

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

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1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The seventy-first session of the Technical Cooperation Committee was held remotely from 20 to 24 September 2021 (Circular Letter No.4410), chaired by H.E. Mr. Laurent Parenté (Vanuatu). The Vice-Chair of the Committee, Ms. Mandana Mansoorian (Islamic Republic of Iran) was also present.

1.2 The session was attended by Member States and Associate Members; representatives from the 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 71/INF.1.

Opening of the session

1.3 The seventy-first session of the Committee was declared open by the Chair pursuant to rule 35 of the Rules of Procedure of the Committee, taking into account relevant decisions of the Committee at its first extraordinary session in September 2020, which was part of the extraordinary session of all IMO Committees (ALCOM/ES), and the *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic* (MSC-LEG-MEPC-TCC-FAL.1/Circ.1) (Interim Guidance), specifically:

- .1 the decision to waive rule 3 of its Rules of Procedure, in part, to allow sessions to be held remotely;
- .2 the decision to consider Members that had submitted valid credentials, if applicable, were registered on the Online Meeting Registration System (OMRS) and were listed as participants in the remote session, as "present" within the meaning of rule 28(1) of its Rules of Procedure; and
- .3 the establishment of a quorum, pursuant to rule 34 of the Rules of Procedure of the Technical Cooperation Committee and paragraph 17 of the Interim Guidance.

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, 71st Session, 20-24 September \(opening remarks\) \(https://www.imo.org/en/MediaCentre/SecretaryGeneral/Pages/TC71.aspx\)](https://www.imo.org/en/MediaCentre/SecretaryGeneral/Pages/TC71.aspx)

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 71/1 (Secretariat) as the agenda for the session. The Committee also agreed to address the items for consideration in the order in which they appeared in the provisional timetable (TC 71/1/2 annex 2).

1.7 The Committee, in particular, endorsed the proposed actions under each of the agenda items and documents considered by correspondence prior to the virtual meeting, contained in annex 3 to document TC 71/1/2 (Chair), as modified by document TC 71/1/2/Add.1 (Chair) containing the comments received by correspondence and the Chair's explanations on how those comments had been addressed.

1.8 The specific decisions taken by the Committee in relation to the documents considered by correspondence (TC 71/1/2 and TC 71/1/2/Add.1) are reflected under the relevant agenda items in this report.

2 WORK OF OTHER BODIES AND ORGANIZATIONS

2.1 Having considered document TC 71/2 (Secretariat), briefly introduced by the Chair, the Committee noted the information provided in connection with the technical cooperation-related outcomes of the meetings of other IMO bodies since the publication of document TC 70/2 in March 2020, namely the thirty-second and thirty-third extraordinary and the 124th and 125th regular sessions of the Council, remote extraordinary sessions of the Maritime Safety Committee (MSC), the Legal Committee (LEG), the Marine Environment Protection Committee (MEPC), the Technical Cooperation Committee (TCC) and the Facilitation Committee (FAL) (ALCOM/ES), FAL 44 and 45, MSC 102 and 103, MEPC 75 and 76, LEG 107 and the forty-second Consultative Meeting of the Contracting Parties to the London Convention and the fifteenth Meeting of Contracting Parties to the London Protocol.

2.2 With regard to the COVID-19 pandemic, the Committee noted that FAL 44 had strongly endorsed resolution MSC.473(ES.2) on *Recommended action to facilitate ship crew change, access to medical care and seafarer travel during the COVID-19 pandemic*. The Committee further noted the decisions taken by MSC 102 on matters related to the impact of the COVID-19 pandemic on safe ship crew changes and other safety-related matters.

2.3 The Committee also noted the information provided to LEG 107 on the launching of a new GISIS module on National Maritime Legislation to facilitate the notification and circulation of information on the national legislation implementing IMO conventions and that LEG 107 encouraged Governments to use the module and to submit comments, remarks, or suggestions for its improvement to the Secretariat.

Outcome of MEPC 76

2.4 The Committee recalled that TC 70 had, inter alia, requested the Secretariat to follow closely the impact assessment outcomes and the deliberations at MEPC 76 and to report them to TC 71; had urged the Secretariat to continue its efforts to mobilize resources in support of Member States' implementation of the short-term measures; and had invited Member States to submit related proposals to TC 71.

2.5 The Committee was informed that MEPC 76 had issued its report as document MEPC 76/15 and its addenda. In respect of GHG related to technical cooperation, the Committee noted that:

- .1 MEPC 76 adopted resolution MEPC.328(76) on *Amendments to MARPOL Annex VI*, which included provisions relating to mandatory goal-based technical and operational measures to reduce the carbon intensity of international shipping;
- .2 MEPC 76 considered the comprehensive impact assessment in parallel with the approved amendments to MARPOL Annex VI. The full report of the impact assessment was provided in document MEPC 76/INF.68 and its addendum. A summary was given in document MEPC 76/7/13. In this regard, MEPC 76 was invited to consider and analyse measures to be implemented to address, as appropriate, any identified disproportionate impacts on developing States, including SIDS, LDCs and countries remote from their export markets;
- .3 to this end, MEPC 76 took into account the need to follow up on the main identified gaps, in particular, review and determine the availability, reliability, and level of granularity of data and missing transport cost data pertaining to developing countries, especially SIDS and LDCs; identify capacity-building needs to improve impact assessments, including strengthening the capacity of developing countries, especially SIDS and LDCs, to collect relevant data; and as far as possible collecting and analysing data on the possible effects of the COVID-19 pandemic to keep the implementation of the short-term measure under review;
- .4 following consideration of the comprehensive impact assessment of these amendments, MEPC 76 invited Member States and international organizations to submit concrete proposals on how to keep the impacts of the short-term measure under review and how to undertake a lessons-learned exercise to the next session of MEPC, to be firstly considered by ISWG-GHG 10;
- .5 having noted various requests for additional technical assistance, resource mobilization and data gathering to support States with the implementation of the measure, MEPC 76 requested the Committee to consider ways to provide enhanced support in the first years of implementation of the measure; and
- .6 MEPC 76 approved the revised thematic priorities related to the marine environment for inclusion in the ITCP, as set out in annex 2 to document MEPC 76/11 (Secretariat). Specific actions included endorsing the reinstatement of a dedicated global programme on reducing atmospheric emissions from ships and in ports, and effective implementation of IMO's Initial GHG Strategy, for inclusion under the ITCP for the 2022-2023 biennium.

2.6 The Committee recalled that in its consideration of agenda item 3(b) on Programme and Technical Cooperation Fund Allocation for 2022 and 2023, it had approved a global programme on "Reducing atmospheric emissions from ships and in ports and effective implementation of MARPOL Annex VI and the Initial IMO GHG Strategy".

2.7 Some delegations spoke regarding the need for the Committee to take action on the provision of technical assistance needed in particular by SIDS and LDCs, for getting information that would enhance their capacities to contribute to the assessment of the impact of implementing resolution MEPC.304(72) on *Initial IMO Strategy on reduction of GHG emissions from ships*. Such help could include funding of expertise to conduct such assessments. A delegation also requested an update on what progress was being made with conducting and following up on impact assessments.

2.8 In this regard, the Committee noted the advice from the Secretariat that, the global programme notwithstanding, it was important that Member States and, in particular, SIDS and LDCs were clear about what technical cooperation support they needed. To this end, a number of major projects under the purview of the Department of Partnerships and Projects were under way and might be of assistance in providing analysis and data, for example the IMO-EU Global Maritime Technology Cooperation Centres (MTCCs) Network; the IMO-Norway Green Voyage 2050 Project, which could offer an assessment of maritime emissions in the national context, development of policy frameworks and National Action Plans (NAPs) to address GHG emissions from ships and drafting legislation to implement MARPOL Annex VI; and the IMO-Republic- of Korea Sustainable Maritime Transport Training Programme (GHG-SMART), which would help SIDS and LDCs to develop their capacity to achieve the goals set out in the Initial GHG Strategy, including national action plans. Member Governments and international organizations were also encouraged to make financial contributions to the GHG TC-Trust Fund.

2.9 The Committee concluded by

- .1 noting the information provided in document TC 71/2 on the work of other IMO bodies which had met since the publication of document TC 70/2 in March 2020 and whose decisions had a bearing on the work of the Committee;
- .2 noting the ongoing technical assistance projects offering support to Member States in their endeavour to implement the Initial IMO GHG Strategy; and
- .3 inviting Member States in need of technical assistance such as in view of conducting their own impact assessments to submit specific requests to the Director, TCD.

3 INTEGRATED TECHNICAL COOPERATION PROGRAMME

(a) Annual Report for 2020

3.1 The Committee had before it five documents relating to the Integrated Technical Cooperation Programme (ITCP) Annual Report for 2020. Document TC 71/3(a) (Secretariat) provided, in annex 1, a summary of the achievements and outputs of the activities implemented under the regional and global programmes; and in annex 2, an overview of financial resource delivery of the ITCP through the presentation of expenditure analyses. Document TC 71/3(a)/1 (Colombia) provided the report of the inter-sessional Correspondence Group established by the Committee at its seventieth session on measuring the impact of technical cooperation in

training and capacity-building, while document TC 71/3(a)/3 (Secretariat) provided information and comments by the Secretariat on the report of the Correspondence Group. Document TC 71/3(a)/2 (Colombia) proposed a format for an annual report to IMO on knowledge management results from participation in ITCP activities, as recommended by the Correspondence Group. Document TC 71/3(a)/4 (Indonesia) contained a proposal for the establishment of an information-sharing mechanism on technical assistance in the maritime sector.

3.2 The Committee was informed that the delivery of the ITCP activities during 2020 was significantly impacted by the COVID-19 pandemic, which resulted in worldwide cancellation or postponement of a number of activities scheduled to take place throughout the year. IMO made notable efforts from the onset of the pandemic to transition to virtual delivery methods where possible, and undertook a steep learning curve to switch to remote activities in a very short time frame. Though it was not possible to match the number of remote activities with physical in-person delivery due to various limitations, the results of the ITCP implementation were encouraging in the circumstances. It is a credit to all the Member States, implementing agencies and coordinating staff involved in delivering ITCP activities during 2020 to have achieved a 38% delivery rate in the current circumstances.

3.3 Having considered document TC 71/3(a) (Secretariat) by correspondence prior to the virtual meeting, the Committee noted the information contained in the Annual Report for 2020, as per document TC 71/3(a), noting that during the year under consideration, 81 technical cooperation activities were delivered to the value of approximately \$9 million, including some \$3 million from the TC Fund allocation, and translating to a financial delivery rate of 41%. This number included, inter alia, the implementation of five advisory and needs assessment missions and 27 national and regional training courses. These training events covered an extensive range of maritime topics and resulted in the training of approximately 943 persons worldwide in 2020. In addition, another 99 fellows completed fellowships in the maritime field, including 22 fellowships at the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI). Another 368 officials attended events aimed at developing and harmonizing regional strategies on maritime technical matters. The Committee further noted that this reduced level of technical cooperation delivery was the result of the unprecedented COVID-19 global pandemic, which characterized the year 2020, and that some activities were delivered virtually.

3.4 One delegation requested a correction in the annex to document TC 71/3(a) regarding the spelling of two cities. The Secretariat confirmed that the annex to the Annual Report for 2020 would be corrected accordingly before being uploaded on the IMO website.

3.5 The Committee expressed its gratitude to all donors for their cash contributions to the bi- and multi-lateral 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 2020 would be placed on the Technical Cooperation section of the IMO website, and that it would also be produced as an electronic publication, as was done last year, with a view to enhancing and highlighting the promotion of IMO's work in the field of technical cooperation.

3.7 In considering document TC 71/3(a)/1 (Colombia) containing the report of the Correspondence Group on Measuring the Impact of Technical Cooperation in Training and Capacity-building, the Committee considered a range of measures to assess the impact of the technical assistance offered by IMO, especially in the area of training and capacity-building, and in particular the conclusions of the diagnostic form and the recommendations made by Member States for the review and improvement of the ITCP.

3.8 In its consideration of document TC 71/3(a)/2, the Committee further considered a proposed format for an annual report to IMO on the results of internal knowledge management carried out by maritime administrations following the participation in ITCP training and capacity-building activities, as per recommendation four in the Correspondence Group report. (TC 71/3(a)/1).

3.9 The Committee considered document TC 71/3(a)/3, which contained the Secretariat's comments on the report of the Correspondence Group on measuring the impact of technical cooperation in training and capacity-building. The Committee was informed that the Secretariat supported the Correspondence Groups' recommendation for knowledge management guidelines and emphasized that maximum and sustainable impact could be obtained from TC activities through effective national institutional process and tools that embedded learning within recipient organizations. The Secretariat also highlighted that the ITCP already benefited from a number of established resources to facilitate the communication and cooperation between the Secretariat and Member States, and which were periodically evaluated and enhanced to further respond to Member States needs and feedback. The Secretariat informed the Committee that it would continue its efforts to identify new measures to assess the impact of technical assistance offered by IMO, especially in the area of training and capacity-building. The Secretariat further informed the Committee of its current and ongoing work on technology developments to facilitate the Committee's consideration of the applicable recommendations of the Correspondence Group report. This included the launch of the new IMO website in 2020 that presented TC activities in a more user-friendly format on the website; as well as the most recent initiated project (TC Space), which aimed to digitize the user experience with TC information and would assist the Secretariat with automating processes involved in coordinating and delivering TC activities. It was noted that the TC Space platform would also allow an enhancement of TC-related information available to the public via an online dashboard, as well as integrating TC Space with other IMO technological platforms, such as GISIS, to provide Member States and other users with a more seamless and holistic digital experience. The Committee was informed of the Secretariat's view that TC Space could serve the similar purpose of the interactive dashboard proposed by the Correspondence Group.

3.10 In the discussions that followed, many delegations that spoke expressed their thanks and support for the work of the Correspondence Group and supported its re-establishment to follow up its work and recommendations, particularly noting the benefits of the "Guidelines for maritime administrations' knowledge management from ITCP activities" for Member States that did not have centralized maritime administrations, as well as the proposed format for an annual report to IMO on the results of internal knowledge management carried out by maritime administrations following the participation in ITCP training and capacity-building activities. The Secretariat was invited to be closely involved in the Correspondence Group to ensure alignment with the Secretariat's ongoing related work.

3.11 Member States further noted the improvement in the presentation of technical cooperation information on the new IMO website but reiterated that there could be opportunities for further modernization and improvement of technical cooperation information having in mind that the IMO website was also a vector to possibly leverage funding for TC activities. For example, the use of friendly format such as infographics, videos, small texts, images to reflect facts, figures and statistics should be considered while taking into account the ILO Development Cooperation Dashboard as a good example of information presentation.

3.12 Member States thanked the Secretariat for sharing information about the TC Space project and welcomed the introduction of new online capability in the future. Many delegations raised questions about the scope of the project and requested further information to understand the outputs and implications. The Secretariat was invited to keep the Committee informed of TC Space progress and to provide an update at TC 72.

3.13 In response to comments by one delegation on the TC Space project, the Secretariat informed the Committee that TC Space was a phased project, and each new level of capability would be implemented in incremental phases to continue improving the user digital experience. The initial focus of the project was to automate the invitation, nomination and communication processes involved in coordinating TC activities. The Committee was further informed that the financial implications of the TC Space project had already been taken into consideration in the work programme and budget for the Secretariat. The Secretariat also explained that any new initiatives would need to be considered in line with the prioritization of IMO's ongoing digitization agenda and budget implications. The Secretariat welcomed the opportunity to keep the Committee informed of progress.

3.14 Taking into consideration the action points of document TC 71/3(a)/1 the Committee:

- .1 noted the work of the Correspondence Group;
- .2 invited the Secretariat to consider the diagnostic format attached as annex 1 to the report of the Correspondence Group for the future review and improvement of the ITCP;
- .3 agreed to refer the proposed "Guidelines for maritime administrations' knowledge management from ITCP activities", the form 001 "Knowledge Transfer Commitment" (TC 71/3(a)1) as well as the form 002 "annual report on knowledge management results from ITCP activities" (TC 71/3(a)2) to the Correspondence Group that was agreed to be re-established;
- .4 invited the Secretariat to prepare terms of reference for the re-established Correspondence Group;
- .5 invited the Secretariat to consider the "ILO Development Cooperation Dashboard" as a good example of information presentation, while progressing the TC Space project;
- .6 invited the Secretariat to take into account the relevant recommendations to modify the presentation and content of the information related to the Technical Cooperation Section on the IMO official website, and take actions as appropriate giving due consideration to budget implications and the prioritization of IMO's IT projects;
- .7 invited the Secretariat to keep the Committee informed of TC Space progress and to provide an update at TC 72; and
- .8 approved the report of the Correspondence Group in general.

Re-establishment of the Correspondence Group on Measuring the Impact of Technical Cooperation in Training and Capacity-building

3.15 The Committee re-established the Correspondence Group on Measuring the Impact of Technical Cooperation in Training and Capacity-building, chaired by Colombia,* and having

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considered the draft terms of reference prepared by the Secretariat, approved the terms of reference and instructed it, taking into account comments made and decisions taken in plenary, to:

- .1 finalize the guidelines for maritime administrations' knowledge management from ITCP activities and the form 001 "Knowledge Transfer commitment" as proposed in TC 71/3(a)/1, annexes 2 and 3;
- .2 review the proposed standard mechanism for reporting to IMO as proposed by Colombia in the annex to document TC 71/3(a)/2;
- .3 prepare a draft TC circular on the distribution of the knowledge management guidelines for consideration at the seventy-second session of the Technical Cooperation Committee;
- .4 submit a report to the Secretariat at the seventy-second session of the Technical Cooperation Committee; and
- .5 involve the Secretariat in its work and to schedule virtual meetings with its participants to expedite its work and complete its terms of reference.

3.16 The Committee also considered document TC 71/3(a)/4 (Indonesia) containing a proposal for the establishment of an information-sharing mechanism on technical assistance in the maritime sector whereby Member States would be able to share information about the technical assistance that they provided.

3.17 In the discussions that followed, those delegations that spoke supported the concept of information-sharing, noting the benefits in enhancing the efficiency and effectiveness of technical assistance activities, on the basis that it would be voluntary among Member States and result in no additional financial cost. There were some suggestions about a possible linkage with the aforementioned TC Space project, the Country Maritime Profile, as well as an additional GISIS module, and the proposal to gather information on similar mechanisms in other international organizations (such as the Intergovernmental Oceanographic Commission of UNESCO). The Committee invited the Secretariat to consider the proposal contained in document TC 71/3(a)/4 and report back to TC 72.

(b) Programme and Technical Cooperation Fund Allocation for 2022 and 2023

3.18 The Committee considered document TC 71/3(b) (Secretariat) on the Programme and Technical Cooperation Fund Allocation for 2022 and 2023, setting out the proposed ITCP Programme for the said biennium and the proposed annual allocations from the TC Fund to support the delivery of the ITCP for 2022 and 2023. The Secretariat informed the Committee that for efficiency purposes, unlike previous years, the proposed ITCP biennial Programme and the relative TC Fund allocation supporting its delivery was presented in one single document rather than in two documents. The Committee also considered document TC 71/3(b)/1 submitted by the International Mobile Satellite Organization (IMSO), which provided comments on document TC 71/3(b) in the light of the work done by IMSO in capacity-building for the benefit of Member States in support of fulfilling obligations arising from the SOLAS Convention.

3.19 The Committee noted that for the preparation of the ITCP 2022-2023, several key elements and priority areas had been taken into account, namely recommendations of previous IMO missions and outcome of evaluations from technical assistance activities; requests for technical assistance of Member States and those formulated through the Country

Maritime Profiles (CMPs) module in GISIS; the recommendations of the 2020 Evaluation of the ITCP 2016-2019; the *Strategic plan for the Organization for the six-year period 2018 to 2023* (resolution A.1110(30)); the *Linkages between the technical assistance work of IMO and the 2030 Agenda for Sustainable Development* (resolution A.1126(30)); the *Guiding principles of IMO's Integrated Technical Cooperation Programme in support of the 2030 Agenda for Sustainable Development* (resolution A.1127(30)); the support for Member States to facilitate their achievement of the Sustainable Development Goals (SDGs) and the 2030 Agenda for Sustainable Development (2030 Agenda); the regional and subregional strategies for the development of the maritime domain; the lessons learned during the COVID-19 pandemic; the outcomes of IMO Member State Audit Scheme audits, where applicable; the technical assistance to Member States proposed by the III Sub-Committee for possible inclusion in the ITCP as a follow-up to the analysis of the IMSAS consolidated audit summary report (CASR); and the preliminary assessment of the capacity-building implications and technical assistance needs related to the amendments to mandatory instruments or development of any new instruments. To maximize the impact of ITCP activities, the ITCP has been structured to deliver in support of the thematic priorities agreed by the IMO Committees.

3.20 The Committee further noted that, for the 2022-2023 biennium, the regional programmes were guided by and aligned with the proposed Capacity-Building Decade Strategy, with its focus on assisting Member States to adopt, implement and comply fully with IMO instruments; and achieve the maritime aspects of the 2030 Agenda and its SDGs, through support to robust national maritime policies and strategies predicated on harnessing the full potential of the blue and maritime economies. The implementation of activities would also take into account the analysis of the IMSAS CASRs as they related to flag, port and coastal States responsibilities in the areas of legislation, implementation and enforcement of relevant IMO instruments.

3.21 The Committee was informed that a new global programme had been created to reduce atmospheric emission from ships and ports, which provided support to Member States for the effective implementation of MARPOL Annex VI, the IMO Initial GHG Strategy and achieving the global 0.50% sulphur limit.

3.22 The Committee noted that the proposed ITCP for 2022 and 2023 outlined a realistic and feasible programme of assistance, partly pending global easing of COVID-19 restrictions as well as further adjustments for remote working. Efforts to deliver activities remotely, where possible, would continue to be a key focus for delivering the ITCP.

3.23 The Committee was advised that the Secretary-General had recommended the allocation of £10.8 million (equivalent to \$14.8 million) from the surplus of the Trading Fund to the TC Fund for 2022 and 2023, on the basis of the current expenditure pattern and trend, and also taking into account the reserves of the Fund. It was pointed out to the Committee that while the TC Fund was managed in pounds sterling within the Organization's budgetary structure, its expenditure against ITCP was recorded in US dollars, in compliance with technical cooperation budgeting and expenditure practices. Based on the rate of exchange of \$1.38 to £1, the TC Fund allocation amounted to \$14.8 million, which was 9% higher than the allocation of \$13.6 million for the current biennium, bearing in mind that the rate used for the current biennium was \$1.27 to £1.0. However, the final dollar amount would depend on the prevailing rate of exchange following the approval of the TC Fund allocation by the thirty-fourth extraordinary session of the Council.

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

3.25 The Committee was further informed that the overall allocation of \$14.8 million would cover 59% of the total ITCP requirement, and that the Secretariat would engage with donors and other technical cooperation partners in accordance with the long-term resource mobilization strategy and resolution A.1128(30) on *Financing and partnership arrangements for an effective and sustainable Integrated Technical Cooperation Programme* in order to mobilize and secure additional resources for some of the remaining ITCP activities for 2022 and 2023. In this regard, Member States and shipping industry stakeholders were urged to make financial and/or in-kind contributions towards the resources which were needed for the delivery of the proposed programme.

3.26 Many delegations intervened to express their support for the ITCP programme and the TC Fund allocation for 2022-2023 and thanked the Secretariat for preparing a detailed and clear document. The Committee supported the approach of multi-year projects for enhanced ITCP effectiveness and noted the special assistance for SIDS and LDCs planned within the proposed ITCP activities. Many Member States also noted and supported the inclusion of the new GHG Global Programme to reduce atmospheric emissions from ships and in ports, while one delegation commended the inclusion of the Women in Maritime programme in the ITCP, as well as the collaboration with IPER to continue its delivery of port management training.

3.27 One delegation, supported by other delegations, requested that a Search and Rescue (SAR) Mission Coordinator (SMC) Course for the Black Sea region be included in the TC Fund allocation for the 2022 and 2023 biennium. This delegation further confirmed its availability to host this regional activity. The Secretariat informed the Committee that support for the above-mentioned training course would be planned and delivered through a reallocation of TC Fund funds in the Western Asia/Eastern Europe regional programme.

3.28 The delegation of Jamaica expressed appreciation for the Norway-funded Carib-SMART programme preparatory phase and looked forward to its implementation. The contribution of RAC/REMPEITC-Caribe in the Caribbean region and IMO's partnership with the Centre in the delivery of technical cooperation activities in the field of the protection of the marine environment was also acknowledged. The delegation also confirmed that it was ready to continue with the secondment of a professional consultant at the Centre.

3.29 One delegation thanked donors and partners, in particular Australia, New Zealand, SPC and SPREP, for supporting the ITCP and other funding mechanisms for technical assistance in the Pacific region and emphasized the need for continued regional cooperation. The dedicated support of Belgium under a tripartite MoU with IMO was further recognized as an important mechanism in the establishment of this delegation's maritime safety administration and its increased capacity to meet its international and regional obligations.

3.30 During consideration of document TC 71/3(b)/1 (IMSO), many delegations supported the delivery of technical cooperation activities related to the implementation of the Long-range Identification and Tracking of ships system (LRIT system) and the implementation of IMSO instruments during the 2022 and 2023 biennium in collaboration with IMSO.

3.31 Responding to a query from some delegations regarding budget implications, the Secretariat informed the Committee that it had worked in the past, and would continue to work in the future, with IMSO and other organizations such as IHO, IALA and IOPC Funds in the delivery of TC activities. The Secretariat further confirmed that provision for the related activities was included in Global Programme 5 (Enhancement of Maritime Security) and that while, at that stage, the number and type of activities and allocated funding could not be confirmed, the Secretariat would continue its collaboration with IMSO and endeavour to include the proposed activities in the ITCP, utilizing any available extrabudgetary funds raised through the generous contributions that might be made by Member States and other donors during the 2022-2023 biennium. This should promote efficiency and avoid duplication of related technical assistance.

3.32 The Committee further noted that IHO and IALA, in collaboration with IMO, were progressing joint capacity-building activities in the field of safety of navigation, including activities for the benefit of Caspian Sea littoral states.

3.33 It was generally acknowledged that the proposed TC Fund funding for the 2022 and 2023 programmes provided an appropriate level of funding support for the implementation of the TC activities, bearing in mind the possible impact of exchange rate fluctuations.

3.34 In conclusion, the Committee:

- .1 approved the proposed ITCP for 2022 and 2023 as set out in document TC 71/3(b) (Secretariat), including the core activities planned under regional and global programmes, subject to adequate funding estimated at some \$25.1 million, taking into account the inclusion of the SAR SMC Course proposed for the Black Sea region;
- .2 noted the information provided in document TC 71/3(b)/1 presented by IMSO and invited the Secretariat to continue collaborating with IMSO on capacity-building activities in the implementation of LRIT and IMSO instruments in support of Member States' obligations arising from the SOLAS Convention;
- .3 noted that the Secretariat would consider additional capacity-building activities on the effective implementation of the LRIT system and the efficient use of LRIT information for inclusion in the 2022 and 2023 ITCP, as well as on the implementation of IMSO instruments, utilizing extrabudgetary funds raised during the 2022-2023 biennium;
- .4 noted the proposed allocation of £10.8 million from the surplus of the Trading Fund to the TC Fund during the 2022-2023 biennium;
- .5 approved the allocation and use of £5,206,000 (equivalent to \$7,184,280) and £5,575,000 (equivalent to \$7,693,500) from the TC Fund for the delivery of ITCP during 2022 and 2023, respectively, subject to any adjustments which the Secretariat might have to make, on which it would eventually report to the Committee at its next session, as a result of:
 - .1 the final decisions of the Council and the Assembly as to the amount which would be allocated to the TC Fund; and
 - .2 the exchange rate between the pound and the dollar at the time when the funds were released and converted into US dollars; and
- .6 requested the Secretariat to transmit its views and recommendations on the proposed TC Fund allocation for the delivery of ITCP during 2022 and 2023 to the thirty-fourth extraordinary session of the Council for final endorsement of the proposal.

(c) Amendments to the Rules of Operation of the Technical Cooperation Fund

3.35 The Committee considered by correspondence document TC 71/3(c) (Secretariat) containing draft proposed amendments to the Rules of Operation of the TC Fund following the adoption of the *Guidance on partnership agreements: Principles and Standard Operating Procedures*.

3.36 Having noted the comments by Australia and the United Arab Emirates as set out in document TC 71/1/2/Add.1 (Chair), noting that the term "donors" instead of "contributors" is used in the Rules of Operation of the TC Fund, and on being informed by the Secretariat that consultations with donors do indeed take place before programming resources, the Committee approved the amended new paragraph 11 of the revised Rules of Operation of the TC Fund to read as follows:

"Where additional contributions are received in terms of paragraph 3.3 above, during a biennium, these additional resources, in consultation with the donors, may be programmed immediately through revision of an existing PID or creation of a new PID."

3.37 The Committee approved the draft Revised Rules of Operation of the TC Fund and requested that the approved draft (annex 1) be submitted to the thirty-fourth extraordinary session of the Council for consideration and approval.

4 RESOURCE MOBILIZATION AND PARTNERSHIPS

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

4.1 In considering document TC 71/4(a) (Secretariat) reporting activities carried out 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 long-term TC projects and in implementing projects since TC 70 as follows:

- .1 The International Climate Initiative (IKI) of Germany funded \$0.45 million for preparatory activities leading to the development of a proposal for a full-size project (with potential IKI funding of €15 million) that will aim to reduce maritime transport emissions in East and South-East Asian countries.
- .2 The Ministry of Environment and Climate Change of Norway contributed \$1.8 million, in addition to the \$5.4 million already provided, for phase I of the GreenVoyage 2050 Project.
- .3 The European Union-funded Global Maritime Technologies Cooperation Centre (MTCC) Project (\$12 million) had secured a non-cost extension from the donor until March 2022.
- .4 The Republic of Korea-funded sustainable maritime transport training programme (GHG SMART Programme, with a budget of \$2.5 million) has started its implementation in 2021, with the development of a tailor-made training programme, addressing the specific needs of SIDS and LDCs.
- .5 The Global Environment Facility (GEF) and the United Nations Development Programme (UNDP) funded the GloFouling Partnerships Project (\$6.9 million), which seeks to address the hull fouling issues that also significantly contribute to emissions from shipping, in addition to the biosafety issues.
- .6 IMO and the United Nations Environment Programme (UNEP) have agreed to hold the Maritime Zero-Low Carbon Innovation Forum (Innovation Forum) in September 2021, with financial support from Norway.

- .7 The IMO-European Bank for Reconstruction and Development (EBRD)-World Bank supported FINSMART initiative held a workstream meeting in early 2021. A second workstream was held in July 2021 and a high-level round table meeting would follow in September 2021, back-to-back with the IMO-UNEP Innovation Forum.
- .8 The IMO-Singapore led NextGEN (where "GEN" stands for "green and efficient navigation") Initiative had its first meeting on 23 April 2021. The NextGEN website, which will facilitate information-sharing and collaboration on decarbonization initiatives, was expected to be launched in September 2021.
- .9 IMO was also in discussions with UNDP and GEF on a potential project entitled "GloNoise", which would focus on the issue of ship-based ocean noise pollution and reducing its impact on ecosystems and species.
- .10 The Norway-financed IMO's GloLitter Partnerships Project (\$4.5 million), which aims to help the maritime transport and fishing sectors in developing countries move towards a low-plastics future, had been granted a one-year extension.
- .11 The World Bank allocated \$190,000 for a formal safety assessment (FSA) project for the Philippines. Led by the Technical Cooperation Division, IMO and the World Bank were to collaborate for the assessment and enhancement of safety and energy efficiency of the ferry sector in the Philippines.
- .12 Partnership agreements: Memoranda of Understanding (MoUs) with the Commonwealth Secretariat, the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) and the World Bank, were being finalized and an MoU with the Central American Bank for Economic Integration (CABEI) had been initiated.
- .13 The Secretariat, during the reporting period, continued to make progress in delivering two EU-funded IMO-United Nations Office on Drugs and Crime (UNODC) projects titled "Port Security and Safety of Navigation in Eastern and Southern Africa and the Indian Ocean" (\$7.75 million) and "Enhancing Ports Security and Regional Dialogue in the Red Sea Region" (\$5.25 million). These projects, led by MSD, had set up respective project coordination units and recruited staff to start their implementation.
- .14 The Secretariat secured funding support for two maritime single window (MSW) initiatives, namely the IMO-Singapore Single Window for Facilitation of Trade (SWiFT) project and the IMO-World Bank MSW Initiative for the Pacific Region. Both projects, being led by MSD, are in the initial preparatory phase and progressing well.

4.2 Having noted the information provided in document TC 71/4(a), the Committee also noted the updates provided by delegations on the progress made on the IMO-Singapore NextGEN project, the IMO-Singapore Single Window for Facilitation of Trade (SWiFT) Project and the Greenhouse Gas Sustainable Maritime Transport Training (GHG-Smart) Programme and encouraged the active participation of Member States in these projects and programmes.

4.3 The Committee expressed its thanks to all donors and partners who had supported the implementation of projects and the Strategy and encouraged Member States' active participation in future implementation, including having national knowledge partnership officers.

(b) Partnership arrangements

4.4 The Committee had before it four documents related to partnership arrangements: one each from the Secretariat (TC 71/4(b)) and Spain (TC 71/4(b)/1) and two from the Pacific Community (SPC) (TC 71/4(b)/2 and TC 71/4(b)/3). All these documents were considered by correspondence prior to the virtual meeting.

4.5 With regard to document TC 71/4(b) (Secretariat), which provided a status report on the delivery of technical assistance through partnerships and on the implementation of Assembly resolution A.1128(30) on *Financing and partnership arrangements for an effective and sustainable Integrated Technical Cooperation Programme*, the Committee noted that, as at 16 June 2021, there were 97 operational partnerships as compared to 80 reported to TC 70. Of these, 33 were financial; 44 were in-kind, consisting of cash supplements, no fee experts or free of cost experts and hosting of technical assistance events; 4 related to the IMO Regional Presence; 3 were on the establishment of activity/response centres; and 13 were on the delegation of TC implementation responsibilities. The Committee also noted that since TC 70, 37 new partnership arrangements had been established, of which 31 were financial arrangements totalling some \$5,400,000. Twenty arrangements had expired.

4.6 The Committee noted the information provided in:

- .1 document TC 71/4(b)/1, submitted by Spain, on Projects of distance training programmes within the scope of the Memorandum of Understanding on technical cooperation activities between Spain and IMO;
- .2 document TC 71/4(b)/2, submitted by the Pacific Community (SPC), on the Integration of safety and energy efficiency initiatives in domestic shipping in the Pacific Islands region amidst the COVID-19 pandemic. The Committee:
 - .1 noted the ongoing technical assistance and support provided by SPC through its integrated programming approach in the field of maritime safety and energy efficiency for domestic shipping using the new norm to deliver key activities despite the restrictions imposed by the COVID-19 pandemic; and
 - .2 reaffirmed the continuous and ongoing support for the actions adopted by the Fourth Pacific Regional Energy and Transport Ministers' meeting related to domestic ship safety and energy efficiency; and
- .3 document TC 71/4(b)/3, submitted by SPC, on the Results of the regional safety of navigation project's capacity-building strategy during the COVID-19 pandemic in the Pacific. The Committee:
 - .1 noted the capacity of SPC to build long-term and sustainable capacities of countries in the Pacific Islands region to manage their aids to navigation systems and contribute to maritime safety, in spite of the COVID-19 pandemic;

- .2 reaffirmed the continuous and ongoing support for the actions adopted by the Fourth Pacific Regional Energy and Transport Ministers' Meeting in the field of safety of navigation; and
- .3 noted the comments by Australia that acknowledged the positive results of the long-term capacity-building strategy implemented by SPC in the field of safety of navigation and the challenges posed by COVID-19.

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

(c) Financial contributions to the Integrated Technical Cooperation Programme

4.8 The Committee noted the information contained in document TC 71/4(c) (Secretariat) on the status of financial contributions received to support the ITCP in 2020.

4.9 The Committee was informed that during the period 1 January to 31 December 2020, the total contribution received towards the sustainable financing of the ITCP amounted to \$2,502,350. It was noted that this total was comprised of \$291,633 received under new financial arrangements established in 2020, \$849,687 under existing partnership arrangements, \$1,331,039 had been received to support the activities of the multi-donor trust funds and \$29,991 in cash contributions.

4.10 The Committee welcomed the pledge of the delegation of the United Arab Emirates to contribute \$50,000 to support ITCP activities.

4.11 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.

(d) Analysis of the viability of introducing an access fee to GISIS (public access) data

4.12 The Committee noted that no documents were submitted under sub-agenda item 4(d) on Analysis of the viability of introducing an access fee to GISIS (public access) data.

4.13 The Committee was informed that no further developments on this matter had occurred due to the limited angle of potential ITCP funding from GISIS, and that the Secretariat in consultation with the Chair had agreed to discontinue consideration of this item by TCC and to leave more comprehensive consideration of the related issues of data management to the Council when deemed appropriate.

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 71/5 (Secretariat) provided an update on the development of SMART indicators for data collection within IMO's mandate for technical cooperation, and document TC 71/WP.2 (Secretariat) contained Provisional Terms of Reference for the Working Group on the 2030 Agenda for Sustainable Development re-established during this session.

5.2 The Committee considered document TC 71/5 (Secretariat), which provided an update on the development of SMART indicators for data collection within IMO's mandate for technical cooperation. The Secretariat presented in the annex the data it had collected, also requesting certain information in order to have more clarity on which specific data the Working Group required and how it should be presented to TC 72.

5.3 The Committee recalled that TC 68 had agreed to establish a Correspondence Group on the 2030 Agenda for Sustainable Development chaired by H.E. Mr. Laurent Parenté (Vanuatu), in order to develop indicators for data collection within IMO's mandate related to technical cooperation. Owing to the lack of statistical data, TC 69 had decided to establish a Working Group during its seventieth session in order to continue the work of the Correspondence Group.

5.4 The Committee also recalled that TC 70 had established the Working Group on the 2030 Agenda for Sustainable Development, chaired by Mr. Jacob Silva (Chile). Taking into consideration the report of the Working Group, the Committee had noted the progress made by the Group in developing milestones and indicators and acknowledged that this was a work in progress and that, at the appropriate time, consideration should be given to the introduction of specific numbers or percentages. It is important to highlight that the Committee considered and agreed that, as in 2020 the COVID-19 pandemic had an impact on all IMO activities, including technical cooperation, the year 2019 should be taken as a baseline, as 2020 could lead to misleading results.

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

5.6 The Committee noted the information in document TC 71/5 and agreed to refer the document to the Working Group on the 2030 Agenda for Sustainable Development to serve as a basis for discussion.

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

5.7 Having considered document TC 71/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 71/WP.2 and instructed it, taking into account comments made and decisions taken in plenary, to:

- .1 in line with the IMO SDGs Strategy, continue with 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, taking into account document TC 71/5 and, in particular, its annex, and the documents referred to in document TC 71/WP.2; and
- .2 submit a report for consideration by plenary on Friday, 24 September 2021.

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

5.8 Having considered the report of the Working Group on the 2030 Agenda for Sustainable Development (TC 71/WP.3), the Committee expressed its appreciation for the work, approved the report in general, and

- .1 noted the progress made by the Group with regard to the development of SMART indicators for data collection within IMO's mandate for technical cooperation;
- .2 acknowledged that this was a work in progress, and that at the appropriate time, consideration should be given to the introduction of specific numbers or percentages;

- .3 agreed on baselines and general trends of indicators as laid out in annex 2 to this report, taking into account that indicator 16.1.a was still under consideration;
- .4 requested the Secretariat to present the complete set of figures at the next session of the Technical Cooperation Committee (TC 72);
- .5 endorsed the Group's recommendation to invite Member States and international organizations to submit as soon as possible the relevant data needed for the baseline; and
- .6 endorsed the re-establishment of the Working Group on the 2030 Agenda for Sustainable Development at the next session of the Committee (TC 72).

6 REPORT OF THE EVALUATION OF THE ITCP ACTIVITIES FOR THE PERIOD 2016-2019

6.1 The Committee had before it document TC 71/6 (Secretariat), which reported on an independent evaluation of the Organization's ITCP activities undertaken for the two biennia from 2016 to 2019. The evaluation was managed independently by IMO's Internal Oversight and Ethics Office (IOEO) in accordance with appendix II to the IMO Financial Regulations and the Rules of Operation of the TC Fund, by engaging a three-person consultant team from Open Cities Ltd: Mr. Marc Stephens, the lead consultant, together with Mr. David Norman and Mr. George Beardon.

6.2 The Committee noted that the scope of the evaluation was broader than that of previous, so-called impact assessment exercises in that firstly, the evaluation covered all assessable aspects of ITCP interventions; secondly, it covered all ITCP activities regardless of funding sources whether from the TC Fund or donors; and thirdly, it was undertaken following six evaluation criteria, namely, relevance, coherence, effectiveness, efficiency, impact and sustainability, as established by the United Nations Evaluation Group (UNEG).

6.3 The evaluation methodologies adopted were a mix of quantitative and qualitative data collection and analytical approaches, broadly comprising nine steps as illustrated in document TC 71/6 (paragraph 3). The evaluation process engaged not only the Secretariat, particularly the ITCP Programmes' Contract Managers and Implementing Officers, but also the Member States, IGOs, NGOs and a few UN specialized agencies, especially in the data collection, surveys and focus group interviews and discussions.

6.4 A brief presentation on the ITCP evaluation report focusing on the outcome and recommendations of the evaluation was delivered to the Committee by the lead consultant, Mr. Stephens (presentation can be found in document TC 71/PRES). During the presentation, Mr. Stephens highlighted eight lessons learned and suggested eight corresponding recommendations, as summarized in document TC 71/6 (paragraph 5) and detailed in the evaluation report annexed to the document, while noting that the overall rating of the ITCP evaluation for 2016-2019 was moderately satisfactory.

6.5 Many delegations expressed appreciation for the detailed evaluation report and the active participation by the Member States in the evaluation process. Delegations also highlighted that the effectiveness and efficiency of the ITCP could be improved to assist maritime administrations in a more effective implementation of and compliance with the IMO instruments, taking into account Member States' needs.

6.6 One delegation emphasized the need to develop objective-driven criteria to allocate the ITCP budget, and that an online platform be created to leverage third parties' resources and better align this with Member States' needs.

6.7 One delegation highlighted the findings of the report related to the reorganization of the ITCP, taking into consideration an efficient use of the resources covering the real needs of developing States, particularly SIDS and LDCs. It was indicated that the implementation of the short-, medium- and long-term recommendations would require a strategy to cover aspects such as time frame, staffing requirements, budget resources and support from Member States. The result of such a process would translate into an effective and efficient ITCP which would answer the real needs of developing States and would facilitate the resource mobilization strategy. As a result, the ITCP would be in a better position to impact positively on IMO's reputation.

6.8 One delegation emphasized the impact of the ITCP in the achievement of the 2030 Agenda and the SDGs, particularly SDG 5 "Gender equality", and drew the attention of the Committee on this matter as shown in the consultants' report, which indicates that "As of 2019, women represented 56% of fellowships awarded and 45% of strategy officials participating in ITCP activities".

6.9 Several delegations supported the recommendation to strengthen TCC's oversight and scrutiny of ITCP needs assessment, strategy and delivery to increase engagement and quality of Member State support for ITCP delivery and effectiveness.

6.10 Several delegations supported the recommendations to integrate ITCP interventions within larger, multi-year projects and to develop country partnership plans, and expressed their commitment to assist the Secretariat to undertake the necessary improvements in order to take these recommendations into consideration for future work planning.

6.11 Delegations from the Pacific Islands region highlighted the importance of the ITCP in the region as the instrument to achieve the scope of IMO's work particularly in SIDS, through increased regional presence and partnerships arrangements with Australia, New Zealand, SPC and SPREP.

6.12 SPC indicated that the evaluation report did not adequately reflect the work of the IMO TC Officer for the Pacific, based at SPC, as this post was only established in March 2018 and whose activities only took effect towards the end of the evaluation period covered in the report. Furthermore, SPC emphasized that the work programme for the ITCP for the Pacific region was based on the outcome of the Transport Ministers Meeting, one-on-one consultations with Member States and other specific requests by Member States. The statement by SPC is included in annex 7.

6.13 The Committee also noted that the Secretariat would provide a formal response to the report and follow-up actions by the Secretariat to TC 72, and that it had already started taking into consideration some of the evaluation report recommendations when carrying out the assessment of the regional presence scheme under the Scheme's review and reform process, preparing the ITCP for the biennium 2022-2023, and developing the long-term strategy on the review and reform of IMO's technical cooperation entitled "Capacity-Building Decade 2021-2030".

6.14 The Committee:

- .1 noted the information contained in document TC 71/6;
- .2 requested the Secretariat to consider and review the recommendations set out in the ITCP 2016-2019 evaluation report and assess the implementation feasibility and priority of each and every recommendation, and to report the result to its next session, taking into consideration the comments made by the Committee; and

- .3 invited Member States to submit their comments and proposals on the evaluation report for consideration at its next session.

7 LONG-TERM STRATEGY FOR THE REVIEW AND REFORM OF IMO'S TECHNICAL COOPERATION

7.1 The Committee had before it three documents related to the long-term strategy for the review and reform of IMO's technical cooperation: one each from the Secretariat (document TC 71/7) and the United Arab Emirates (document TC 71/7/2) providing comments and proposals on the former, and one document from China (document TC 71/7/1) containing a proposal for the sustainability of the Maritime Technology Cooperation Centres (MTCCs) to be fully considered during the review and reform of IMO's technical cooperation and for these Centres to participate in the implementation of the ITCP.

7.2 The Committee considered document TC 71/7 (Secretariat) proposing a long-term strategy on technical cooperation and capacity-building (the "Strategy") entitled "Capacity-Building Decade 2021-2030", as a vehicle for improving delivery of the ITCP and enhancing the overall effectiveness of the Organization's technical cooperation programmes, including the accompanying draft Assembly resolution.

7.3 The Committee was informed that the proposed Capacity-Building Decade 2021-2030 strategy supported the implementation of the high-level strategies adopted by the Assembly, for example the Strategic Plan for the Organization (resolution A.1110(30)), cited in the preambular paragraphs of the accompanying draft resolution but it did not seek to replace them. It was developed taking into account the Secretary-General's "Voyage Together" manifesto in relation to implementation and capacity-building and his instruction to TCD to prepare a long-term TC Strategy. In its development, it drew on the recommendations of the evaluation of the ITCP for 2016 to 2019 (the ITCP evaluation) (document TC 71/6); the lessons identified by IMSAS; the opportunities identified from operating during the COVID-19 pandemic; the lessons identified during the first year of operation of the DPP; the recommendations of the Committees, Sub-Committees and other organs of the Organization, especially the III Sub-Committee; the recommendations of the Functional Review Funds Management Working Group; and the Working Group on the 2030 Agenda for Sustainable Development and the Correspondence Group on Measuring the Impact of Technical Cooperation in Training and Capacity-building, established by the Committee.

7.4 The Committee was also informed that the Strategy was intended to be a living document and would evolve taking into account the guidance of the Committee and any lessons learned and issues identified going forward. In this regard, the Committee's attention was drawn to operative paragraph 8 of the draft resolution.

7.5 In considering document TC 71/7 (Secretariat), the Committee noted that the Strategy's primary objective was to set out an initial and broad road map to achieve IMO's mission and vision in the field of technical cooperation, as a vehicle for developing momentum. It outlined overarching principles and "work streams" which included, inter alia, reforming and streamlining IMO's internal organization for delivery of technical assistance; engaging Member States' commitment to maritime development; enhancing the Regional Presence Office (RPO) Scheme; and strengthening the global training and development network.

7.6 In the discussions that followed, the majority of delegations that spoke expressed general support for the resolution and the Strategy, bearing in mind that the Strategy would be a living document and its contents would be improved periodically in consultation with the Committee. However, some delegations felt that further consideration on the Strategy was needed to better reflect the Member States' views. In this regard, some delegations proposed

some amendments both to the resolution and the Strategy with a view to addressing their specific concerns. With reference to Work Stream 2 (Support Member States in maritime development), there was broad support for promoting South-South cooperation. In this context, one delegation expressed the view that for the promotion of a "South Atlantic coastguard functions forum" the Zone of Peace and Cooperation of the South Atlantic should be taken into account as a partner, as this would also avoid duplication of efforts. Other proposals for amendments were discussed at length, in particular those referring to paragraphs 21 and 23 of the Strategy, as set out further below.

7.7 Other issues raised included the suggestion that sub-strategies and implementation plans should be developed in respect of each RPO; that the use of e-learning, online courses and remote delivery should be supplementary to existing programmes; and that the reference to resolution A.1128(30) in the draft resolution should be placed in square brackets as it was to be reviewed by the Council and Assembly. The Committee further noted that the implementation of the Strategy was intended to be cost neutral with respect to Member State contributions to the regular budget.

7.8 One delegation referred to "weaknesses" identified in the draft Strategy, i.e. a lack of organization in Member States with regard to technical cooperation activities and the "invisibility" of IMO in the UN system. With regard to Governments, it was suggested that the fact that some Members had different competent departments and the convenience of better coordination could be addressed at the intersessional correspondence group chaired by Colombia. Regarding IMO's relations with other organizations in the UN system, it was stated that there was a perception that IMO was a merely technical body; but as it addressed very important political and legal matters, it was recommended that the Secretariat engage more actively with the United Nations in New York, in particular in what related to the law of the sea.

7.9 In considering document TC 71/7/1 (China), many delegations supported the strengthening of MTCCs globally and their possible involvement in the delivery of IMO's TC activities. The Committee also noted that Work Stream 4 (Strengthen the global training and development network) of the proposed Strategy referred to a proposed future role of the MTCCs in the delivery of IMO's technical cooperation with other longstanding implementing partners such as the Regional Activity Centres (RACs) of the UNEP Regional Seas Programme. Such TC activities could, in due course, be in addition to the MTCC focus on GHG-related matters. The Committee further noted the intervention of the observer delegation of the European Commission that they hoped to continue support for the MTCCs, particularly to assist SIDS and LDCs in the transition to clean energy and the implementation of the IMO Initial GHG Strategy. Several delegations requested the Secretariat to evaluate the signing of formal association agreements with host countries of the MTCCs, as the current ones would finish at the end of 2021, and it was necessary to continue this partnership given the role of the MTCCs in the future work with regard to GHG.

7.10 The Committee was informed that, as outlined in the Strategy, the MTCCs would be considered for a possible future role in the delivery of IMO's technical cooperation with other long-established regional partners each having their own comparative advantages. It was pointed out that IMO had been working with regional partners in the delivery of TC for a long time and the involvement of MTCCs in the delivery of TC activities would thus follow the established practices for working with such partners, although initially perhaps the focus for the delivery of TC activities by MTCCs should be GHG-related technical assistance activities. The Committee was further informed that no impact on the budget was envisaged because no TC Fund funding would be earmarked for the operation of the MTCCs, but these centres would be considered with other partners for the delivery of funded TC activities.

7.11 In its consideration of document TC 71/7/2 (United Arab Emirates), the Committee agreed to a proposed amendment to the mission statement of the Strategy to address the needs of Member States and requested the Secretariat to insert a reference to this in the Strategy's mission statement.

7.12 With regard to the proposal to change the title of Work Stream 3 of the Strategy from "Enhance the Regional Presence Office (RPO) scheme" to "Enhance the global, regional and subregional cooperation mechanisms" as proposed on document TC 71/7/2 (United Arab Emirates) and in particular the proposed amendment to paragraph 21 of the annex to document TC 71/7 on the role and responsibility of RPOs, the majority of the delegations that spoke were in favour of retaining the text subject to a minor amendment; however, several delegations highlighted that the paragraph could be subject to further review in the future. Some delegations felt that details on the role and responsibilities of RPOs should not be included in such a high-level document. On the other hand, other delegations felt that the RPOs should be given adequate visibility. The Director, TCD, further highlighted that RPOs were part of the Secretariat and not representatives of Member States. Turning to paragraph 23 on the establishment of new RPOs, there was general agreement to delete the first sentence.

7.13 In concluding, the Committee:

- .1 noted the information contained in documents TC 71/7, TC 71/7/1 and TC 71/7/2;
- .2 endorsed the Capacity-Building Decade 2021-2030 Strategy set out in the annex to document TC 71/7, subject to agreed amendments to the mission and vision statement, paragraphs 7.1, 20, 21, 23, 27.1, and the inclusion of a review clause aimed at addressing potential future concerns;
- .3 endorsed the draft resolution set out in the annex to document TC 71/7, subject to the minor amendments endorsed by the Committee, as annexed to this report; and
- .4 agreed to transmit the draft resolution and the Capacity-Building Decade 2021-2030 Strategy, as revised, annexed thereto, to the Council at its thirty-fourth extraordinary session, for consideration and adoption by the Assembly at its thirty-second regular session.

8 REGIONAL PRESENCE AND COORDINATION

8.1 Five documents were submitted under this agenda item: documents TC 71/8 and TC 71/8/1/Rev.1 by the Secretariat; document TC 71/8/2 by Australia et al.; document TC 71/8/3 by the Pacific Community (SPC); and document TC 71/8/4 by the United Arab Emirates.

8.2 Having considered document TC 71/8 (Secretariat) by correspondence prior to the virtual meeting, the Committee noted the information provided on the technical cooperation activities and numerous other events undertaken, facilitated and coordinated, despite the challenges posed by the COVID-19 pandemic, under the IMO Regional Presence Scheme in Africa, East Asia and the Caribbean as well as through the IMO Technical Cooperation Officer (TCO) in the Pacific in 2020. The Regional Presence Offices (RPOs) had also continued to be effective facilitators in the enhancement of the work of the various regional and national associations of women in maritime under the IMO gender programme.

8.3 In this regard, the Committee expressed its appreciation to the host countries of IMO regional presence offices, namely Côte d'Ivoire, Ghana, Kenya, the Philippines, Trinidad and Tobago as well as the Pacific Community for supporting the Scheme.

8.4 The Committee considered document TC 71/8/1/Rev.1 (Secretariat), which offered a proposed way forward for the Regional Presence Scheme following discussions at TC 70. The Committee noted that the document provided background information on the current status of the scheme, took into consideration relevant recommendations from the recent evaluation of the ITCP (presented to the Committee in document TC 71/6 (Secretariat)), drew comparisons with regional office schemes of other United Nations agencies, presented options for continuing the current scheme and for expanding the scheme both geographically and functionally as a cost sharing arrangement between the Organization, potential host governments and other sources for funding at no cost to the Organization's regular budget and presented a range of options for staffing and funding RPOs in future.

8.5 The Committee also considered document TC 71/8/4 (United Arab Emirates), in which the United Arab Emirates commented on the Secretariat's proposals. The Committee noted that the United Arab Emirates was broadly supportive of expanding the geographical scope of IMO RPOs and made comparisons with the established regions and regional presence offices in ICAO and WMO which provided close support and coordination to their regions. In introducing the document, the delegation of the United Arab Emirates suggested that IMO RPOs would bring significant benefits and advantages including access to subject-matter experts and delivery of regional projects, leading to the uniform and effective implementation of IMO treaties. The establishment of additional IMO regional presence offices in geographical regions with a similar approach to that of ICAO was recommended and should be reported to the Council for further consideration, under the Organization's reforms.

8.6 During the ensuing discussions, the following points were raised:

- .1 many delegations expressed their support for a strong regional presence as a cost-sharing arrangement between the host State and potential sources of funding and agreed that the matter should be forwarded to the Council for its consideration;
- .2 the delegation of Malta stressed the need for cooperation between new RPOs and existing 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. The statement of Malta is attached in annex 7;
- .3 delegations from Latin America highlighted the need for establishing an RPO in their region, and supported efforts in that regard;
- .4 in expressing their appreciation for the work of the IMO Regional Maritime Adviser based in Trinidad and Tobago and recalling that a suggestion to change the title to "Regional Coordinator" had been made to TC 69, delegations from Member States in the Caribbean reiterated that suggestion; and
- .5 one delegation spoke in favour of seconding junior professional officers to RPOs as more cost effective than sending them to IMO Headquarters.

8.7 In regard to the Secretariat's proposals in document TC 71/8/1/Rev.1, delegations sought further information on how the expansion of the RPO scheme could be achieved at no cost to the Organization's regular budget, why it was proposed to establish eight RPOs, and the role of RPOs as a point of contact for Member States.

8.8 In responding to these questions, the Secretariat:

- .1 recalled that the Committee had considered the expansion of the RPO scheme in the context of the Capacity-Building Decade strategy under agenda item 7. The proposal was a concept to be taken forward and developed;
- .2 reiterated that all RPO staff were considered to be IMO Secretariat staff. There was no intention to interfere in the chain of communication between Member States and IMO Headquarters;
- .3 noted that whereas the proposal made reference to possible use of the TC Reserve Fund, this money was already held by the Organization and would therefore not impact on Member States' contributions to the regular budget and, in any case;
- .4 assured the Committee that RPOs would cooperate with existing structures to minimize duplication of effort and to optimize the delivery of assistance. Such partners would include Regional Seas programme partners, MTCCs, and other existing partners;
- .5 advised that the proposal for eight RPOs was in order to ensure that all Member States, both recipients and providers of assistance, could be associated with one or more RPO. The proposed structure was based on the existing RPOs and in anticipation of the establishment of RPOs for the Pacific, MENA and Latin America regions proposed to the Committee;
- .6 reiterated that staff for RPOs could include seconded JPOs and SPOs, staff recruited for major projects, UN volunteers and IMO Secretariat staff transferred to RPOs with appropriate cost savings (noting that the Secretariat response to the COVID-19 pandemic had shown that staff could work effectively anywhere); and
- .7 advised that in addition to better regional cooperation for technical cooperation assistance, RPOs could facilitate better real-time communication with UN country teams.

8.9 The Committee noted with appreciation the information provided by the delegation of Trinidad and Tobago that the Government had, in June 2021, approved a three-year hosting arrangement for the IMO regional presence for the Caribbean and would soon submit the draft host country agreement to the IMO Secretariat for its consideration.

8.10 The Committee agreed that the title of the Regional Maritime Adviser should be changed to Regional Coordinator and referred the matter to the Secretariat for follow-up action, as appropriate, noting that the change of title might impact on the wording of some documents under consideration by other organs of the Organization.

8.11 In concluding, the Committee agreed to:

- .1 note the information provided in documents TC 71/8/1/Rev.1 and TC 71/8/4; and
- .2 refer the outcomes of the discussion on RPOs and associated geographical regions (documents TC 71/8/1/Rev.1 (Secretariat) and TC 71/8/4 (United Arab Emirates)) to the Council for its further consideration.

8.12 In considering a proposal by Australia et al. (document TC 71/8/2) to establish an IMO RPO for the Pacific Islands region, the Committee noted an update on the efforts made in this regard. These included the development of the sponsors' case for an RPO for the Pacific region and the outcomes of the virtual Consultation Fora held on 13 and 16 April 2021 and 28 July 2021. These outcomes included confirmation of Pacific States' solidarity on the matter, details on what would be expected of a host government, guidelines on the preparation of proposals by potential host Governments and an initial work plan. Member States supported the continuation and funding of the current TCO position until the RPO was fully established and operational.

8.13 In the ensuing discussion, during which there was widespread support for the proposals and for the collaborative process used, the Committee noted the suggestion from one delegation that the Regional Coordinator for the Pacific should be recruited through an open competition throughout the whole Pacific Islands region, rather than having to be a national of the host State.

8.14 Having noted the information provided in document TC 71/8/2, the Committee:

- .1 approved the establishment of an RPO in the Pacific region for further consideration by the thirty-fourth extraordinary session of the Council;
- .2 noted that IMO Member States from the Pacific and regional organizations would cooperate to finalize arrangements to establish an RPO, including the identification of potential host countries, noting that the Secretary-General would make a final decision on the location of the RPO; and
- .3 having noted that funding had already been allocated in the ITCP for the 2022-2023 biennium, agreed to the continuation and funding of the current Technical Cooperation Officer position for the Pacific region until the RPO was fully established and operational.

8.15 The Committee considered a report by SPC (document TC 71/8/3) providing background information on cooperation between IMO and SPC in the Pacific region and the activities of the IMO TCO. The Committee recalled the long-standing collaboration between IMO and SPC and the appointment of an IMO TCO since 2018 had demonstrated the need for and successful outcomes of an IMO regional presence in the region.

8.16 In this regard, the Committee noted that SPC supported the establishment of an IMO RPO for the Pacific region and was willing to continue with the current arrangements including the provision of administrative support staff, office space at its regional office in Suva, Fiji, office equipment and supplies, communication and IT facilities, and access to its management systems and technical assistance programmes, until the IMO RPO was established. The Committee also noted the role of SPC and SPC's proposed in-kind contribution when establishing an IMO regional presence office in the Pacific Islands region, building on existing collaborations, partnerships and technical cooperation programmes.

8.17 The Committee recalled that TC 69 had supported, in principle, the establishment of RPOs in both the MENA and Pacific regions. Discussions at TC 70 had also supported the expansion of the Regional Presence Scheme, subject to an assessment of the cost implications, an overall assessment of the effectiveness of the Scheme and the development of a long-term strategy.

8.18 Having considered the proposals for establishing an RPO for the Pacific region and having established a clear way forward for that region, the Committee, noting that no firm proposals for establishing an RPO for the MENA region had been submitted to this session, invited those States that identified with the MENA region and Latin American countries to discuss the issues intersessionally, taking guidance from the approach adopted by the Pacific countries, and to submit concrete proposals to TC 72 for the future establishment of an RPO in both the MENA and Latin America regions.

9 IMO MEMBER STATE AUDIT SCHEME

9.1 Having considered document TC 71/9 (Secretariat) by correspondence prior to the virtual meeting, the Committee noted the information provided on the status of implementation of the global technical cooperation programme on the IMO Member State Audit Scheme.

9.2 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.

9.3 The Committee also noted that the assistance provided through this programme included participation in the audit process of suitably qualified individuals who were nominated by developing countries and included in the roster of auditors under the Scheme. These individuals usually took part in the conduct of audits in other Member States as observers. Since the establishment of this global programme in 2006, and up to June 2021, a total of 1,462 individuals from 162 Member States and Associate Members had been trained through 72 ITCP activities. Regrettably, due to the COVID-19 pandemic, three training courses and workshops for maritime administrators, which were scheduled for 2020, had been postponed. Two regional training courses for auditors and one regional workshop for maritime administrators scheduled to be held in 2021 had also been postponed.

9.4 The Committee was informed that the Secretariat had been working with the World Maritime University (WMU) to develop an e-learning training course for IMSAS auditors. This was expected to be finalized in 2021. The Secretariat would also continue to provide assistance on requests to prepare for audits and to implement agreed Corrective Action Plans. To this end, the Secretariat had reviewed the future programme of proposed technical assistance activities in order to ensure that they adequately covered the areas of recurrent shortcomings identified in audits. A number of technical assistance programmes that would provide more specific support to Member States had been included in the proposed ITCP for 2022-2023, which had been submitted to the Committee as document TC 71/3(b) (Secretariat). Going forward, the technical cooperation programme would also evolve to take into account the decisions of MSC and MEPC in relation to the recommendations of III 7, which were reflected in section 7 of document III 7/17.

9.5 The Committee recognized that any increase in assistance in support of IMSAS would inevitably require an increase in the budget of the ITCP and, by extension, would require more resources to deliver in line with the expectations of Member States. Member States, organizations and the industry were urged to consider making further contributions to the ITCP in general and to the IMO Member State Audit Scheme global programme in particular. In this regard, the Committee expressed its appreciation for the pledge of €20,000 by the Netherlands to the TC Fund to support Member States in their preparation for the IMSAS audit.

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

10.1 Having considered six of the seven documents and two information papers submitted under this agenda item by correspondence prior to the virtual meeting, the Committee took note of the gender and capacity-building activities delivered through IMO's Women in Maritime programme since the beginning of 2020.

10.2 The Committee noted that the Secretariat, through the Women in Maritime programme, had continued to support its professional networks to improve gender balance in the shipping industry, as well as providing women from developing countries with access to high-level technical training on port management and operations. The Committee noted that the Association of Maritime Women of West and Central Africa (WIMOWCA) had been inaugurated as the eighth IMO-supported regional women in maritime association (WIMA) on 23 July 2021.

10.3 The Committee recognized that the COVID-19 pandemic had provided a new set of challenges for women in the maritime sector, adding to the many existing challenges. There were a number of issues impacting on seafarers of all genders right now, for example restrictions on seafarers' travel to join and leave ships; as well as likely future challenges to the wider industry in the post COVID-19 recovery period. It was therefore important to ensure that women were firmly in the centre of the maritime sector as it evolved to meet these challenges. However, the response to the COVID-19 pandemic had also highlighted a number of opportunities in terms of remote learning, online training and the ability to use information technology to get the programme's important message "out there" and to effect change for the better.

10.4 The Committee further noted the need to identify and share the lessons learned for the good of all WIMAs and their national chapters. In this regard, the Committee noted the Secretariat's request for Member States and observer organizations to voluntarily provide the Organization with information about any work, studies or initiatives they had undertaken or planned to undertake to assess the participation of women in maritime-related professions in their respective jurisdictions, in addition to women's access to maritime education and training institutions.

10.5 Having noted the information contained in document TC 71/10 on "Capacity-building: Strengthening the impact of women in the maritime sector" (Secretariat) and the update provided verbally by the Secretariat, the Committee:

- .1 noted the implementation of activities undertaken under IMO's Women in Maritime programme from January 2020 to June 2021, and in particular, the launch of the Association of Women in Maritime in West and Central Africa as the eighth IMO WIMA, the new ways of working identified during the COVID-19 pandemic and the current direction of travel for the programme;
- .2 expressed its deep appreciation to those Member States, organizations and shipping industry stakeholders who, through their kind and generous support, had hosted and enabled the successful outcomes of the various events which were reported in document TC 71/10, and, through these, the furtherance of the efforts of the Organization in relation to the implementation of the SDGs and SDG 5 in particular; and
- .3 urged all maritime stakeholders to support, both financially and in-kind, the objectives and activities undertaken by the regional associations for women in the maritime sector and their national chapters.

10.6 The Committee noted the information provided in document TC 71/INF.2 (Brazil) on initiatives developed by the Brazilian Maritime Authority (AMB) aiming at achieving gender equality in the maritime sector in line with the Sustainable Development Goals and with the IMO Strategic Plan.

10.7 With respect to document TC 71/INF.3 (Secretariat), the Committee noted the information provided on the World Maritime University Women's Association (WMUWA) for the period May 2020 to July 2021, the linkage between the Association and IMO's regional support networks, and the representation of women in the student body and faculty at WMU.

10.8 With respect to document TC 71/10/1 (France), the Committee agreed to:

- .1 note the information provided on the initiatives taken by France to measure the evolution of the position of women in the maritime sector in France;
- .2 take note of the "good practice sheets" (appendix 2) developed by the French Maritime Cluster in order to potentially draw inspiration from them, and encourage other players in the maritime sector to take comparable initiatives;
- .3 consider supporting the implementation of resolution A.1147(31) by sharing best practices aimed at achieving gender equality, in order to establish a barrier-free working environment for women in the maritime community; and
- .4 reiterated the request made to Member States and observer organizations to voluntarily provide the Technical Cooperation Division with information on any work, studies or initiatives that they had undertaken or were planning to undertake to assess the participation of women in professions related to the maritime sector in their respective jurisdictions, as well as the access of women and girls to maritime education and training institutions, as provided for in resolution A.1147(31).

10.9 With respect to document TC 71/8/2 (IHO, Canada), the Committee noted the information provided on the IHO-Canada – Empowering Women in Hydrography (EWH) project, the aim of which was to initiate, organize and track a series of activities which would enable more women to participate equitably in the field of hydrography and to assume more leadership roles within the hydrographic community. The Committee also:

- .1 noted the IHO work plan for 2021-2024;
- .2 acknowledged the link between the EWH project and other IMO-sponsored initiatives in line with the UN SDG #5 Gender equality;
- .3 acknowledged the project's benefits for increasing awareness on the importance to have gender-diverse teams in all maritime sectors and fields, and ensuring equal access to opportunities for women to improve their technical knowledge and leadership skills; and
- .4 considered the opportunity for those IMO coastal States that were not yet IHO Members to join the project, approaching directly the IHO Secretariat or through the 15 IHO Regional Hydrographic Commissions (RHC) of which they were Associate Members or Observers or in which they were geographically located.

10.10 Having considered document TC 71/10/4 on implementation of the Regional Strategy for Pacific Women in Maritime 2020-2024 (SPC), the Committee:

- .1 noted the information provided on the progress made by SPC in ensuring continuous dialogue with women-in-maritime stakeholders, identifying new ways of working around the "new norm or the reset"; and ensuring that the role, visibility and leadership of women in maritime remained relevant and adaptive;
- .2 noted the progress made to implement the priority actions of the Regional Strategy with the Pacific-led initiative to recognize 18 May as the Day for Women in Maritime; and
- .3 agreed to support all national and regional networks of women in maritime by dedicating resources to implement their strategic plans, including those contained in the Regional Strategy.

10.11 The Committee noted the outcome of the Third Regional Conference and the second Assembly of the Network of Women of the Maritime Authorities of Latin America (MAMLa Network), held virtually in April 2021 (document TC 71/10/5 (Colombia)).

10.12 With respect to document TC 71/10/6 (Argentina et al.) on *IMOGENder and Women on Board: Gender equality initiatives undertaken by Member States following the adoption of resolution A.1147(31)*, the Committee noted the information provided on the work of IMOGENder and, in particular, its goals, initiatives, road map, mentor programme and future work. The Committee also noted that IMOGENder had held a webinar on "A conversation with Women in Maritime Associations" on Thursday, 23 September 2021.

10.13 In considering a proposal (document TC 71/10/3 (Australia et al.)) to establish a Day for Women in Maritime as an IMO-proclaimed International Day and to designate 18 May as the date for its annual observance, the Committee noted the Secretariat's advice that an additional day to recognize women in maritime might not be required as there were other UN-recognized observances, such as World Maritime Day, Day of the Seafarer and International Women's Day that could provide an opportunity to celebrate women's contribution to the maritime sector.

10.14 However, in discussions that followed, Member States did not share the view of the Secretariat and expressed their strong support for establishing a Day for Women in Maritime as an IMO-proclaimed International Day. The purpose of a separate Day for Women in Maritime was to celebrate women in the industry and continuously promote the recruitment, retention, and sustained employment of women in the maritime sector. Member States noted that women faced unique challenges in the maritime community which were different to the challenges faced by men, who formed the majority of this workforce. Views expressed by Member States included that a dedicated Day for Women in Maritime would raise the profile of women in maritime, would strengthen IMO's commitment to Sustainable Development Goal 5 and would achieve concrete results in addressing the current gender imbalance. One delegation advised that as a UN specialized agency, IMO could select observance days without reference to UN Headquarters and it was for the Council to approve.

10.15 In conclusion, the Committee:

- .1 noted the information provided on the progress made by PacWIMA towards enhancing the contribution of Pacific women as key maritime stakeholders; and

- .2 supported the proposal to recognize 18 May as an IMO-proclaimed International Day for Women in Maritime and agreed that this proposal should be submitted to IMO Council for approval.

11 GLOBAL MARITIME TRAINING INSTITUTIONS

(a) World Maritime University

11.1 Having considered document TC 71/11(a) (World Maritime University) by correspondence prior to the virtual meeting, the Committee noted the main activities undertaken by the World Maritime University (WMU) during 2020 related to governance and management, including the COVID-19 pandemic-related actions and the University's efforts to ensure the continued delivery of its academic programmes. In addition, the Committee noted the information on financial matters, programme enrolments and graduates, academic developments, including the re-accreditation of the University's Master's and PhD degrees by the German Central Evaluation and Accreditation Agency (ZEvA) for a further six years and the significant progress made towards the accreditation of WMU degrees by the Swedish authorities. The Committee also noted the information provided on the University's partnerships, research, consultancies, publications, international conferences and events, and United Nations-related matters.

11.2 The Committee noted the update provided by the President of WMU on the latest developments at the University and particularly the significant progress made regarding the accreditation of WMU degrees, which were expected to be fully accredited by the Government of Sweden as of 1 January 2022.

11.3 The Committee also noted the annex to document TC 71/11(a) on opportunities to fund WMU, the institution's requirements in terms of equipment and facilities, and encouraged Member States to consider offering donations and financial support in the form of funding and fellowships.

11.4 In conclusion, the Committee:

- .1 noted the summary of activities undertaken by WMU during 2020;
- .2 took note of the significant progress made regarding the accreditation of WMU degrees by the Government of Sweden and 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 host Government of Sweden and all donors who had contributed through financial and in-kind support to the University, including Australia's support to the long-term capacity-building efforts of the IMO Member States through contributing to the WMU fellowship programme and the Netherlands' pledge to contribute €100,000 to fund WMU fellowships for students from LDCs and SIDS; and
- .4 strongly urged Member States, intergovernmental and non-governmental organizations and industry to continue to support the University either by direct contributions to its operating budget, scholarship financing, equipment donation or through any other assistance, pursuant to resolution A.933(22) on *Sustainable financial support for the World Maritime University*.

(b) IMO International Maritime Law Institute

11.5 Having considered document TC 71/11(b) (IMO International Maritime Law Institute) by correspondence prior to the virtual meeting, the Committee noted the information provided on the main activities undertaken by IMLI during 2020 related to governance and management, including the COVID-19 pandemic-related actions and the Institute's efforts to ensure the continued delivery of its academic programmes. In addition, the Committee noted the information on financial matters, programme enrolments and graduates, and academic developments including the recognition by the Maltese authorities that the Institute's Master of Laws (LLM) and Doctoral degrees had met the standards of the Malta Qualifications Framework and that this recognition was available to all ENIC-NARIC Networks (International Recognition Networks). The Committee also noted the information on the Institute's partnerships, publications, international conferences and events, and United Nations and IMO-related matters.

11.6 In conclusion, the Committee:

- .1 noted the summary of activities undertaken by IMLI during 2020;
- .2 urged 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*; and
- .5 thanked both the WMU President and the IMLI Director, and their staff, for their commitment and hard work under the COVID-19 pandemic challenging circumstances; and for ensuring that the Institutions quickly adapted to online learning and continued to deliver on their mandate successfully.

(c) Other established arrangements

11.7 Having considered document TC 71/11(c) (Secretariat) by correspondence prior to the virtual meeting, 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 also noted that the voluntary contribution of €50,000 received from the Government of Italy in 2019 was unspent in 2020 and was re-programmed for IMSSEA institutional courses fellowship funding in 2021. A further voluntary contribution of €50,000 from the Italian Ministry of Foreign Affairs and International Cooperation was received this year to support the activities of the institution and would be programmed for 2022.

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

12.1 In considering document TC 71/12 (United Arab Emirates), the Committee recalled that TC 70 had amended the document on the *Organization and method of work of the Technical Cooperation Committee*, and the amended document had been promulgated as TC.1/Circ.74.

12.2 With regard to the proposals contained in document TC 71/12 (UAE) to amend the document on the *Organization and method of work of the Technical Cooperation Committee*, the Committee agreed to:

- .1 substitute the word "shall" with the word "should" in paragraph 5.1 in the document on the *Organization and method of work of the Technical Cooperation Committee*; and
- .2 substitute "3 working days of" with "allocated days for" and delete "the next session of" in paragraph 5.5 in the document on the *Organization and method of work of the Technical Cooperation Committee*.

The amended paragraphs in track changes are attached in annex 4.

12.3 In considering the proposals to increase the number of working groups and drafting groups to align with other Committees, a number of delegations expressed the view that working and drafting groups were taking important decisions of interest to developing countries. Even during remote working, where it was possible to switch between plenary and working groups, developing countries were under-represented in such groups. Upon resumption of face-to-face meetings at IMO, delegations would need to be bigger and developing countries would not have the resources to attend working and drafting groups as well as plenary. Other views expressed included the need to better identify and prioritize those issues that the Committee needed to focus on.

12.4 The rest of the proposals were not supported and the Committee decided to take no further action on paragraphs 5.1, 5.2, 5.5 and 5.7 of the document on the *Organization and method of work of the Technical Cooperation Committee*.

12.5 The Committee adopted the above-mentioned amendments to the document on the *Organization and method of work of the Technical Cooperation Committee* and requested the Secretariat to issue the amended document in the form of a new TC circular.

13 WORK PROGRAMME

13.1 The Committee examined the information provided in document TC 71/13 (Secretariat) and approved the biennial status report of the Technical Cooperation Committee for the 2020-2021 biennium, as set out in annex 5.

13.2 Having recalled an earlier decision to include an agenda item on the "Long-term strategy for the review and reform of IMO's technical cooperation (The Capacity-Building Decade 2021-2030 Strategy)" in the agenda for TC 72, and having noted that this should remain in square brackets pending approval of the Strategy by the Council and Assembly, the Committee agreed the list of substantive items to be included in the provisional agenda for the period 2022-2025, as set out in annex 6, subject to these being reviewed and amended as necessary at the next and subsequent sessions of the Committee.

13.3 The Committee considered a proposal to include an agenda item on "Matters arising from the COVID-19 pandemic" in the provisional agenda for TC 72, as had been included in the agendas of other committees. In the discussions that followed, a number of delegations

highlighted the wide-ranging and devastating impact of the pandemic on their economies and their abilities to meet the 2030 Agenda and the SDGs. Other issues to be considered included how technical cooperation activities had been set back by the pandemic; lessons learned and new approaches to the delivery of technical cooperation; and emerging needs of developing countries, especially SIDS and LDCs.

13.4 Having noted that a COVID-19-related document had been submitted to TC 70 under the agenda item "Any other business", the Committee agreed that documents relating to matters arising from the COVID-19 pandemic should be submitted under the agenda item "Any other business" and that the provisional agenda need not be amended further.

14 ELECTION OF CHAIR AND VICE-CHAIR FOR 2022

14.1 Pursuant to the provisions of rule 18 of its rules of procedure, the Committee re-elected H.E. Mr. Laurent Parenté (Vanuatu) as its Chair and Ms. Mandana Mansoorian (Islamic Republic of Iran) as its Vice-Chair for 2022.

15 ANY OTHER BUSINESS

Capacity-building and training programme on combating maritime corruption

15.1 Having considered, by correspondence prior to the virtual meeting, document TC 71/15 (Chile et al.), regarding a capacity-building and training programme on combating maritime corruption, and the associated comments as set out in document TC 71/1/2/Add.1, the Committee noted the information provided in TC 71/15, including in its annex, which could serve as a basis for the possible future development of a capacity-building and training programme on combating maritime corruption, with a view to discussing the matter at its seventy-second session, on the basis of related discussions and decisions on maritime corruption at the forty-sixth session of the Facilitation Committee.

Outcomes of the 21st session of the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) forum held remotely by Australia, from 14 to 17 April 2021

15.2 The Committee considered documents TC 71/INF.4 (Australia) and TC 71/INF.6 (Australia et al.) by correspondence prior to the virtual meeting and noted the key outcomes from the 21st session of the APHoMSA forum and the work undertaken by APHoMSA towards the enhancement of capacity-building within the Asia Pacific region.

15.3 The Committee also noted the information provided in TC 71/INF.6 (Australia et al.) regarding a joint technical cooperation programme on onboard training within the framework of the ITCP, funded by a contribution to the ITCP by the Republic of Korea, which was planned to commence in 2021.

Report of the Regional Senior Maritime Administrators Workshop

15.4 The Committee also considered by correspondence prior to the virtual meeting document TC 71/INF.5 (Antigua and Barbuda et al.) on the Regional Senior Maritime Administrators Workshop held virtually on 19 and 20 July 2021, which was chaired by Trinidad and Tobago, and noted its outcome.

Date and place of the next session

15.5 The Committee noted that its seventy-second session had been tentatively scheduled to take place from 17 to 21 October 2022.

ANNEX 1

DRAFT REVISED RULES OF OPERATION OF THE TECHNICAL COOPERATION FUND

Purpose

1 The Technical Cooperation Fund (TC Fund) was established by resolution A.593(14) of 20 November 1985, which also resolved that the interest from this fund should be used to assist the Technical Cooperation Programme of the Organization in accordance with proposals approved by the Assembly.

2 In accordance with the decisions of the Technical Cooperation Committee (TCC), the Council and the Assembly relating to IMO's technical cooperation policies and the Integrated Technical Cooperation Programme (ITCP) and its guiding principles in support of the 2030 Agenda for Sustainable Development – as enshrined in resolution A.1127(30) – the resources of the TC Fund shall be used to assist developing countries in building human and institutional capacities for the effective implementation and enforcement of the global maritime standards adopted by the Organization.

Resources

3 The resources of the TC Fund shall include:

- .1 the initial capital base and subsequent transfers from the Trading Fund authorized by the Assembly in resolution A.1112(30);
- .2 such additional transfers from other funds of the Organization as may be approved by the Assembly;
- .3 contributions from Member States (including donations made under the contributions incentive scheme) and other donors (countries, institutions, the private sector and individuals); and
- .4 any income arising from investments of the TC Fund.

General principles for the allocation of the TC Fund resources

4 Unless otherwise directed by TCC, the Council or the Assembly, the resources of the TC Fund shall be used to finance or co-finance activities that support the objectives, priorities and key principles of the ITCP.

5 The resources of the TC Fund shall be expended, so far as possible, in developing countries as well as for developing countries.

6 The Secretariat shall submit to TCC, for approval, proposals for the annual allocations of TC Fund resources to support the delivery of the ITCP during a biennium. Such proposals shall identify the ITCP components to be supported, their relationship to the Organization's Strategic Plan, as well as their objectives and funding requirements.

7 Following approval by TCC, the proposals will be incorporated in the draft Results-Based Budget for the biennium for approval by the Council and adoption by the Assembly.

8 Following approval of the annual allocations, any remaining resources shall continue to be maintained in the TC Fund.

Commitment/expenditure of TC Fund resources

9 The Financial Regulations and Financial Rules of the Organization shall govern the administration and use of TC Fund resources.

10 The annual budgets approved by the Assembly may be committed and expended following approval by the Secretary-General of programme implementation documents covering the corresponding ITCP components. Such documents shall be prepared by the Secretariat and shall include the following elements: justification, objectives, activities, expected outputs, inputs, budgets, and provisions for reporting, monitoring and evaluation.

11 Where additional contributions are received in terms of paragraph 3.3 above, during a biennium, these additional resources, in consultation with the donors, may be programmed immediately through revision of an existing PID or creation of a new PID.

12 TC Fund resources assigned to individual activities may be carried over to subsequent years if certain obligations which are created in respect of the activities in question have not yet been liquidated in the year of their approval.

13 The resources of the TC Fund may be drawn upon to fund temporarily approved ITCP expenditure pending receipt of agreed donor contributions. The resources of the TC Fund may also be used to fund expenditure on abortive work arising from the Organization's ITCP activities, with the agreement of the Secretary-General.

14 The Secretary-General may authorize transfers of TC Fund resources, within the approved budgets, for the following purposes:

- .1 to prevent the approved budgets from being tied up unnecessarily; and
- .2 to allow such resources to be transferred to other components of the ITCP.

15 In circumstances when demands arise for which resources have not been programmed, the Secretary-General shall seek the Council's approval to draw upon the unprogrammed monies of the TC Fund.

Reporting on progress and impact

16 The Secretariat will report to TCC and the Council* on progress made in the delivery of those ITCP components that are being supported with TC Fund resources. Such reports will include data on:

- .1 the individual programmes that are being delivered with TC Fund resources and their relationship to the Organization's Strategic Plan;
- .2 the results of programme activities in the developing regions; and
- .3 expenditure/transfers authorized on the application of rules 12 to 14.

* Through the reports of TCC sessions to the Council.

17 Every four years, the Secretariat shall submit to TCC and the Council a report providing an evaluation of the impact on the beneficiaries of the assistance delivered through the ITCP and the TC Fund resources. The organization and execution of the evaluation shall be financed by the TC Fund.

ANNEX 2

DRAFT 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	<i>IMO technical cooperation targets</i> By 2030	<i>SMART indicators</i> <i>When* = SDs performance indicators</i> Baseline 2019	<i>IMO technical cooperation milestones</i> 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, X number of women (24%) participating in IMO technical cooperation activities.</p> <table border="1" data-bbox="1016 759 1451 991"> <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	#														
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 When* = SDs performance indicators Baseline 2019	IMO technical cooperation milestones By 2024																																		
		<p>5.1.b) total # and # of women applicants to WMU and IMLI fellowships and total number of fellowships awarded to women.</p> <table border="1" data-bbox="974 507 1494 895"> <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></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Arab States and Mediterranean</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Asia and Pacific Islands</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Western Asia and Eastern Europe</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Latin America and Caribbean</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>AP= Applicants AW= Awarded</p>	Region	WMU		IMLI		AP	AW	AP	AW	Africa					Arab States and Mediterranean					Asia and Pacific Islands					Western Asia and Eastern Europe					Latin America and Caribbean					<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																																					
Arab States and Mediterranean																																					
Asia and Pacific Islands																																					
Western Asia and Eastern Europe																																					
Latin America and Caribbean																																					
<p>5.2 Continue to promote and implement programmes on strengthening the role of women in the maritime sector.</p>	<p>5.2.a) \$230,609 of expenditure allocated to support for the Women in Maritime Associations (WIMAs).</p> <table border="1" data-bbox="1016 1102 1451 1331"> <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>5.2.1 Increase the financial and technical resources allocated to support for the Women in Maritime Associations (WIMAs).</p>																							
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 When* = SDs performance indicators Baseline 2019	IMO technical cooperation milestones By 2024												
		5.2.b) # of specialized training specifically for women in maritime. <table border="1" data-bbox="1016 456 1451 683"> <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		5.2.2 Develop specific training programmes for women (including by WMU/IMLI).
	Region	#													
	Africa														
Arab States and Mediterranean															
Asia and Pacific Islands															
Western Asia and Eastern Europe															
Latin America and Caribbean															
	5.2.c) total # and # of women participating in other training activities. <table border="1" data-bbox="1016 847 1451 1074"> <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) 1 woman in 5 in management positions at WMU.	5.3.1 Increase the number of women in senior level positions at WMU and IMLI.													

SDG and SDs from the IMO Strategic Plan	<i>IMO technical cooperation targets</i> By 2030	<i>SMART indicators</i> <i>When* = SDs performance indicators</i> Baseline 2019	<i>IMO technical cooperation milestones</i> By 2024																		
		5.3.b) 2 women in 5 in management positions at IMLI.																			
		5.3.c) total # of persons and # of women employed in the maritime sector. <table border="1" data-bbox="965 592 1503 823"> <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.	5.4.a) X gender markers integrated in IMO projects, technical cooperation and capacity-building activities. <table border="1" data-bbox="1016 1023 1451 1251"> <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 When* = SDs performance 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="1016 555 1451 826"> <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> <tr><td>Others</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		Others		
	Region	#															
Africa																	
Arab States and Mediterranean																	
Asia and Pacific Islands																	
Western Asia and Eastern Europe																	
Latin America and Caribbean																	
Others																	
	<p>5.4.c) 8 IMO project/technical cooperation activity contracted staff/technical experts who are women.</p> <table border="1" data-bbox="1016 1031 1451 1302"> <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> <tr><td>Others</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		Others		<p>5.4.2 Increase in gender parity on all levels by project staff/technical experts contracted.</p>	
Region	#																
Africa																	
Arab States and Mediterranean																	
Asia and Pacific Islands																	
Western Asia and Eastern Europe																	
Latin America and Caribbean																	
Others																	

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators When* = SDs performance indicators Baseline 2019	IMO technical cooperation milestones By 2024														
		<p>5.4.d) 5 technical experts (external) for project/technical cooperation activity who are women.</p> <table border="1" data-bbox="1016 523 1451 794"> <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> <tr> <td>Others</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		Others		
Region	#																
Africa																	
Arab States and Mediterranean																	
Asia and Pacific Islands																	
Western Asia and Eastern Europe																	
Latin America and Caribbean																	
Others																	
SDG 9	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.	9.1.a) # of technical cooperation activities to assist developing Member States to enhance/build sustainable port facilities.	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.														

SDG and SDs from the IMO Strategic Plan	IMO technical cooperation targets By 2030	SMART indicators When* = SDs performance indicators Baseline 2019	IMO technical cooperation milestones By 2024																	
			9.1.2 Increase in feasibility studies for sustainable port infrastructure.																	
	9.2 Growing practice in developing countries of retrofitting and upgrading of vessels with new, environmentally/climate friendly technologies.	9.2.a) 10 activities developed by MTCC and other projects, technical cooperation activities related to target 9.1 and 9.2. <table border="1" data-bbox="1016 580 1451 815"> <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		9.2.1 Increase in number of pilot trials of operational energy efficiency measures on board ships in developing countries.					
	Region	#																		
Africa																				
Arab States and Mediterranean																				
Asia and Pacific Islands																				
Western Asia and Eastern Europe																				
Latin America and Caribbean																				
9.3 Enhancement of single window systems in ports, in particular in SIDS.	9.3.a) # of technical cooperation activities to developing Member States to support development maritime single window systems and # of new/enhanced maritime single window systems. <table border="1" data-bbox="1016 1038 1451 1353"> <thead> <tr> <th>Region</th> <th># TC</th> <th># SW</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	# TC	# SW	Africa			Arab States and Mediterranean			Asia and Pacific Islands			Western Asia and Eastern Europe			Latin America and Caribbean			9.3.1 Increase in number of Member State single window system projects.
Region	# TC	# SW																		
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 <i>When* = SDs performance indicators</i> Baseline 2019	IMO technical cooperation milestones By 2024													
		TC: Technical Cooperation activities SW: New/enhanced maritime single window systems														
	9.4 Enhanced maritime education in developing countries/support.	9.4.a) # number of activities in support of maritime specific education institutes in developing Member States. <table border="1" data-bbox="1016 584 1451 820"> <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		9.4.1 Increase in number of maritime specific institutions/programmes in developing countries.	
	Region	#														
Africa																
Arab States and Mediterranean																
Asia and Pacific Islands																
Western Asia and Eastern Europe																
Latin America and Caribbean																
9.5 Increased number of highly trained maritime specific personnel at the administration and in industry of developing countries.	9.5.a) # of personnel in developing country maritime administrations, industry representatives, who benefitted from IMO-funded WMU/IMLI trainings. <table border="1" data-bbox="1016 1050 1451 1321"> <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> <tr> <td>Others</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		Others		9.5.1 Increase in number of personnel trained by WMU/IMLI in developing country maritime administrations/industry.
Region	#															
Africa																
Arab States and Mediterranean																
Asia and Pacific Islands																
Western Asia and Eastern Europe																
Latin America and Caribbean																
Others																

SDG and SDs from the IMO Strategic Plan	<i>IMO technical cooperation targets</i> By 2030	<i>SMART indicators</i> <i>When* = SDs performance indicators</i> Baseline 2019	<i>IMO technical cooperation milestones</i> By 2024												
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) 5 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="1016 539 1451 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		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															
Arab States and Mediterranean															
Asia and Pacific Islands															
Western Asia and Eastern Europe															
Latin America and Caribbean															
	13.1.b) 11* 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. <table border="1" data-bbox="1016 1054 1451 1291"> <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		13.1.2 Growth of resources raised/leveraged by IMO, to support IMO GHG Initial Strategy and other IMO instruments relevant for climate change.	
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	<i>IMO technical cooperation targets</i> By 2030	<i>SMART indicators</i> <i>When* = SDs performance indicators</i> Baseline 2019	<i>IMO technical cooperation milestones</i> By 2024												
	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.	13.2.a) amount of expenditure on funding the implementation of the Initial IMO GHG Strategy and other IMO instruments relevant for climate change. \$3,808,783.87 <table border="1" data-bbox="1016 587 1451 820"> <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		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.
Region	#														
Africa															
Arab States and Mediterranean															
Asia and Pacific Islands															
Western Asia and Eastern Europe															
Latin America and Caribbean															
SDG 14 IMO SD SD1 SD\$	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" data-bbox="1016 1098 1451 1331"> <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		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															
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 When* = SDs performance indicators Baseline 2019	IMO technical cooperation milestones By 2024																		
		<p>14.1.b) # of technical cooperation activities 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.</p> <table border="1" data-bbox="972 608 1496 852"> <thead> <tr> <th>Region</th> <th># Act.</th> <th># AREAS</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	# Act.	# AREAS	Africa			Arab States and Mediterranean			Asia and Pacific Islands			Western Asia and Eastern Europe			Latin America and Caribbean			
	Region	# Act.	# AREAS																		
Africa																					
Arab States and Mediterranean																					
Asia and Pacific Islands																					
Western Asia and Eastern Europe																					
Latin America and Caribbean																					
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>14.2.a) 138 Member States (of which 79 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" data-bbox="1016 1098 1451 1331"> <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		14.2.1 Increase in Member States assisted with preparing for pollution, protection, prevention, response and recovery.							
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 When* = SDs performance indicators Baseline 2019	IMO technical cooperation milestones By 2024												
		<p>14.2.b) 7 regional cooperation activities (out of which 41 beneficiaries were SIDS/LDCs) undertaken to enhance capacity to respond to marine pollution incidents. # of regional cooperation activities (of which # of SIDS/LDCs) undertaken to enhance capacity to respond to marine pollution incidents.</p> <table border="1" data-bbox="1016 692 1451 927"> <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															

SDG and SDs from the IMO Strategic Plan	<i>IMO technical cooperation targets</i> By 2030	<i>SMART indicators</i> <i>When* = SDs performance indicators</i> Baseline 2019	<i>IMO technical cooperation milestones</i> By 2024												
	14.3 Increased ratification/accession of IMO instruments related to protection and preservation of the marine environment and their implementation.	14.3.a) 73 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. <table border="1" data-bbox="1016 625 1451 860" style="margin-left: auto; margin-right: auto;"> <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		14.3.1 Increased number of IMO technical cooperation activities supporting Member States to enhance capacity for marine pollution incidents response.
Region	#														
Africa															
Arab States and Mediterranean															
Asia and Pacific Islands															
Western Asia and Eastern Europe															
Latin America and Caribbean															
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) # of 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.*												

SDG and SDs from the IMO Strategic Plan	<i>IMO technical cooperation targets</i> By 2030	<i>SMART indicators</i> <i>When* = SDs performance indicators</i> Baseline 2019	<i>IMO technical cooperation milestones</i> By 2024
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 other competent UN partners.	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.	16.3.1 Increase in ratification of and accession to IMO instruments.*

* TBD see report paragraph 5.8.3.

ANNEX 3

Resolution A.[...](32)

Adopted on [...] December 2021

(Agenda item [...])

THE CAPACITY-BUILDING DECADE 2021-2030 STRATEGY

THE ASSEMBLY,

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

RECALLING ALSO resolution A.900(21) on *Objectives of the Organization in the 2000s*; and resolution A.909(22) on *Policy making in IMO – setting the Organization's policies and objectives*, as well as the relevant documents of the Council and the committees on the organization and method of their work,

RECALLING FURTHER resolution 70/1 adopted by the United Nations General Assembly, entitled *Transforming our world: the 2030 Agenda for Sustainable Development*, in which it adopted a comprehensive, far-reaching and people-centred set of universal and transformative Sustainable Development Goals and targets, and reaffirmed its commitment to working tirelessly for the full implementation of this Agenda by 2030, and its commitment to achieving sustainable development in its three dimensions – economic, social and environmental – in a balanced and integrated manner,

RECALLING IN PARTICULAR the adoption at its thirtieth session of resolutions A.1110(30) on *Strategic Plan for the Organization for the six-year period 2018 to 2023*, A.1126(30) on *Linkages between the technical assistance work of IMO and the 2030 Agenda for Sustainable Development*, A.1127(30) on *Guiding principles of IMO's Integrated Technical Cooperation Programme in support of the 2030 Agenda for Sustainable Development*, and [A.1128(30) on *Financing and Partnership Arrangements for an effective and sustainable Integrated Technical Cooperation Programme*.]

BEING COMMITTED to ensuring the fulfilment of the Organization's aims and objectives in a uniform manner on a global basis and to setting clear priorities for the purpose of achieving them,

RECOGNIZING the important role that a safe, secure, environmentally sound, efficient and sustainable shipping through cooperation plays in the sustainable development of all States and the achievement of the Sustainable Development Goals,

RECOGNIZING ALSO the benefits that meeting the Sustainable Development Goals will provide to international shipping and the development of Member States' national maritime strategies,

BEING CONVINCED of the need to assist Member States including developing countries, in particular least developed countries and small island developing States, to adopt, implement and comply fully with IMO instruments; and achieve the maritime aspects of the 2030 Agenda

for Sustainable Development and its Sustainable Development Goals, through support to robust national maritime policies and strategies predicated on harnessing the full potential of the blue and maritime economies,

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

ACKNOWLEDGING with appreciation the initiative of the Secretary-General in proposing a comprehensive and structured technical cooperation strategy as a clear priority for the Organization towards 2030,

ACKNOWLEDGING ALSO with appreciation the work of the Technical Cooperation Committee in reforming comprehensively the technical cooperation strategy of the Organization in order to support the uniform implementation and enforcement of global maritime standards and to support wider United Nations initiatives in a pragmatic and cost-effective way,

HAVING CONSIDERED the recommendations of the Council at its thirty-fourth extraordinary session,

1 APPROVES the Capacity-Building Decade 2021-2030 Strategy, as set out in the annex to the present resolution, comprising:

- (a) the mission statement;
- (b) the vision statement;
- (c) the overarching principles for the Capacity-Building Decade 2021-2030 Strategy; and
- (d) the work streams setting out the areas of particular strategic focus for the period 2021 to 2030;

2 REQUESTS the Secretariat to establish a work plan for the appropriate implementation of the Strategy, including the development of key performance indicators, and to report regularly to the Technical Cooperation Committee;

3 URGES the Organization's development partners to acknowledge and respond to the direct relationship between IMO's regulatory and technical cooperation work and achieving the Sustainable Development Goals and, accordingly, to give increased priority to the maritime sector within national and multilateral development aid programmes;

4 URGES Parties to IMO instruments that require the provision of technical cooperation to fulfil their commitments;

5 INVITES Member States and partner organizations to use IMO as the mechanism for coordination in relation to technical cooperation in the maritime sector, so as to prevent the duplication of effort and resources, and thereby ensure the maximum impact of the assistance being provided and the effective promotion of IMO objectives;

6 REAFFIRMS its mandate to the Technical Cooperation Committee to devise effective and innovative means of attracting and securing further financial and in-kind support for the Integrated Technical Cooperation Programme (ITCP), and, in this context, invites Member States and the Secretariat to contribute to such work;

7 INVITES Member States, the industry and partner organizations to continue, and if possible, increase their support for the ITCP and maritime technical cooperation generally;

8 REQUESTS the Technical Cooperation Committee to assist the Secretariat to keep the strategy under review and recommend changes, as appropriate, for the Committee's consideration.

ANNEX

The Capacity-Building Decade 2021-2030 Strategy

Introduction

1 For over 70 years, the International Maritime Organization (IMO) has driven improvements in the safety, security and efficiency of shipping and the protection of the marine environment for the good of all humanity. This has been achieved through the adoption of more than 50 international instruments, complemented by a wealth of codes and guidance addressing all aspects of international shipping. The Organization therefore provides a comprehensive and robust framework for ensuring that IMO Member States and the shipping industry can continue to enable global trade in the years to come in an increasingly safe, secure, environmentally sound, efficient and sustainable way.

2 In addition to its technical and regulatory roles, IMO, as the specialized agency of the United Nations (UN) responsible for regulating international shipping, has a pivotal role in helping Member States to meet wider UN objectives as set out in the 2030 Agenda for Sustainable Development (2030 Agenda) and the Sustainable Development Goals (SDGs);

3 The need to address these distinct work streams is encapsulated in the Organization's vision statement* which, inter alia, foresees that:

IMO will focus on the review, development and implementation of and compliance with IMO instruments in its pursuit to proactively identify, analyse and address emerging issues and support Member States in their implementation of the 2030 Agenda for Sustainable Development.

4 The aim of the "Capacity-Building Decade 2021-2030" Strategy for technical cooperation, as fully detailed in this document, is to assist Member States to achieve full implementation of and compliance with IMO instruments and the 2030 Agenda.

Mission and vision of the Capacity-Building Decade 2021-2030 Strategy

5 Within the context of the Organization's overall mission and vision:

Mission

The Capacity-Building Decade initiative will support Member States in the adoption, implementation and enhancement of compliance with IMO instruments and will address the needs of Member States including issues identified through the IMO Member State Audit Scheme (IMSAS); and achieve the maritime aspects of the 2030 Agenda and SDGs, through a focus on supporting the development and implementation of robust national maritime policies and strategies predicated on harnessing the full potential of the maritime economies.

* IMO's Mission Statement and Vision Statement are detailed in resolution A.1110(30) on *Strategic plan for the Organization for the six-year period 2018 to 2023*.

Vision

By the end of the Capacity-Building Decade, the majority of IMO Member States including developing countries, in particular small island developing States (SIDS) and least developed countries (LDCs), will have had the support to have:

- .1 developed and implemented national maritime policies that identify key priorities for the development of the maritime sector in order to realize a sustainable blue economy and robust maritime economy;
- .2 developed and implemented national maritime, facilitation, security and gender strategies to support the national maritime policy and which are underpinned by a robust legal framework and subject to Government oversight;
- .3 formulated plans of action that identify the specific actions to be taken including priorities, timelines and sequence of implementation; legislative, infrastructure, training and equipment needs; and roles and responsibilities of all key maritime stakeholders;
- .4 developed mechanisms to coordinate assistance from investors and the international community; and
- .5 implemented fully all relevant provisions of IMO instruments to which they are Parties.

Analysis

6 The evaluation of the Organization's Integrated Technical Cooperation Programme (ITCP) for 2016 to 2019 (the ITCP evaluation), conducted under the auspices of the IMO Internal Oversight and Ethics Office, indicated that the ITCP had been moderately successful in achieving its aims, and highlighted eight key areas where improvements could be made going forward. The evaluation recommended that the Organization should:

- .1 integrate ITCP interventions within larger, multi-year projects;
- .2 develop country partnership plans;
- .3 significantly upscale the Organization's regional presence;
- .4 strengthen TCC's oversight and scrutiny of ITCP needs assessment, strategy and delivery;
- .5 better track, manage and assess learning acquired in workshops;
- .6 develop objective and data-driven criteria for allocating ITCP expenditure;
- .7 help enable maritime issues to be given due weight at the highest political levels; and

- .8 create an online platform to leverage additional third-party resources and better align these with Member States' maritime needs.

7 Subsequent to the evaluation of the ITCP during the 2016-2017 and 2018-2019 biennia, other sources of information and lessons learned have been identified that will be taken into account during the IMO Capacity-Building Decade 2021-2030. These include:

- .1 opportunities identified from operating during the COVID-19 pandemic, including increased possibilities for using e-learning, online courses and remote delivery in a complementary manner, where appropriate;
- .2 lessons identified during the first year of operation of the Department of Partnerships and Projects (DPP) and its actions to enhance and strengthen partnerships with external stakeholders and donor agencies to tackle some of the major global challenges which impact the maritime world. These include coordinating long-term donor-funded projects, as well as implementing IMO's resource mobilization strategy;
- .3 the recommendations of the Committees, Sub-Committees and other organs of the Organization;
- .4 the recommendations of the Functional Review Funds Management Working Group with respect to programming of technical cooperation activities; and
- .5 the Working Group on the 2030 Agenda for Sustainable Development and the Correspondence Group on Measuring the Impact of Technical Cooperation in Training and Capacity-building, established by the Technical Cooperation Committee.

Strengths, weaknesses, opportunities and threats (SWOT) analysis

8 A SWOT analysis also informs the development of the IMO Capacity-Building Decade 2021-2030. The key internal strengths and weaknesses and external opportunities and threats to IMO's current technical cooperation programme are summarized as follows:

Strengths:	Weaknesses:
<p>Proven track record, legitimacy of IMO, access to expertise, global maritime training institutions (World Maritime University (WMU) and IMO International Maritime Law Institute (IMLI), recent successful programmes, well-established partnerships, UN inter-agency cooperation, flexible staff that can benefit from opportunities to enhance skills to meet the current demands and changes in processes.</p>	<p>Reactive, non-thematic, activity-focused rather than programmatic/strategic, agenda set by recipient or donor, insufficient analysis of common shortcomings, focus on tactical over strategic, funded as aid not investment, piecemeal approach to complex issues, focus on maritime authorities vs whole of government, internal divisions at IMO, underutilized Regional Presence Scheme (RPO), Junior and Senior Professional Officers (JPO and SPO) and UN Volunteer (UNV) schemes underutilized, ship-focused rather than wider maritime-focused agenda, lack of sustainability, internal bureaucracy, need for TCD staff to develop a deeper programme planning and management capability, lack of a results framework with meaningful and measurable indicators.</p>

<p>Opportunities:</p> <p>IMO as a central part of wider UN maritime-related initiatives and ocean governance structure, alignment with the 2030 Agenda for Sustainable Development, the UN Decade of Action to deliver the Global Goals, the UN Decade of Ocean Science for Sustainable Development, the Post-2020 Global Biodiversity Framework, the tapping into the UN Sustainable Development Cooperation Framework (UNSDCF) and country teams for access to funding, UN delivering as one, closer work with WMU and IMLI, enhanced knowledge-sharing with IMO delegates, civil-military cooperation, wider education and advocacy, build open long-established partnerships with the UNEP Regional Seas Programmes, expansion of some Maritime Technology Cooperation Centres (MTCCs), public-private partnerships, resource mobilization.</p>	<p>Threats:</p> <p>Agenda set by maritime authorities not governments, unsustainable funding, economic impacts to funding post COVID-19, confused mandates, lack of commitment to long-term projects, low profile of the maritime sector, invisibility of IMO at UN, Regional Economic Communities do not prioritize maritime, competition between UN agencies.</p>
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Overarching principles for the Capacity-Building Decade 2021-2030

9 The Capacity-Building Decade initiative identifies the directions on which the IMO Secretariat will focus in the period 2021 to 2030. The safety and security of life at sea, protection of the environment, and supporting world trade all depend on the competence and professionalism of the personnel employed or engaged in the maritime sector, at sea and ashore, who need to have the relevant skills and understanding to ensure that IMO instruments are effectively reviewed, developed, implemented, applied and enforced.

10 Particular attention will be paid to the needs of developing countries, especially the special needs of SIDS and LDCs.

11 IMO is fully committed to achieving the 2030 Agenda and the SDGs, including aligning its programmes and initiatives to support Member States. The Organization, its Member States, civil society, the maritime industry and other bodies in the UN system will continue working together to strengthen the path towards sustainable development.

12 As IMO continues to assist Member States to adopt, implement and comply fully with IMO instruments, and achieve the maritime aspects of the 2030 Agenda and SDGs, the following work streams (WS) set out the areas of particular strategic focus for the period 2021 to 2030.

- WS 1 Reform and streamline IMO's internal organization for delivery of technical assistance;
- WS 2 Support Member States in maritime development;
- WS 3 Enhance the Regional Presence Office (RPO) Scheme; and
- WS 4 Strengthen the global training and development network.

These work streams will also support the establishment of baselines of the current situation and facilitate the carrying out of before and after exercises to measure and report progress.

WS 1 Reform and streamline IMO's internal organization for delivery of technical assistance

13 Technical cooperation is an organization-wide function with all divisions and departments playing pivotal roles in its development and delivery. It is therefore vital that IMO technical cooperation activities be coordinated in an efficient manner.

14 To this end, the Director of the Technical Cooperation Division will establish a coordination committee within the Secretariat to oversee the development, prioritization, and implementation of the Organization's technical cooperation activities and policies. The aim is to enhance coordination, cooperation and communication between all Divisions and Departments of the Secretariat with respect to their technical cooperation-related functions and to better advise the Council, the Technical Cooperation Committee, other IMO Committees and the III Sub-Committee on ways forward.

15 Focus areas will include the development of criteria to establish baselines for the measurement of progress, identification of new and emerging issues identified by the IMO committees, lessons learned from the IMSAS Audits including common failings, resource mobilization needs and opportunities, programme coordination and project management issues, common technical support needs and assessments of effectiveness.

16 Building on the findings of the ITCP Review and the recommendations of the Functional Review Funds Management Working Group, the IMO Capacity-Building Decade 2021-2030 strategy will embrace concepts such as "needs based" planning based on input from data analytics, country requirements, and other sources; thematic-led rather than regional-led programming; developing "results frameworks" that define objectives and outputs; and better engagement of Member States in the planning process. This would be supported by the development systems to allow for improved analysis, forecasting, planning and monitoring.

17 The structure of the Technical Cooperation Division will thus evolve to accommodate any new strategic and policy directions. Such changes will reflect the move away from regional focus (currently the sections within the Division are primarily organized by regions) towards a service offering that is thematic, in order to strengthen the depth of expertise and improve delivery and support to Member States.

WS 2 Support Member States in maritime development

18 Perhaps the biggest challenges to sustainable maritime development are the failure of governments to appreciate the value of the maritime transport sector and the wider blue economy. Political will and national organization are key and, consistent with its Vision Statement, the Capacity-Building Decade initiative will engage and facilitate Member States' commitment to maritime development in five key areas:

- .1 Assisting Member States to develop their own national maritime policies and national maritime transport, facilitation, security and gender strategies to support the national maritime policy. Actions will include supporting Member States in conducting their own needs assessments, identifying key priorities for the development of the maritime sector in order to realize a sustainable blue economy and robust maritime economy, establishing baselines for going forward, articulating action plans, enhancing national inter-agency

cooperation, raising their maritime profile within wider national development policy, and promoting a whole-of-government approach for a safe, secure and environmentally responsible maritime industry.

- .2 Working with national legislators to assist them to develop and draft national legislation to implement IMO treaties and regulations. This will include engaging with IMLI to support national maritime authorities and other national maritime governance institutions, paying special attention to the specific economic development stage and geographic characteristics.
- .3 Capacity-building of national maritime institutions. IMO will assist Member States to improve the capacity of their national maritime institutions based on needs assessments and priority identification, and to develop jointly tailor-made programmes and projects on policy setting and technology transfers, training and development.
- .4 Developing new partnerships between Member States, investors and development partners, and enhancing existing ones in order to mobilize resources of any kind to support capacity-building, including to support longer-term project-based interventions. A particular focus will be on encouraging cooperation between SIDS and LDCs in sharing lessons-learned, technical know-how, and best practices. There will also be a strong focus on strengthening south-to-south cooperation, for example promoting a "South Atlantic coastguard functions forum" to leverage assistance and expertise from Latin America to countries in west and central Africa.
- .5 Situating maritime development within wider UN initiatives, including those related to the 2030 Agenda and the SDGs, the sustainable blue economy, environmental issues and post-COVID-19 response. IMO will promote the maritime agenda within wider national agendas through participation in the activities of UN Country Teams, the UNSDCF and other international and regional initiatives. Focus areas will be on promoting the benefit of the maritime sector, leveraging funding through participation in multisector development projects, raising awareness of IMO regulations, developing baselines for further development and tracking progress made. Another focus will be to reignite existing regional maritime development-focused initiatives such as the Yaoundé Code of Conduct and the Revised Djibouti Code of Conduct, in cooperation with other competent UN agencies and regional economic communities.

WS 3 Enhance the Regional Presence Office (RPO) scheme.

19 Taking into account the clearly expressed support of the Technical Cooperation Committee for expanding the RPO Scheme and the recommendations of the ITCP evaluation on the need to strengthen the functions, responsibilities, staffing and geographical coverage of the RPO Scheme, the expansion and reform of the Scheme will form a cornerstone of the Capacity-Building Decade initiative.

20 Going forward, the RPOs will be important points of contact in assisting IMO with respect to the assessment of the technical cooperation needs of Member States and for leveraging local expertise and support in providing solutions, both with respect to IMO instruments and wider maritime development initiatives.

- 21 Potential areas for enhanced interaction by RPOs going forward may include:
- .1 fuller engagement with Member States in support of their planning processes, for example development of national maritime policies and strategies, as outlined in the Vision Statement;
 - .2 support to development of action plans including country partnership plans and taking into account longer-term and end-to-end planning processes;
 - .3 assistance in the development of national governance and training capabilities;
 - .4 clearer understanding of Member States' current positions, establishing baselines and monitoring effectiveness of technical cooperation programmes;
 - .5 closer engagement with regional economic communities and other regional bodies to promote the importance of the maritime sector and wider maritime development;
 - .6 engagement with other UN agencies, international organizations, intergovernmental organizations and non-governmental organizations through UN Country Teams.
 - .7 closer engagement with port State control MoUs with respect to training and data analytics;
 - .8 acting as a regional hub for wider IMO initiatives such as visibility campaigns, for example, through engagement with universities, colleges and schools to promote the maritime message (potential tie-in with the IMO Goodwill Maritime Ambassador Scheme); and
 - .9 leveraging financial and in-kind support from donor States in the region.

22 The rate of expansion of the RPO scheme will be determined by the willingness of development partners to invest in the Capacity-Building Decade initiative and of Member States to provide in-kind support. Measures for ensuring success at low cost to the Organization could include provision of office accommodation, equipment and support staff; and secondment of staff at SPO and JPO levels to support particular functions or initiatives. In the longer term, the aim is to make the RPO scheme more financially self-supporting through development of larger and longer-term projects and partnerships, as well as through cost savings by Headquarters staff.

23 In the longer term, the intention is that all IMO Member States will be covered by one or more RPO.

WS 4 Strengthen the global training and development network

24 Developing, adopting, implementing and complying fully with IMO instruments requires a high level of understanding of maritime issues, not only by maritime authority personnel but also by senior officials in other government departments. A whole of government approach and a well-trained work force are essential. Within the context of the Capacity-Building Decade initiative, the overall aim is to improve the access of all relevant personnel to appropriate maritime training and knowledge resources, from national officials engaged in developing new regulations to seafarers and shore staff.

25 Three key facets of this initiative are engagement with WMU and IMLI; evolution of the MTCCs Network; and further enhancement of regional and local capacity by building upon the longstanding partnerships and working arrangements with the UNEP Regional Seas Programme and its Regional Activity Centres (RACs), the Global Initiative programmes, and other relevant institutions.

26 The training of senior maritime authority staff, maritime lawyers and maritime legislation drafters is the task of WMU and IMLI, in cooperation the Legal Affairs and External Relations Division, and other partner training institutions.

27 In order to address the high-level needs of the Capacity-Building Decade initiative, the aim is to continue to support WMU and IMLI in their ongoing work to provide postgraduate maritime education, including Master's and Doctoral degrees while aligning closer the strategies of WMU and IMLI with IMO's other training and development goals. In this regard, such activities may include:

- .1 applying the lessons learned from both institutions during the COVID-19 pandemic, especially with respect to developing and delivering e-learning and online distance learning programmes and remote delivery in a complementary manner, in particular, train-the-trainers distance learning programmes;
- .2 working with selected maritime universities to develop modules for inclusion in wider public administration/business/law courses, mainstreaming the role and importance of maritime issues in order to better educate the next generation of policymakers.
- .3 engaging with academic institutions to develop online and remote maritime training courses for countries in their own regions, in local languages;
- .4 developing standard learning packages for maritime human resource development;
- .5 promoting the use of WMU/IMLI staff and graduates as consultants and trainers;
- .6 ensuring that more IMO Secretariat staff lecture at WMU/IMLI to share their expert knowledge;
- .7 developing short courses/training packages that can be used to train graduates in training others (train-the-trainer programmes) and therefore broaden the institutions' reach and sustainability;
- .8 participating in programmes of seminars, short and online courses for IMO delegates/IMO staff/members of the diplomatic community; and
- .9 developing a more structured and focused JPO programme with formal training elements, for the long-term benefit of sponsoring authorities and individual JPOs.

28 The MTCC network has made a significant contribution to promoting technologies and operations to improve energy efficiency in the maritime sector. On completion of its current mission and subject to the continued in-kind support of the host countries, consideration may be given to expanding the scope of some of the MTCCs to include a wide range

of capacity-building activities including research, development and delivery of regional training, while at the same time keeping the energy efficiency focus of the network. Likewise, increased capacity-building and training will be delivered using the existing network of implementing partners, notably the RACs of the UNEP Regional Seas Programme, that are longstanding partners and with whom IMO has established relationships and a proven track record.

29 In order to deliver better operational training at the user level, the Organization will build training and education partnerships with maritime universities and training institutions globally. The intention is to enhance the existing capacities of national maritime training institutions of the world through train-the-trainer projects, development of new courses, updating teaching and training curricula and exchange of faculties, guided and supported by IMO. This will have the added benefit of allowing more training to take place locally, thus reducing time away from the duty station, with consequential savings in work time and travel costs for personnel from SIDS and LDCs.

Periodic Review of the Strategy

30 The Technical Cooperation Committee should assist the Secretariat to keep the strategy under review and recommend changes, as appropriate, for the Committee's consideration.

ANNEX 4

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

TC 71 approved the following amendments to paragraphs 5.1 and 5.2 of the annex to TC.1/Circ.74, presented using strikethrough for deletions and grey shading for added text as follows:

5.1 The Committee ~~shall~~^{should} keep the number of working groups formed during or between its sessions to a minimum; however, a maximum of two working groups could be established, where necessary, bearing in mind the difficulties small delegations experience in being represented in such groups and the fact that such groups work without interpretation. When a working group has completed its task and has been terminated, another working group should not be convened in its place during the same session.

5.5 When appropriate, working groups should make full use of the ~~3 working days of~~^{allocated days for} a session, submitting their reports to ~~the next session of~~ the Committee. When reports are to be prepared during a session, all efforts should be made to keep such reports as short as possible.

ANNEX 5

BIENNIAL STATUS REPORT 2020-2021

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	In progress	TC 71/3(b)
	1.2	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in ITCP	Continuous	TCC	MSC / MEPC / FAL / LEG		In progress	In progress	TC 71/3(b)
	1.4	Analysis of consolidated audit summary reports	Annual	Assembly	MSC / MEPC / LEG/TCC/ III	Council	Ongoing	Ongoing	TC 71/9
	1.6	Monitoring of ITCP programme implemented on the enhancement of maritime training capacities, including middle and senior management levels	Annual	TCC			Ongoing	Completed	TC 71/3(a)
	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	Completed	TC 71/2

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	Completed	
	1.9	Report on activities within ITCP related to the OPRC Convention and the OPRC-HNS Protocol	Annual	TCC	MEPC		Ongoing	Completed	TC 71/3(a)
	1.10	Report on ITCP programme on support to SIDS and LDCs for their special shipping needs	Annual	TCC			Ongoing	Completed	TC 71/3(a)
	1.19	Approve ITCP for 2022-2023	2021	TCC				Completed	TC 71/3(b)
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	Completed	TC 71/3(b)
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	Completed	TC 71/5
SD 7 Ensure organizational effectiveness	7.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Continuous	Council	MSC / MEPC / FAL / LEG / TCC		In progress	In progress	

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
	7.3	Analysis and consideration of reports on partnership arrangements for, and implementation of, environmental programmes	Annual	TCC	MEPC		Ongoing	Completed	TC 70/4(b)
	7.4	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	Completed	TC 71/4(c)
	7.5	Analysis and consideration of reports on the implementation of the approved mechanism for sustainable financing of ITCP	Annual	TCC			Ongoing	Completed	TC 71/4(c)
	7.6	Monitoring measures on new and cost-effective measures to deliver technical assistance	Annual	TCC			Ongoing	Completed	TC 71/3(a)
	7.7	Approved annual report on ITCP implementation	Annual	TCC			Ongoing	Completed	TC 71/3(a)
	7.9	Revised documents on organization and method of work, as appropriate	2021	Council	MSC / MEPC / FAL / LEG / TCC		Completed	Completed	TC 70/10
	7.10	Analysis and consideration of reports on implementation of resolution A.1128(30) on Financing and partnership arrangements for an effective and sustainable ITCP	Annual	TCC			Ongoing	Completed	TC 71/4(b)

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
	7.11	Analysis and consideration of the report on the evaluation of ITCP covering 2016-2019	2021	TCC			Ongoing	Completed	TC 71/6
Other Work	OW 11	Monitoring of South-South cooperation reflected in the ITCP and partnerships	Continuous	TCC			In progress	In progress	TC 71/3(b)
	OW 13	Endorsed proposals for new outputs for the 2020-2021 biennium as accepted by the committees	Annual	Council	MSC / MEPC / FAL / LEG / TCC		Ongoing	Ongoing	TC 71/13
	OW 21	Analysis and consideration of reports on strengthened regional associations for women managers in the maritime sector	Annual	TCC			Ongoing	Completed	TC 71/10
	OW 23	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	2021	Assembly	MSC/ MEPC/ FAL/LEG/ TCC		Ongoing	Ongoing	
	OW 24	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	2021	Assembly	MSC/ MEPC/ FAL/LEG/ TCC		Ongoing	Ongoing	

ANNEX 6

SUBSTANTIVE ITEMS FOR INCLUSION IN THE PROVISIONAL AGENDA FOR THE COMMITTEE FOR THE PERIOD 2022 TO 2025

Seventy-second session of the Committee (June 2022)

Work of other bodies and organizations

Integrated Technical Cooperation Programme (ITCP): Annual Report for 2021

Resource mobilization and partnerships:

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

The 2030 Agenda for Sustainable Development

[Long-term strategy for the review and reform of IMO's technical cooperation (The Capacity-Building Decade 2021-2030 Strategy)]

Regional presence and coordination

IMO Member State Audit Scheme

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

Global maritime training institutions

Status of implementation of the recommendations from the report of the evaluation of the ITCP activities for the period 2016-2019

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 2023

Any other business

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

Seventy-third session of the Committee (June 2023)

Work of other bodies and organizations

Integrated Technical Cooperation Programme (ITCP):

- (a) Annual Report for 2022
- (b) Programme 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 the Integrated Technical Cooperation Programme

The 2030 Agenda for Sustainable Development

[Long-term strategy for the review and reform of IMO's technical cooperation (The Capacity-Building Decade 2021-2030 Strategy)]

Regional presence and coordination

IMO Member State Audit Scheme

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

Global maritime training institutions

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 (June 2024)

Work of other bodies and organizations

Integrated Technical Cooperation Programme (ITCP): Annual Report for 2023

Resource mobilization and partnerships:

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

The 2030 Agenda for Sustainable Development

[Long-term strategy for the review and reform of IMO's technical cooperation (The Capacity-Building Decade 2021-2030 Strategy)]

Regional presence and coordination

IMO Member State Audit Scheme

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

Global maritime training institutions

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

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

Work programme

Election of Chair and Vice-Chair for 2025

Any other business

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

Seventy-fifth session of the Committee (June 2025)

Work of other bodies and organizations

Integrated Technical Cooperation Programme (ITCP):

- (a) Annual Report for 2024
- (b) Programme 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 the Integrated Technical Cooperation Programme

The 2030 Agenda for Sustainable Development

[Long-term strategy for the review and reform of IMO's technical cooperation (The Capacity-Building Decade 2021-2030 Strategy)]

Regional presence and coordination

IMO Member State Audit Scheme

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

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

ANNEX 7

STATEMENTS BY DELEGATIONS

Item 6

Statement by the Pacific Community (SPC)

Mr. Chair,

The Pacific Community (SPC) thanks the Secretariat for document TC 71/6 – the Report of the Evaluation of the ITCP Activities for the period 2016-2019.

We would like to raise the point that the report does not adequately reflect on the impact of the work of the IMO Technical Cooperation Officer in the Pacific. This is because the current collaborative arrangements only commenced in March of 2018. The workplan and activities of the temporary Regional Presence Office in the Pacific were effectively just beginning to spin up toward the end of the evaluation period covered in the report.

In this regard, we would like to recall two documents, TC 68/INF.8 and TC 69/7/4, that SPC provided to the Committee with information about the major functions and key results areas of the IMO Technical Cooperation Officer from the appointment date on 19th March 2018 until 31st December 2019. The annex to both these documents reports on the planned deliverables and results achieved, noting that the areas of work may not necessarily be similar to the work of the Regional Coordinators in the other regions, but were derived based on the specific needs of the Pacific region.

Furthermore, SPC would also like to emphasise that the work programme under ITCP for the Pacific region is developed based on the outcome of the Transport Ministers Meeting, one-on-one consultations with Member States, and other specific requests by Member States and of course IMO.

Mr. Chair, we ask that this Statement be included as an Annex to the Report.

Thank you.

Item 8

Statement by Malta

My delegation wishes to thank the secretariat for its proposals on the way forward for the Regional Presence Scheme, following on from discussions at previous sessions of the Committee.

Malta is an active supporter of a strong and effective regional process, and we are interested in seeing IMO expanding its action in this regard.

With regard to the establishment of new Regional Presence Offices, in line with the comments in paragraph 24.1 of document TC 71/8/1/Rev.1, Malta wishes to underline the importance of the host Member States of the RPOs contributing as much as possible (financially and in kind) to the running of the RPOs in order to limit the financial impact on the TC Fund. Consequently, any expansion of the Scheme should be on the basis of a cost sharing arrangement between the Organization, the potential host government of the RPO and other sources of funding.

In this regard, Malta believes that should such Regional Presence Offices be established, it will be for the Secretary General to decide on the host country of the RPOs on the basis of hostship offers received from interested IMO Member States. In this spirit Malta supports the point made in paragraph 8 of TC 71/8/4 that, should the committee endorse the establishment of any new RPO, the matter be referred to Council. for further consideration under the Organization's reforms.

With regard to the establishment of an IMO RPO in other regions, and in particular the MENA Region, it is important that Malta highlights IMO's long-standing cooperation agreements with the Malta-based Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) (administered by IMO), and with the Jeddah-based Regional Organization for the Conservation of the Environment of the Red Sea and the Gulf of Aden (PERSGA). Both REMPEC and PERSGA have been established under the Regional Seas Programme of UN Environment, which was created in 1974 with the objective of coordinating activities aimed at the protection of the marine environment of individual sea basins through a regional approach. Any new IMO regional presence in MENA will thus need to take this into account in order to avoid duplication of mandates and efforts.

I request that these comments be included in the report of TC 71.
