских портов, удержание моряков и атак на мирных жителей. Более того у нас имеются неопровержимые доказательства, что украинская сторона насильно удерживает российских моряков и суда в своих черноморских портах.

Далее, наша делегация благодарит Генерального секретаря и его команду за участие в целом и представленную информацию о ходе реализации зерновой инициативы. Также хотели бы поблагодарить Правительство Турции и сотрудников ООН за содействие в подписании соответствующих документов.

При этом следует напомнить, что при обсуждении зерновой инициативы, с Запада звучало много голосов, подчеркивавших необходимость поставок продовольствия для развивающихся стран, наиболее пострадавших от текущего кризиса. Однако, до настоящего времени российский экспорт для уменьшения глобальной нехватки продовольствия не производится из-за отсутствия каких-либо действий со стороны западных стран по снятию санкций, препятствующих такому экспорту, в то же время статистика ясно показывает, что большая часть экспорта продуктов питания из украинских портов идет в Европу и другие страны, не включенные в список самых уязвимых и нуждающихся. В этой связи мы еще раз призываем развитые

страны отказаться от политики двойных стандартов и начать думать об остальном мире как о равноправных партнерах.

Многие из выступавших сейчас делегаций затронули тему прошедших референдумов в Донбассе, Херсонской и Запорожской областях, при этом называя эти референдумы нелегитимными и фальшивыми. В этой связи хотелось бы отметить следующее.

В период с 23 по 27 сентября этого года в Донецкой и Луганской народных республиках, Херсонской и Запорожской областях состоялись референдумы о вхождении этих регионов в состав Российской Федерации. Итоги волеизъявления населения этих территорий подведены – подавляющее большинство проголосовавших поддержали идею объединения этих регионов с Россией.

Несмотря на провокации киевского режима, отдавшего преступные приказы о нанесении массированных артодаров по местам скопления населения и гражданским объектам, люди не испугались прийти на избирательные участки и выразить свою волю. Результаты плебисцита говорят сами за себя: жители Донбасса, Херсонщины и Запорожья не хотят возвращаться к прежней жизни и сделали осознанный и свободный выбор в пользу России.

Альтернативы у них, по сути, не осталось. Далеко не все на Украине смирились и приняли госпереворот в Киеве в феврале 2014 г., в результате которого к власти пришли национал-радикальные силы, развязавшие кровавую бойню с несогласными на юго-востоке страны. Не спасло ситуацию и подписание Минских соглашений. Украинская сторона, как цинично заявляют сегодня ее представители, и не собиралась соблюдать их с самого начала, а готовилась к войне. Население Донбасса восемь лет подвергалось планомерному и циничному уничтожению. Напомним, что за 8 лет с 2014 по 2022, только по подтвержденным данным, Украиной было убито более 13тыс. человек. Бомбежки гражданских объектов вооруженными силами Украины продолжаются и сегодня. В связи с этим, закономерным итогом проводимой киевским режимом антинародной политики стало решение жителей Донбасса, Херсонщины и Запорожья искать защиту у России.

Также стоит вспомнить слова г-на Зеленского, который заявил, что всем русским и их поддерживающим стоит «убраться из Украины в Россию». Вот жители Донбасса, Херсонской и Запорожской областей и ушли, взяв с собой то, что принадлежит им по праву - земли, на которых столетиями жили их предки. Заявили они об этом открыто в рамках полноценных референдумов, с соблюдением всех требований и правил.

Референдумы были проведены в полном соответствии с нормами и принципами международного права. Народ Донбасса и юга Украины реализовал свое законное право

на самоопределение в соответствии с Уставом ООН, Международными пактами о правах человека 1966 г. и другими соответствующими международноправовыми документами.

Международные наблюдатели из многих стран (всего более 130 наблюдателей), следившие за ходом референдумов, также признали их итоги легитимными. Благодарим зарубежных экспертов, журналистов и представителей общественных организаций за смелость, честность и объективность.

В этой связи призываем всех уважать законный выбор этих людей, претерпевших множество страданий и лишений от киевского режима. Теперь они могут начать жить свободно и не бояться нацистских батальонов Украины, щедро спонсируемых Западом."

Statement by the Democratic People's Republic of Korea

"Thank you, Mr. Chair

Good afternoon, distinguished delegates.

Regarding paragraph 2.13.3 of TC 72/J/4/Rev.1, firstly, as we made an intervention during previous discussion on Tuesday, we have not decided to suspend the technical cooperation to the Russian Federation on Monday.

Secondly, this delegation is of view that making a decision on this issue at the TC session is not appropriate, in terms of its function and competency which are stipulated in IMO Convention and rules of procedure.

This is not the only simple discussion on possibility of participation of one member state in any specific technical cooperation project, or on any budget issue.

This issue is directly relevant to the right of a Member State whether or not it can be provided with the IMO technical cooperation, which is available to all the Parties of the IMO Convention and also is the due responsibility of this Organization to the member states.

In addition, there is no Article related to suspension of a member state's right in IMO Convention.

That is why we are of view that this issue should be duly discussed and decided at the Assembly which has the power of adoption of the IMO Conventions including their amendments, through the Council.

Thirdly, such important and serious proposal was suggested in oral statement by one member state during the discussion at the meeting, but not suggested in a document to be disseminated to all the member states in advance of the meeting, in accordance with the rules of procedures.

That is why most of delegations could not discuss with their headquarters in advance, and could not represent their opinions at this session.

In other words, we suppose that the opinions of all the member states were not fully reflected in the discussion for this important issue.

So, from the aforementioned, the DPR Korea suggests that this issue should be referred to the next session of Council in due course, as concluded on Monday, and the text of paragraph 2.13.3 should be duly amended, being consistent to that.

We request our statement to be attached to the report of this committee.

Thank you, Mr. Chair."

ITEM 7

Statement by Egypt

"Thank you Chair,

The delegation of Egypt would like to introduce document TC/72/7 /1 on behalf of all the co-sponsors, and provide the Committee with an update on the efforts made by the Arab States in the Middle East and North Africa to establish an IMO Regional Presence Office (RPO) in Egypt, to enhance the implementation of the Integrated Technical Cooperation Program (ITCP) for these Arab States.

Members of the Committee may recall that Egypt proposed to host the (RPO) at the TC 69. Since then, the Council of Arab Ministers of Transport in its 32nd Session endorsed the proposal. The document before the Committee highlights the importance of establishing the (RPO) for the Arab States in the Middle East and North Africa which belong to one of the most important maritime zones in the world in terms of geographic and strategic location.

The establishment of the (RPO) for Arab States in the Middle East and North Africa will help serve the relevant needs of these countries by focusing on three areas of priorities:

- Advocacy of global maritime rules and standards
- Enhanced institutional capacity-building & human resources development, which together can ensure sustainable maritime development, as well as efficient and safe shipping services
- Effective environmental protection

In addition, the (RPO) will help ensure that the Integrated Technical Cooperation Program better enhance the maritime capacities of the countries covered by the Office, ensuring effective compliance with the provisions of international maritime instruments, which in turn will maximize their competitiveness considering the current global changes and challenges.

Furthermore, the (PRO) will supplement the activities of both PERSGA & REMPEC, and will not duplicate their work, thus fostering the fulfilment of the various needs of the Arab States served by the Office.

Egypt has proposed to host the (RPO) as it has all the necessary infrastructure and facilities, including well-trained personnel, specialized maritime institutes as well as the needed research and scientific capabilities.

Egypt stands ready to bear the cost of setting up and preparing the Office, including the provision of all the needed equipment, furniture and other logistical requirements necessary for its operation. Egypt will also provide the salaries and applicable allowances of the office support staff.

This proposal, as presented in the document before you, has the support of its co-sponsors, as well as other Arab countries which have expressed their endorsement. I'm sure that other countries will also express their support to this important and timely proposal.

In conclusion, the delegation of Egypt would like to express its appreciation to all the countries that co-sponsored the proposal, and those which expressed their support and endorsement. We would also like to express appreciation to the Secretariat for their guidance during previous sessions of the Technical Cooperation Committee which discussed this proposal.

On behalf of the co-sponsors, we invite the Committee to consider and approve the proposal presented in the document before you to establish (RPO) for the Arab States in the Middle East and North Africa, and to forward it to the Council of the International Maritime Organization for approval at its next session.

May I kindly request that this statement be included in the final report of this session.

I thank you."

Statement by Fiji

"Thank you Mr Chairman and the Fijian delegation thanks the proposal for the establishment of the IMO Regional Presence Office in Fiji for the Pacific Region.

As detailed in the 34th extraordinary session (in November 2021) of the IMO Council, acting on the recommendation of the 71st session of the IMO Technical Cooperation Centre, approved the establishment of a Regional Presence Office- in the Pacific region.

There were three negotiation forums on the IMO Regional Presence Office for the Pacific region held in 2021 – among the countries that showed interest was the Republic of Fiji, Papua New Guinea and Solomon Islands. Proposals were submitted to IMO to host the Pacific IMO Regional Presence Office and these proposals were positively assessed against the criteria for hosting the IMO RPO, and the overall views and the feedback of Pacific Member States during the course of the consultations were also taken into consideration.

We wish to thank the Government of Australia for mediating and leading the consultations among the Pacific Island Countries. And we thank all other Pacific Island Countries that had shown interest to host the Regional Presence Office.

In April this year, the IMO Secretary-General informed Fiji that the proposal to host the IMO RPO for the Pacific Islands region had been accepted as all the necessary requirements for the establishment of an IMO RPO in the country.

The establishment of the IMO RPO for the Pacific Islands region will improve IMO's understanding of the special needs of SIDS and least developed countries (LDCs) in the region, and enhance IMO's capacity to outreach and deliver technical assistance to the region, encourage greater existing coordination of regional maritime assistance programmes between donors and other organizations, meet IMO's commitment to provide particular attention to the needs of SIDS and LDCs; and increase the visibility of IMO in the region to further support the work priorities of the organization.

Fiji has agreed to host the IMO RPO for the Pacific Islands region, supporting the current arrangements for the RPO to be housed at the Pacific Community in Suva. We thank the Pacific Community for the partnership and we also look forward to working with other Pacific Island Countries in moving the IMO work forward in the region.

Kindly requesting the statement is annexed as part of the report of this committee."

Statement by Malta

"We thank the delegation of Egypt and the other submitters of document TC 72/7/1 regarding the establishment of an IMO Regional Presence Office (RPO) in Egypt to enhance the implementation of ITCP for Arab States in the Mena Region.

Malta has always been an active supporter of a strong and effective regional process and, following the progress reported in connection with the establishment of an IMO Regional Presence Office in Fiji for the Pacific Islands region, we are pleased to consider the proposals in document 72/7/1 to establish an IMO RPO for the MENA region.

When we discussed this matter at our last meeting of this Committee my delegation stressed the need for cooperation between new RPOs and existing regional mechanisms, for example REMPEC and PERSGA, established under the Regional Seas programme, within the MENA region, in order to avoid duplication of mandates and efforts.

In this connection we note with appreciation the reference in para 16 of document 72/7/1, as well as the statement by the delegate from Egypt, to activities and achievements of REMPEC and PERSGA under their existing marine environmental protection mandates. It is to be noted that these mandates include important work within inter alia the framework of the United Nations Environment Programme Mediterranean Action Plan, and work under various IMO conventions including among others, the OPRC Convention, MARPOL Annex VI, and the Water Ballast Convention.

In this spirit my delegation proposes that in the continuing work on the establishment of an RPO for the MENA region in Egypt, relevant provisions should be included in the mandate of this Office to avoid any duplication or overlap with the work of existing regional institutions and entities particularly those operating within the Regional Seas Programme; and to respect the arrangements already in place between IMO and these institutions for the implementation of environmental and technical cooperation activities at the regional level."

Statement by Israel

"Thank you chairperson, and good morning all,

Thank you for the opportunity to address the Technical Cooperation Committee today regarding the proposed resolution to establish a Regional Presence Office for the Middle East and North Africa region for Arab Countries.

Israel has been a member of the IMO since 1952 and was one of the first countries of the region to join. We highly value our participation in this important UN agency. Throughout the years, Israel has contributed to the organization's activities, as well as shared Israeli expertise regionally.

Israel shares the IMO guiding principles and among these, the view that within a professional body, guided by professional standards, there is a clear need for cooperation, globally and regionally, in order to achieve our common goals.

According to the IMO's "Strategic Plan", the agency's mission is to (open quote) "promote safe, secure, environmentally sound, efficient and sustainable shipping through cooperation" (close quote). Importantly, this cooperation is also based on striving for a consensus decision-making.

As part of the region, we believe it is important to consider this guiding value of cooperation while discussing this proposal.

In addition, we would like to understand the criteria for the establishment of a RPO and the guiding principles any RPO needs to follow in order to be aligned with IMO's strategic Plan, including the budgetary implications.

Israel is ready to work together with its all partners in the region, old and new, to ensure that a Regional Office will be as effective as possible and provide sustainable solutions for the challenges of the entire region.

We request to include this statement in the report of the committee.

Thank you."

Statement by Algeria

"The Algerian delegation supports the creation of Regional Presence Office (PRO) in Egypt for the Arab countries in Middle East and North Africa (MENA) region as mentioned in the document TC/72/7/1, proposed by the Egyptian delegation.

We believe that this Office will enhance the capacity building of that region for the effective implementation of the IMO conventions and Instruments."

Statement by Qatar

"Thank you Chair, as a co-sponsor of the TC 72/7/1, Establishment of an IMO Regional Presence Office in Egypt for the Arab States in the Middle East and North African (MENA) region. The MENA region is one of the most important maritime zones in terms of geographic and strategic location as it occupies a big part of Asia and Africa. Qatar fully support this document. we request this statement to be reflected in the report.

Thank you Chair."

Statement by South Africa

"South Africa would like to thank Egypt and the co-sponsors for paper TC72/7/1.

South Africa joins others to support the action requested in paragraph 20 of the paper, proposing for the establishment of the IMO Regional Presence Office (RPO) in Alexandria, Egypt. This delegation believes that the RPO will assist in the implementation of the Integrated

Technical Cooperation Programme (ITCP) for the benefit of those States in the Middle East and North Africa region."

Statement by Tunisia

"Mr Chair,

My delegation would like to thank Egypt for putting forward the proposal of « Establishment of an IMO Regional Presence Office (RPO) in Egypt for the Arab States in the Middle East and North African (MENA) region».

In this regard, my delegation would like to express Tunisia's support to this proposal, as set out in the document TC 72/7/1, and would like this to be reflected in the final report of the Committee.

Thank you."

Statement by Saudi Arabia

شكرا السيد الرئيس
يود وفد بلادي تقديمه شكره لوفد جمهورية مصر العربية الشقيقة والدول المتقدمة
في الورقة tc72-7-1
كما نود احاطتكم بانه كان هناك تنسيق بين معالي وزير النقل في المملكة ومعالي
وزير النقل في جمهورية مصر العربية لاستضافة مكتب في غرب وجنوب غرب
اسيا في المملكة
ودعم مقترح جمهورية مصر العربية لاستضافة مكتب للدول في شمال القارة
الافريقية
و حيث يصر الزملاء على استضافة المكتب في مصر فان وفدنا يؤيد ذلك دعما
للجهود العربية في المنظمه من منطلق العلاقات الاستراتيجية والاخوية
ونود ان نطلب بان يتم تسجيل مداخلتنا في التقرير النهائي للجنة
شكرا السيد الرئيس

Statement by the United Arab Emirates

"Mr. Chair. Being of the co-sponsor of this document, the United Arab Emirates wishes to thank the Arab Republic of Egypt for the proposal and the offer to host and establish a Regional Presence Office for the Arab States which this delegation supports the proposal and we believe that it would complement and support IMO ITCP as well as the Capacity-Building Decade 2021-2030 Strategy.

However, Mr. Chair, this delegation would like to invite the Committee to acknowledge two matters in relation to the establishment of RPO.

First, having noted that there are currently three regional presence offices in the Africa region. Thus, it would be possible, in future, to potentially establish additional Regional Presence Offices in any Arab States, if application is submitted to IMO.

Second, this delegation would also like to emphasize that the Arab States may still have the opportunity to coordinate and communicate directly with the ITCP in hosting any programs, activities, or training workshops without being referred to any regional presence office established in the region.

May I request this Statement is reflected in the report of the Committee."

ITEM 14

Statement by Ukraine

"Mr. Chair,

This delegation will strongly oppose any proposal to re-elect the representative of the Islamic Republic of Iran as the vice-chair of this Committee.

For many years, Iran has posed a major threat to freedom of navigation and maritime security around the world. It creates challenges for both global economic security and the broader regional security architecture. This inter alia includes, but is not limited to, the international shipping transportation of illegal weaponry and other illicit materials for the purpose of building and sustaining its terror proxy networks in the Middle East, attacks against commercial vessels with missiles or drones, taking vessels hostage to extract concessions from the international community.

Initially Iran has delivered over 300 hundreds of attack and surveillance drones (Shahed-136, Mohajer-6 and other types) to the Russian occupation forces, invading Ukraine, and there is confirmed data about the Russian order of another 2400 Shahed-136 kamikaze drones.

The Russians actively used these 'vengeance' weapons aimed at terrorising civilians during the last weeks, especially as part of the mass strikes on 10 October 2022. In the last 7 days, the Russian Federation has launched more than a hundred of Iranian kamikaze drones against residential buildings, power supply stations, sewage treatment plants, bridges and even playgrounds in Ukrainian cities. Dozens of people, including children, were killed and injured. A third of Ukraine's energy infrastructure was affected. The buildings of two diplomatic missions in Kyiv were damaged.

Given these facts the first deliveries of new deadly devices from Iran might have already occurred.

Moreover, there is a growing presence of Iranian military instructors on the territory of the temporarily occupied Kherson region and Crimea (not to mention the continental part of Russia), who train and assist the Russian armed forces with the launch of Shahed-136 on Ukrainian civilian targets. Among the recent ones are strikes on Mykolaiv and Odesa, including the port infrastructure and units of UA maritime authority.

Intelligence reports show that having largely depleted its arsenals of ballistic missiles, Russia has also turned to Iran for help. The latter is preparing the first batch of Fateh-110 and Zolfaghar missiles, short-range ballistic missiles capable of hitting targets at a distance of 300 and 700 km.

It seems that the deliberate downing of Ukraine's flight PS752 on 8 January 2020 close to Tehran's International Airport by at least two missiles of Iran's Islamic Revolutionary Guard Corps was not the first Iran's crime committed against Ukraine. It attempted to deny the responsibility then and it does so right now.

Providing weapons for waging a war of aggression in Ukraine and killing Ukrainian citizens makes Iran complicit in Russia's aggression, war crimes, and terrorist attacks against my country.

These heinous acts should not go unattended!

The question is also for those countries who provide their territory for the deliveries of the deadly devices, will you silently observe the supply of death to Ukraine or do something to prevent it?

Mr. Chair,

The better way forward from this situation is to postpone the elections of the vice-chair till the next session of the Committee if no other candidates are submitted by member states.

I thank you and request that our position is reflected in the Committee's report and the full text of the statement is attached as report's annex."

Statement by the Cook Islands

"Chair,

Let us be in no doubt that in an era where of necessity we look to the impact of the existential threat of climate change, in particular on the SIDS and LDC's, TCC has taken on an even more importance role .

The establishment of the DPP and the emphasis the Organisation places on gender equality are also extremely important elements both of which are significant challenges which require the full engagement and consideration of TCD and of course the Committee itself .

To this end the importance of the Committees officers cannot be underestimated; their role is crucial and to ensure the best available team of Chair and Vice Chair Member States, by that we mean all, must be given the opportunity to engage in the process of selection and appointment .

With candidates , other than the Vice Chair, only now declaring an interest in these positions it is not possible within the time limitations of this session to consult capitals , not the least in the Pacific SIDS to brief them and give the necessary consideration to the merits of those now challenging for the leadership of TCC .

As a SID with high expectations of what TCC can and must deliver in this fast changing environment It is our considered opinion that TCD should follow the precedent set by MED and issue a circular letter calling for expressions of interest from those aspiring to assume the role of Chair of TCC, and in the event of a challenge that of Vice Chair, with elections to be undertaken at the opening of the seventy-third Session of the Committee.

This is the only way for a measured, fair, transparent and inclusive process without which the Committee may well lose the collegiate spirit which is all important to it delivering on its mandate ."

ITEM 15

Statement by the Islamic Republic of Iran

"Unfortunately, my colleague Mrs. Mandana Mansoorian whom you know very well is unwell and unable to participate today's meeting although she is following our meetings virtually while fighting like a gallant Iranian woman for her life at the same time.

Article one of the establishing Convention on the International Maritime Organization on the Purposes of the Organization states that the IMO is established to provide machinery for co-operation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade. Notwithstanding, unfortunately some delegations instrumentalized this important technical and specialized agency to serve their political interests.

On the previous meeting of Technical Committee held on Tuesday 18 October, a number of unsubstantiated allegations against my delegation have been made by the Ukrainian delegation and backed by the US delegation which are rejected by my delegation while such allegations have already been officially rejected by the Government of the Islamic Republic of Iran. Furthermore, the Ukrainian delegation is reminded that the integrity of the IMO as a technical and specialized organization of the United Nations should be respected and remained intact from being politicized and instrumentalized to serve certain political purposes. Instead, the political agendas can be taken to relevant main organs of the United Nations in its headquarters.

Mrs. Mandana Mansoorian, a well-known colleague of yours at the IMO has been vice chair to this august committee for two years and after two years, Ukraine and US opposed her for remaining as vice chair of a Technical Committee at a technical organization of the United Nations just and purely for Political reasons and not for any technical reasons.

Time and again, this shows not only how they disrespect the very letter and spirit of the IMO convention and its integrity but also proves that their supports for high standing goals of the IMO like Women in Maritime are just empty boxes wrapped in shiny ribbons."
