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IMO NEWS

The magazine of the International Maritime Organization

Autumn / Winter 2020

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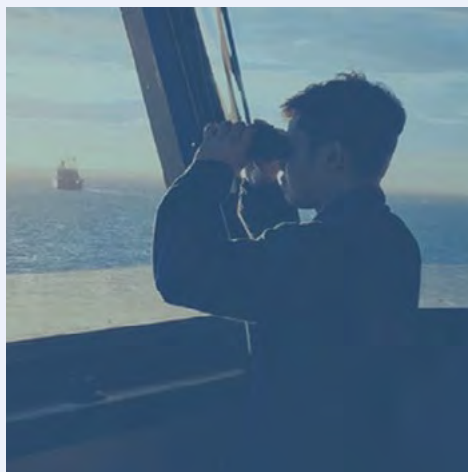
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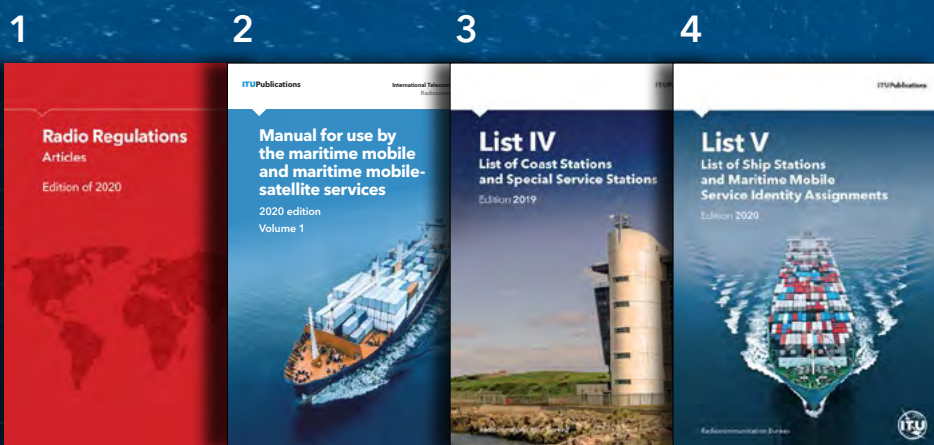
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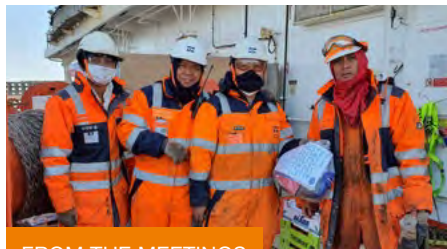
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The COVID-19 pandemic, decarbonization and digitalization

The COVID-19 pandemic has brought unprecedented challenges with global, severe and long-lasting effects. And yet, the past months have shown just how connected we all are.

The maritime sector joins global supply chains around the world and has shown surprising resilience in continuing to deliver vital goods and supplies.

But this has come at a human cost to the many thousands of seafarers who struggle to leave ships at the end of their contracts, and to join ships. There is a desperate need to facilitate and ensure safe crew changes and repatriation.

I reiterate my call for Governments to designate seafarers as key workers and to implement the crew change protocols that have been developed. IMO has initiated a series of regional webinars to bring together key stakeholders. By sharing best practices and discussing the barriers, we can work together to bring about crew changes.

Seafarers cannot continue to be collateral victims during this pandemic, forced to stay on ships for months on end. This threatens safe navigation.

A UN General Assembly resolution on crew change has been adopted. More visibility will help, but real action is needed. Supply chain businesses too should exercise human rights due diligence and exert influence to resolve this.

As we grapple with this pressing issue, we must look ahead to the post-COVID recovery. The ability for shipping services and seafarers to deliver world trade is central to responding to, and eventually overcoming, this pandemic.

Countries find themselves at different stages of dealing with the pandemic and its impacts. But by working together, we can enhance the resilience and green credentials of shipping.

This collaborative approach is also crucial for decarbonization in the shipping industry – because climate change is still the biggest battle of our time.

We cannot shy away from the energy transition in shipping, to meet the ambitions in the initial IMO GHG strategy and ultimately phase out shipping's greenhouse gas emissions.

Amendments to strengthen Energy Efficiency Design Index requirements for new ships have been adopted. Short-term measures to improve ships' carbon intensity have been approved by the Marine Environment Protection Committee.

Regulation is one side of the coin. To phase out emissions, new technologies, new fuels and innovation are needed – meaning huge investments, notably in R&D and infrastructure.

IMO is stepping up its efforts to act as the global forum and promoter of R&D in zero-carbon marine fuels, bringing together stakeholders from the public and private sectors, banks and other donors.

Together with the European Bank for Reconstruction and Development and the World Bank IMO has established FIN-SMART – financial smart roundtable – with leaders from financial, public and private sectors. This initiative will discuss and address financial challenges to deal with climate change – and the COVID-19 recovery – in the maritime sector, particularly in developing countries.

We must ensure that no country is left behind. IMO leads a portfolio of continuously expanding technical cooperation and capacity building projects supporting decarbonization, implementation of IMO measures, and innovation.

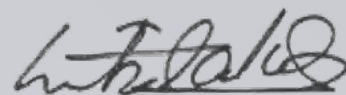
Online connectivity is enabling us all to continue to cooperate and collaborate.

This digitalisation is more important than ever in shipping. IMO mandates electronic data exchange through the Facilitation Convention. However, we need to see much more widespread implementation of the harmonized, standardized data sets for ship-shore, administrative and commercial interactions, which IMO has developed with other UN partners.

The wider application of the maritime single window concept has the potential to strengthen efficiencies, by allowing submission of all information required by various Government agencies through one single portal. Endorsement of the single window is needed, to streamline port activities to the benefit of the supply chain, while complying with social distancing measures.

The COVID-19 pandemic, decarbonization and digitalization – three current challenges which exemplify the maritime sector's need for an international, coordinated response.

If we all work together, we can ensure that shipping has a truly sustainable, efficient and decarbonized future.






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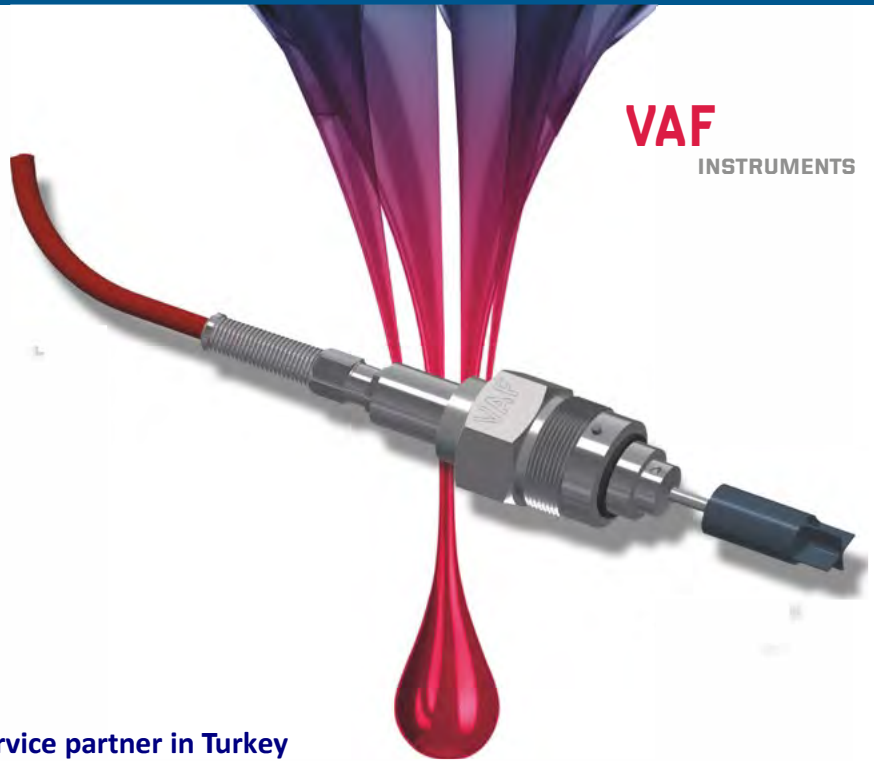
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COVID-19 PANDEMIC

400,000 seafarers stuck at sea as crew change crisis deepens



IMO and the United Nations, the maritime industry, business and union leaders have warned of a deepening crew change crisis which threatens trade and maritime safety.

The COVID-19 pandemic has affected everyone, with unprecedented impacts on lives, economies and societies. Yet the global supply chain has kept on moving, with shipping delivering medical supplies, food, fuel and so many other goods needed in our daily lives.

The dedication and professionalism of more than one million seafarers on board the world's 60,000 merchant ships has been rightly praised. But seafarers have become collateral victims of border closures and travel restrictions.

The COVID-19 pandemic restrictions on travel and transit have left more than 400,000 seafarers stranded on board ships, with another 400,000 unable to join ships. Despite multiple pleas to Governments to designate them as essential key workers and to facilitate their travel, the number of seafarers in this situation has continued to increase. Some seafarers have now been at sea for 17 months without a break, well beyond the 11-month limit set out in the Maritime Labour Convention (MLC).

This threatens the fundamentals of ship safety standards which IMO has worked to develop over six decades.

In a letter issued to the UN Secretary General, the CEOs of 30 Consumer Goods Forum companies called on governments to designate seafarers as "key workers" and raised strong human rights concerns,

stating: "the situation has also inadvertently created a modern form of forced labour".

IMO's Seafarer Crisis Action Team (SCAT), established in March 2020, has dealt with some 300 individual cases, using diplomatic efforts to assist seafarers in particularly urgent situations. IMO Secretary-General Kitack Lim has repeatedly urged action, saying, "We all depend on seafarers. Seafarers deliver for us - and now we need to deliver for them."

IMO has worked with a broad cross-section of maritime industry organizations to develop a set of protocols to ensure safe changeovers for all ship's crews and has urged Governments to implement them.

The IMO's Maritime Safety Committee adopted a resolution on "Recommended action to facilitate ship crew change, access to medical care and seafarer travel during the COVID 19 pandemic" at an extraordinary session of the Committee in September.

A growing number of States have designated seafarers as key workers and enabled crew changes, but further cooperation and collaboration

between IMO Member States, maritime administrations and other relevant national authorities is still needed.

IMO has initiated a series of regional webinars, bringing together various Government stakeholders to consider the practical implementation of the protocols and the resolution, share best practices and successful initiatives, exchange views and find new solutions.

UN Secretary-General António Guterres has stated his concern for the growing humanitarian and safety crisis facing seafarers stranded at sea. On World Maritime Day 2020 (24 September), he renewed his appeal to Governments to designate seafarers as key workers. "Despite the unprecedented conditions brought about by the pandemic, seafarers have continued to tirelessly support the often invisible global logistics chain," Mr. Guterres said, warning these indispensable workers were now physically and mentally exhausted: "Fatigued seafarers cannot operate indefinitely, and disruptions to international shipping would have devastating consequences."

COVID 19 Information Resources

For the latest information, including guidance and statements, please see the COVID-19 resources page on the IMO website: <https://www.imo.org/en> and click on the red banner.

COVID-19 PANDEMIC

Day of the Seafarer Campaign



access, re-supply, crew changeovers and repatriation.

In light of this, the Day of the Seafarer 2020 campaign called on Member States to recognize seafarers as key workers and to provide them with the support, assistance and travel options they need during the pandemic.

The campaign also paid tribute to seafarers, acknowledging and thanking them for their contribution as they have kept providing vital services to keep world trade moving during the pandemic.

The 2020 campaign hashtag was: #SeafarersAreKeyWorkers. Garnering more than 50 million reach on Twitter, the campaign certainly resonated with many around the world. Seafaring communities and the public engaged on Facebook, with millions of users reached.

The IMO Secretary-General's video message was viewed more than 50,000 times.

Joining in the worldwide support for seafarers, United Nations Secretary-General António Guterres has also thanked seafarers everywhere for their work and urged all countries in the world to recognize them as key workers and provide the necessary travel assistance to ensure safe crew changeover and repatriations.

The work to support seafarers will continue. While IMO is encouraged by the progress made in many countries, the situation is far from over. The Organization continues to call for action to resolve the crisis and raise awareness for the important and unsung role of seafarers during the pandemic and beyond.

During the COVID-19 pandemic, seafarers found themselves both on the front line of the global response, vital for keeping food, medicines and other vital trade moving, and subject to difficult working conditions with uncertainties and difficulties around port



MSC resolution calls for Government action on crew change crisis

IMO Member States meeting during an extraordinary session of the Maritime Safety Committee (MSC) called on all Governments to take urgent action to resolve the humanitarian and safety crisis faced by the international shipping community as a result of the COVID-19 pandemic.

The Committee adopted a resolution on Recommended action to facilitate ship crew change, access to medical care and seafarer travel during the COVID-19 pandemic, which urges specific action to address the issue, including designating seafarers as key workers with access to the necessary safe travel arrangements.

Speaking at the close of the remote session (21 September), IMO Secretary-General Kitack Lim said, "This resolution should help ensure integrity of employment and human rights of seafarers and, consequentially, minimize disruptions to global trade, supply chains, efficient operation of maritime transport and ensure the continued movement of food and livestock, products and essential goods by sea."



Interim guidance on remote IMO meeting sessions adopted

IMO's five Committees adopted interim guidance to facilitate remote sessions of the IMO Committees during the COVID-19 pandemic, during an Extraordinary Session of All Committees (ALCOM) held 16-18 and 21 September. The guidance will allow IMO's important technical work to continue through the pandemic, with a structured and transparent methodology, standardizing the conduct of remote sessions until the Headquarters can be reopened for physical meetings.

Importantly, the Committees agreed on a procedure for decision-making in remote sessions. The guidance is intended for temporary use during the COVID-19 pandemic and will be kept under review. The ALCOM was the first formal remote session using a specialist platform, which allowed for simultaneous interpretation into the six languages of the Organization.

All five IMO Committees participated: the Maritime Safety Committee, the Marine Environmental Protection Committee, the Legal Committee, the Technical Cooperation Committee and the Facilitation Committee.



IMO Secretary-General Emeritus Mr. William A. O'Neil, remembered

Mr. William A. O'Neil, Secretary-General Emeritus of the International Maritime Organization (IMO), has died (29 October) in the United Kingdom, aged 93.

IMO Secretary-General Kitack Lim expressed his sincere condolences to the Canadian Government, Mr. O'Neil's remaining family, and the condolences of the entire IMO membership and staff.

"Mr. O'Neil was a great friend and mentor who made a huge personal contribution to securing globally applicable safety, security and environmental standards," Mr. Lim said. Mr. O'Neil was Secretary-General of IMO from 1990 to 2003.

"I, personally, always valued his guidance and advice, as well as his friendship and leadership. Mr. O'Neil left a lasting legacy on IMO. He was committed to the universality of IMO and oversaw a significant increase in membership. He encouraged wide and effective participation in the Organization from all stakeholders in the maritime sector," Mr. Lim said.

"Mr. O'Neil was dedicated to enabling developing States to adopt and implement IMO instruments, through his active pursuance of new sources of extrabudgetary funding. He worked tirelessly to strengthen the relevance and capacity of IMO's educational institutes, the World Maritime University and the IMO International Maritime Law Institute."

During Mr. O'Neil's tenure, the Organization adopted a number of new

treaties and responded to global issues such as maritime security and piracy.

Mr. O'Neil personally acted to request the IMO membership address key safety issues, including the safety of bulk carriers and of large passenger ships. He established a team of experts to look into ro-ro safety, following the tragic sinking of the Estonia ro-ro ferry. All of these led to significant improvements in maritime safety standards.

Protecting the environment was also paramount for Mr. O'Neil. He oversaw the adoption, in 1997, of the Protocol to the MARPOL Convention, to include a new Annex VI on Prevention of Air Pollution from Ship – now expanded to include energy efficiency requirements. His tenure saw revisions of the MARPOL Convention to accelerate the phase out of single hull tankers. His passion for protecting marine biodiversity laid the foundation for the development of measures to prevent the spread of potentially harmful aquatic species in ships' ballast water – which would later, in 2004, be adopted as a new IMO treaty on ballast water management.

The introduction of the mandatory International Safety Management (ISM) Code and the key 1997 revisions to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, were amongst other landmark achievements made by IMO under Mr. O'Neil's stewardship.

After the attacks of September 11, 2001, Mr. O'Neil's leadership led to the development of an entirely new regime for the security in the maritime field, the International Ship and Port Facility Security Code, which was adopted in less than one year.

The public memorial to seafarers at IMO Headquarters in London stands as a monument to Mr. O'Neil's appreciation of the human element in shipping and specifically the role of the people at the heart of shipping, the seafarers. The Seafarers Memorial Fund was established by Mr. O'Neil to fund the sculpture.



World Maritime Day 2020 - sustainable shipping for a sustainable planet



On 24 September, IMO and the global maritime community came together to celebrate the annual World Maritime Day. The 2020 theme is “Sustainable Shipping for a Sustainable Planet”.

2020 saw everyone across the globe affected by the COVID-19 pandemic. Yet this global crisis has demonstrated the importance of shipping as the most reliable, efficient and cost-effective method of transporting goods internationally. Shipping remains the leading facilitator of the global economy, carrying more than 80% of global trade, said IMO Secretary-General Kitack Lim in his World Maritime Day message.

“Therefore, shipping and maritime will be at the heart of the economic recovery and future sustainable growth far into the future, both at sea and ashore, supporting an inclusive and resilient economy to underpin the achievement of the sustainable development goals. ‘Sustainable Shipping for a Sustainable Planet’, our theme for 2020 couldn’t be more relevant now and for years to come,” Secretary-General Lim said.

“In the post-COVID world, much focus will be directed at the 2030 Agenda for Sustainable Development and the 17 Sustainable Development Goals adopted

by all UN Member States in 2015. These goals are as relevant as ever, and shipping is essential for sustainable development. The 2030 Agenda will only be realized with a sustainable transport sector supporting world trade and facilitating the global economy,” Secretary-General Lim added.

How to achieve sustainable shipping for a sustainable planet?

IMO’s World Maritime Day webinar (24 September) brought together speakers from government, international organizations and innovative enterprise. They raised issues and highlighted solutions facing shipping, particularly in the context of the Covid-19 pandemic. One overarching theme was that the pandemic could and should be the catalyst for positive change, with international and cross-sector cooperation being the key.

In his opening remarks, IMO Secretary-General Kitack Lim set the tone by praising the unprecedented level of cooperation between all those involved in the maritime sector in response to the pandemic. He said, “never has the spirit of cooperation been more important than now. I can assure you that IMO, as the global regulator of international shipping, is ready to establish new partnerships for cooperation and sustainable economic recovery, and to help drive the SDGs, for the benefit of all humankind.”

The event heard from the WHO’s Dr. Jaouad Mahjour, who said that “strong action calls for more collaboration between the health sector and the maritime sector because health is a shared responsibility”.

The message of shared responsibility

was also raised in response to a question on how to combine ambitious goals on international ship emissions and sustainable growth of developing countries.

On the topic of maritime careers, Ms. Birgit Liodden (Ocean Opportunity Lab) said the old way of looking at maritime careers was outdated, and that a “lifespan’ approach that mixes onboard and onshore work was needed. “We need to move to achieve work-family fusion” to attract the best and broadest range of talents, because new generations have “different values and expectations about how they are spending the hours in their lives,” she said.

UN Secretary-General message on World Maritime Day

In a message issued on World Maritime Day, UN Secretary-General António Guterres said that “the theme of this year’s World Maritime Day – ‘Sustainable Shipping for a Sustainable Planet’ – has gained extraordinary resonance as shipping has continued to transport more than 80 per cent of world trade, including vital medical supplies, food and other basic goods that are critical for the COVID-19 response and recovery.”

Mr. Guterres reiterated his concern for seafarers stranded at sea and renewed his appeal to Governments “to address their plight by formally designating seafarers and other marine personnel as “key workers”, ensuring safe crew changes and implementing the protocols developed by UN agencies, as well as the International Chamber of Shipping and the International Transport Workers’ Federation, allowing stranded seafarers to be repatriated and others to join ships.”





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IMO and Republic of Korea partner to address ships' GHG emissions



The Republic of Korea and IMO have signed an agreement to establish a training programme to support developing States to reduce greenhouse gas (GHG) emissions from shipping. This will facilitate the implementation of candidate measures to be adopted by IMO and the development of national action plans to reduce GHG emissions from the shipping and ports sectors.

The Sustainable Maritime Transport Training Programme (GHG-SMART) will focus on Least Developed Countries (LDCs) and Small Island Developing States (SIDS). It will help them to develop their capacity to achieve the goals for GHG reduction set out in the Initial IMO Strategy on Reduction of GHG Emissions from Ships.

The strategy recognizes that there are potential barriers to achieving the targets and highlights the need for supportive measures, including capacity building, technical cooperation, technology transfer and research and development (R&D), particularly in developing countries.

The four-year GHG-SMART programme will support States (specifically, SIDS and LDCs) to address gaps in technologies and policies, by building knowledge and capacity in those countries to identify ways to effectively implement measures contained in the IMO Strategy. This would be complemented by support and training to develop and implement National Action Plans.

The agreement for the US\$2.5 million training programme was signed (on 27 October) by IMO Secretary-General Mr. Kitack Lim and the Minister of Oceans and Fisheries of the Republic of Korea Dr. Seong-Hyeok Moon.

First FIN-SMART Roundtable on Financing Sustainable Maritime Transport

Leaders from the financial, public and private sectors participated in the first "Financing Sustainable Maritime Transport (FIN-SMART) Roundtable" (27 October). The high level virtual Roundtable was jointly hosted by IMO, the European Bank for Reconstruction and Development (EBRD) and the World Bank Group.

The FIN-SMART Roundtable is a platform for regular dialogue among key maritime stakeholders on addressing

the financial challenges related to the transition of shipping to a more sustainable and resilient future. The Roundtable aims to support accelerating financial flows - particularly in developing countries - for the decarbonization of the maritime sector, in line with country priorities and the goals of the IMO Initial Strategy on the reduction of GHG emissions from ships. Participants will also address the sector's COVID-19 recovery needs.

The FIN-SMART Roundtable will meet regularly and bring in additional stakeholders to the workstreams discussions, from public and private sectors, civil society and international organizations. Subsequent discussions will involve multiple dedicated workstreams.

More than 50 officials participated in the inaugural meeting, including representatives from IMO, EBRD and the World Bank Group; and from the maritime industry, donor countries and other States.



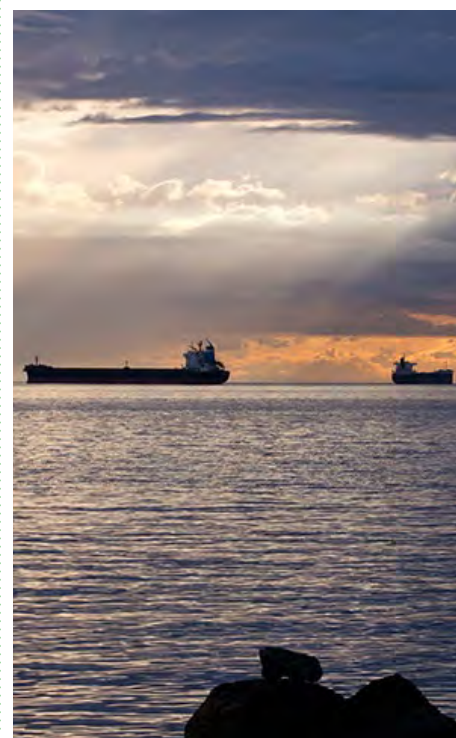
MEPC approves amendments to cut ship emissions

Draft new regulations to cut the carbon intensity of existing ships have been approved by the Marine Environment Protection Committee (MEPC).

This builds on current mandatory energy efficiency requirements to further reduce greenhouse gas emissions from shipping. The MEPC also agreed terms of reference for assessing the possible impacts on States, paying particular attention to the needs of developing countries, in particular Small Island Developing States (SIDS) and least developed countries (LDCs).

The draft amendments to the MARPOL convention would require ships to combine a technical and an operational approach to reduce their carbon intensity. This is in line with the ambition of the Initial IMO GHG Strategy, which aims to reduce carbon intensity of international shipping by 40% by 2030, compared to 2008. The amendments were developed by the seventh session of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 7), held as a remote meeting 19-23 October 2020.

The draft amendments will be put forward for formal adoption at the MEPC 76 session, in 2021.



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IMO Awards

International Maritime Prize for 2019 goes to Mr. Peter Hinchliffe (ICS)

The prestigious International Maritime Prize for 2019 is to be awarded to Mr. Peter Hinchliffe, former Secretary-General, International Chamber of Shipping (ICS), who participated in IMO meetings for many years, providing shipping industry leadership on a number of key regulatory developments.

In their nomination, the ICS highlighted Mr. Hinchliffe's contribution to IMO's work through the ICS, which he joined as marine advisor in 2001, becoming Secretary-General of ICS in 2011. In that role, he was a strong advocate for IMO and the role it plays as international regulator. He recognized the need for change and advancement on environmental issues, safety matters and other fronts.

The IMO Council decided to award the Prize to Mr. Hinchliffe in recognition of his invaluable contribution to the work and objectives of IMO and to the international maritime community as a whole.



IMO Awards Ceremony

The IMO Awards for Exceptional Bravery at Sea and International Maritime Prize will be presented at an awards ceremony to be scheduled by the Secretary-General.



Brazilian and Filipino seafarers to receive IMO Bravery Award

Two Brazilian pilots who averted an environmental disaster and an officer from the Philippines who ensured the survival of fellow passengers from a sinking vessel while off-duty will receive the 2020 IMO Award for Exceptional Bravery at Sea.

Meeting for its 124th session (12-14 October), the IMO Council endorsed the recommendation from a Panel of Judges, agreeing that two nominations were worthy of the highest recognition this year.

Preventing an environmental disaster in Brazil

The 2020 IMO Award for Exceptional Bravery at Sea will be awarded to Mr. Marcio Santos Teixeira and Mr. Fabio Rodrigues Alves de Abreu, members of the São Paulo Pilots, for averting a major oil spill event at the Terminal Almirante Barroso in São Sebastião Port, in April 2019. They were nominated by Brazil for their decisiveness, professionalism and ship-handling expertise in safely maneuvering two oil tankers that had gone adrift during a ship-to-ship operation, in extreme weather conditions.

The courageous actions of Pilot Teixeira and Pilot Abreu helped ensure more lives were not lost and prevented a major marine pollution incident and serious damage to pier structures and oil facilities.

Saving fellow passengers from a sinking vessel

The 2020 IMO Award for Exceptional Bravery at Sea will also be awarded to Petty Officer Second Class Ralph Ofalla Barajan of the Philippine Coast Guard, for helping to save the lives of all 62 people on board the sinking passenger vessel Siargao Princess, on which he was also a passenger, in November 2019. He was nominated by the Philippines for his leadership and determination, even while he was off duty.

PO2 Barajan's courage and decisiveness ensured the survival of all 62 lives on board, as well as contributing to the successful rescue by the Philippines Coast Guard.



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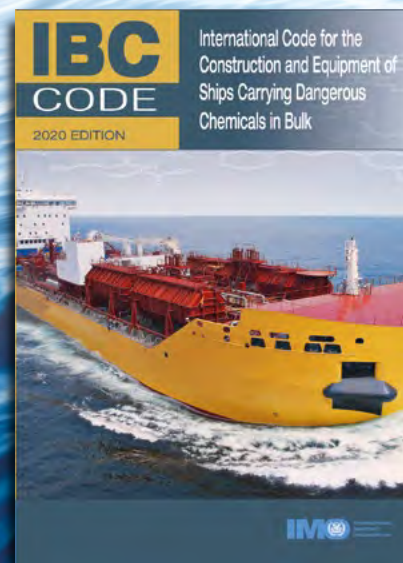
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COUNCIL EXTRAORDINARY SESSIONS (CES 31/CES 32) AND COUNCIL 124TH SESSION - OCTOBER 2020

Council 31st Extraordinary Session (C ES 31), 18 March to 15 April 2020

The thirty-first extraordinary session of the Council was held by correspondence, due to the extraordinary circumstances as a result of the COVID-19 pandemic. This was the first IMO meeting not held live in the history of the Organization.

Solidarity in the pandemic

The Council joined IMO Secretary-General Kitack Lim in expressing its solidarity with all Member States and other stakeholders during the unprecedented COVID-19 pandemic and commended them for their concerted efforts to contain the spread of the virus.

The Council expressed its appreciation to the crew, seafarers, shore-based workers, and personnel of the maritime and aviation communities for enabling international trade to continue in the face of the challenges posed by the COVID-19 pandemic.

The Council endorsed a practical and pragmatic approach for repairs, survey and certification and licensing of seafarers; and encouraged Governments to share best practices in keeping workers in the maritime transport sector safe from COVID-19, while taking into account national circumstances.

Council, 32nd Extraordinary Session (C ES 32), 4 May to 3 August 2020

The thirty-second extraordinary session of the Council was held from 4 May to 3 August 2020, by correspondence, with a series of six informal virtual sessions held to facilitate discussions.

Importance of the flow of trade by sea during the pandemic

The Council adopted a statement, stressing the importance of keeping trade flowing during the pandemic, recognising the role of seafarers and emphasising the urgent need for action on crew change.

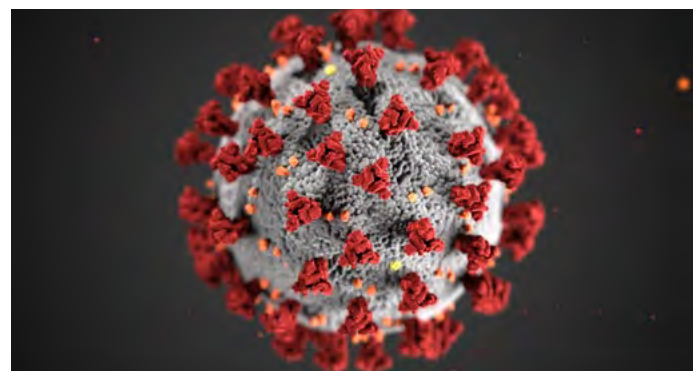
The IMO Council recognized that the ability of shipping services and seafarers to deliver vital goods, including medical equipment, to the populations around the world was critical in responding to the pandemic.

Meeting reconstruction

The Council adopted a priority list for meeting reconstruction and adopted interim guidance to facilitate remote sessions of the IMO Council during the COVID-19 pandemic.

Rescheduling of audits under the IMO Member State Audit Scheme

The Council endorsed the revised overall audit schedule, including the postponement of the audits scheduled for 2020 to 2021, due to the COVID-19 pandemic, and the rescheduling of the audits originally planned for 2021 and 2022 to 2022 and 2023, respectively.



Council 124th session (C124), 12-14 October 2020

The Council met in regular session using a virtual meeting platform with interpretation. The Council discussed a number of agenda items including the COVID-19 pandemic and budgetary considerations.

Expanding size of IMO Council – work on draft amendments to continue

The Council re-established a working group on Council Reform, to work intersessionally, to develop and finalize draft amendments to the IMO Convention extend the term of the Members of the Council to four years and expand the size of the Council to 52 Members. Expanding the size of the IMO Council would allocate 12 seats to Categories (a) and (b) each and 28 seats to Category (c).

The aim would be to approve the amendments at an extraordinary Council session in 2021 and forward them to the thirty-second session of the Assembly (in late 2021) for adoption.

Council Chair

The Chair of the Council, Mr. Xiaojie Zhang, announced his intention to step down. In accordance with rules 19 and 20 of its Rules of Procedure, the current Vice-Chair, Mr. Edmundo Deville del Campo, will act as Chair, pending the election of a new Chair at the first meeting of the Council following the thirty-second regular session of the Assembly in 2021.



The Facilitation Committee met over five days in the first ever virtual regular session of an IMO Committee, with meetings held simultaneously in plenary and in a working group.

Revised IMO Compendium on Facilitation and Electronic Business approved

The Committee approved a revised version of the IMO Compendium on Facilitation and Electronic Business, including new data sets related to the shipping and the ship/port interface communications beyond the FAL Convention.

The IMO Expert Group on Data Harmonization (EGDH), which considers new or amended data sets for the Compendium, will continue to meet intersessionally on related matters, including work related to the maintenance of the Compendium.

FAL amendments developed

The Committee progressed its work on developing amendments to the annex of the FAL Convention. Discussions focused on the substitution of the data provided for each of the FAL declarations with a table summing up all the data required for the ship, cargo, crew and passenger clearance.

The Committee approved a questionnaire to gather information on the use of the cargo declaration (FAL Form 2) by countries, to decide whether this declaration was still required, in view of the common use of the ship manifest (or cargo manifest) and the existing requirement for advance security information on cargo for customs risk assessment. Governments were invited to complete the survey not later than 15 December 2020.

A correspondence group was established to continue the work on developing draft amendments to the FAL Convention annex. This will include considering proposals related to recommendations and/

or standard practices aimed at ensuring the facilitation of maritime traffic during a public health emergency of international concern, following the discussion of a number of proposals emanating from the experience of Member States during the COVID-19 pandemic.

The Committee expressed its strong support for 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, adopted by the Maritime Safety Committee at its extraordinary session.

Harmonized communication and electronic exchange of operational data for port calls

One of the priorities of the Committee is the increased use and enhancement of digitalization. The Committee agreed to develop guidelines for harmonized communication and electronic exchange of operational data for port calls. The guidelines are expected to improve efficient operational ship-port data exchange and will contribute to reducing emissions and increasing the safety of operations. A correspondence group was established to work on the matter intersessionally.

These guidelines will support port call optimization, in particular the implementation of Just-In-Time (JIT) arrivals, which can have a significant environmental impact through reducing GHG emissions by optimizing a ship's speed to arrive just in time. JIT arrivals also contribute to reduced time at anchorage and therefore reduced congestion in the port area. It is estimated that ships spend up to 9% of their time waiting at anchorage.

The Committee was informed of the publication of the new Just-In-Time Arrival Guide which aims to provide both port and shipping sectors with practical guidance on how to facilitate JIT arrivals.

FACILITATION COMMITTEE - 44TH SESSION 28 SEPTEMBER -2 OCTOBER 2020**Developing new guidelines for electronic signature**

The Committee considered draft Guidelines for authentication, integrity and confidentiality of content for the purpose of exchange via maritime single window, prepared by the International Organization for Standardization (ISO). The guidelines are aimed at meeting the need for authentication, integrity checks and confidentiality in electronic information exchanges, both for cybersecurity purposes and for building trust in automated ship and shore processes.

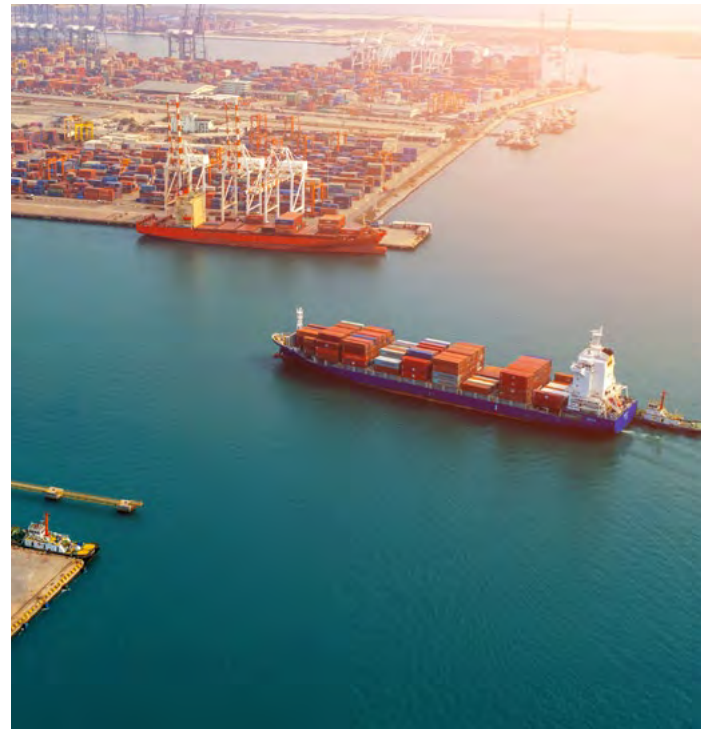
A correspondence group was tasked with further reviewing and developing the guidelines, taking into account existing and emerging standards, methodologies and legal frameworks to promote interoperability. The group was also instructed to consider how common functions related to the authentication, integrity and confidentiality of information exchanges via maritime single windows and related services can be organized.

Addressing maritime corruption

The Committee commenced its work on the development of guidance to address maritime corruption, noting that there are a number of national jurisdictional and legal matters which need to be considered; as well as a number of other legal and policy concerns. A correspondence group was established to further review and develop the guidance.

Addressing wildlife trafficking

The Committee agreed to develop guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic. The illegal wildlife trade is estimated to generate US\$50-150 billion per year and is one of the five most lucrative global crimes. The guidelines will serve as a tool to combat wildlife trafficking in the maritime sector and will take into account the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES).

**Audits for compliance with Facilitation Convention discussed**

Following discussion of a proposal to include the subject of facilitation in the scope of the IMO Member State Audit Scheme (IMSAS), the Committee decided to include a new output on "Analysis of possible means of auditing compliance with the Convention on Facilitation of International Maritime Traffic" in the post-biennial agenda of the Committee.

New animation launched highlighting digitalization



A new IMO video animation has been launched, to show how electronic data exchange is vital to ensure supply chains continue to function safely and effectively, with contactless clearance of ships in and out of ports.

Watch the video on the IMO YouTube channel: <https://www.youtube.com/user/IMOHQ>



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MSC endorses COVID-19 crew change protocols

The Maritime Safety Committee took practical steps to support shipping and seafarers during the pandemic.

The Committee, meeting virtually for its 102nd session, approved a circular to include the industry-developed protocols to ensure safe ship crew changes and travel.

The Committee agreed that a Global Integrated Shipping Information System (GISIS) module should be developed to register ports that facilitate crew changes, to enable shipping companies to easily plan and organize crew changes. Contact details of national crew change focal points will also be included.

The Committee approved an MSC circular on Unified interpretation of SOLAS regulation II-1/3-10 concerning the term “unforeseen delay in delivery of ships” during the Coronavirus (COVID-19) pandemic.

Safety of ships using methyl/ethyl alcohol as fuel – interim guidelines approved

The MSC approved interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel. The guidelines aim to provide an international standard for ships using methyl/ethyl alcohol as fuel. They include provisions for the arrangement, installation, control and monitoring of machinery, equipment and systems using methyl/ethyl alcohol as fuel to minimize the risk to the ship, its crew and the environment, having regard to the nature of the fuels involved.

The interim guidelines were developed by the Sub-Committee on Carriage of Cargoes and Containers (CCC), in the context of its work related to the IGF Code. The IGF Code, which entered into force in 2017, has initially focused on liquefied natural gas (LNG), but work is now underway to consider other relevant fuel types.

There is increased focus on new fuels and fuel blends, which are being developed to ensure compliance with the 0.50% sulphur limit for fuel oil (which entered into force from 1 January 2020) and

2030 and 2050 CO₂ emission targets set out in the initial IMO GHG strategy.

The Sub-Committee is also developing draft interim guidelines for the safety of ships using fuel cell power installations; and draft amendments to the IGF Code to include safety provisions for ships using low-flashpoint oil fuels.

New safe mooring requirements adopted

The MSC adopted amendments to chapter II-1 of the International Convention for the Safety of Life at Sea (SOLAS), related to towing and mooring. The amendments to SOLAS regulation II-1/3-8 require appropriate and safe-to-use designs of mooring arrangements, and introduce a maintenance and inspection regime, as well as proper documentation. The amendments are expected to enter into force on 1 January 2024.

Related guidelines were also adopted, covering the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring; and inspection and maintenance of mooring equipment including lines; as well as revised guidance on shipboard towing and mooring equipment.

Other amendments adopted

- Amendments to parts B-1, B-2 and B-4 of SOLAS chapter II-1 related to watertight integrity.
- Amendments to the International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code) related to fuel containment systems, fire safety, welding of metallic materials and non-destructive testing.
- Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) related to welding procedure tests for cargo tanks and process pressure vessels.

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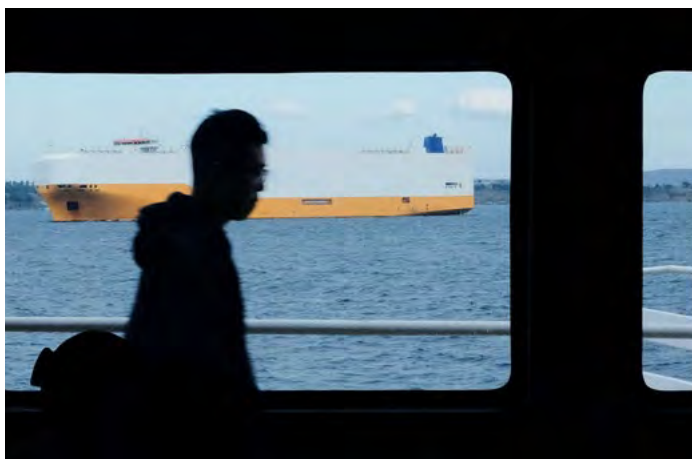
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MARITIME SAFETY COMMITTEE – 102ND SESSION – 4-11 NOVEMBER 2020

- Amendments to the International Maritime Dangerous Goods Code (IMDG Code) (amendment 40-20) related to segregation requirements for alcohols; segregation in relation to liquid organic substances; classification and transport of carbon, following incidents involving the spontaneous ignition of charcoal; classification of UN portable tanks for multimodal transport; and provisions for labels.

Interim Guidelines for second generation intact stability criteria approved

The MSC approved Interim Guidelines for second generation intact stability criteria, having worked on them for over two decades.

Mandatory criteria and recommended provisions regarding intact stability are set out in IMO's 2008 Intact Stability (IS) Code, which is mandatory under the SOLAS Convention Chapter II-1 and the 1988 Load Lines Protocol. Advanced computer technology and intensive research have enabled "second generation" intact stability criteria to be developed, for a comprehensive safety assessment of ship dynamics in waves.

The interim guidelines address vulnerability criteria, direct stability failure assessment and operational measures and contain performance-based criteria for assessing five dynamic stability failure modes in waves: dead ship condition, excessive acceleration, pure loss of stability, parametric rolling and surf-riding/broaching.

Safety of ships carrying industrial personnel

The MSC agreed to hold an intersessional working group in 2021 (subject to approval by the IMO Council), to finalize the draft International Code of Safety for Ships Carrying Industrial Personnel (IP Code) and associated draft new SOLAS chapter XV for all types of cargo ships. The aim is to facilitate the safe carriage and transfer of personnel in the offshore and energy sectors, such as those employed and transferred on ships for the construction, maintenance, decommissioning, operation or servicing of offshore facilities.

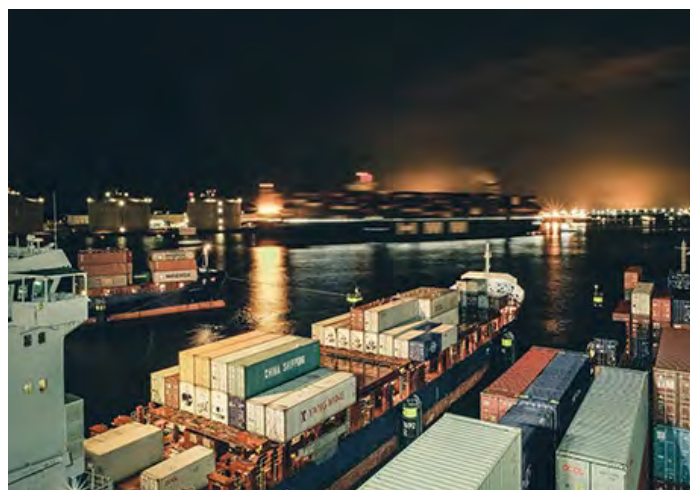
Other technical matters

The Committee took decisions relating to work carried out by the sub-committees, including:

- Approved in principle draft amendments to SOLAS chapter II-1 related to onboard-lifting appliances and anchor handling winches - aimed at preventing accidents related to such equipment.
- Recognized the Indian Regional Navigation Satellite System (IRNSS) as a component of the world-wide radionavigation system.
- Adopted performance standards for shipborne Japanese Quasi-Zenith Satellite System (QZSS) receiver equipment.
- Approved a draft Assembly resolution to update and revise

the Guidelines for Vessel Traffic Services, updating the version adopted in 1997 (resolution A.857(20)).

- Adopted new/amended ships' routing measures off Norway, Poland, France and Australia.
- Approved amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code) related to weather-dependent lashing, heavy cargo items and semi-standardized cargoes such as vehicles on ro-ro ships; and approved related consequential amendments to the revised Guidelines for the preparation of the Cargo Securing Manual (MSC.1/Circ.1353/Rev.2); the Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships (resolution A.581(14), as amended); and the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code).
- Approved revision of the International SafetyNET Manual. SafetyNET is an integral part of the GMDSS, providing an international automatic direct-printing satellite-based service for the promulgation of maritime safety information (MSI), navigational and meteorological warnings, meteorological forecasts, SAR related information and other urgent safety-related messages to ships.
- Approved an MSC circular on the IMO Enhanced Group Call (EGC) Coordinating Panel which, in cooperation with the International Hydrographic Organization (IHO), the World Meteorological Organization (WMO) and the International Mobile Satellite Organization (IMSO), coordinates the international broadcast of MSI and SAR-related information, using recognized mobile satellite services.
- Endorsed, subject to concurrent decision by MEPC 75, revised carriage requirements for methyl acrylate and methyl methacrylate (PPR.1/Circ.9); note the importance of using the correct carriage requirement, to avoid potential sources of heat that could initiate a polymerizing reaction.
- Approved, for future adoption, draft amendments to SOLAS regulation III/33 and the LSA Code, aiming to remove the applicability of the requirements to launch free-fall lifeboats to test their strength with the ship making headway at speeds up to 5 knots in calm water on cargo ships of 20,000 GT and above.
- Approved revised standardized life-saving appliance evaluation and test report forms, following a comprehensive review, to update the forms to match the revised recommendation for the testing of LSA appliances (MSC.81(70)).
- Adopted an MSC resolution on the revised use and fitting of retro-reflective materials on life-saving appliances, to allow new emerging technologies to be used for accelerated weathering tests.
- Approved, for future adoption, a new draft SOLAS regulation II-1/25-1 on water level detectors on multiple hold cargo ships other than bulk carriers and tankers.



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IMO webinars put fishing vessel safety high on agenda

One year after the well-attended Torremolinos Conference, IMO is launching a series of regional webinars in a renewed push to encourage ratification of a key treaty to bring in global enforceable standards for the safety of fishing vessels.

The webinars, launching in Latin America and the Caribbean in November, will bring together key stakeholders involved in fishing from across governments and highlight the benefits of the Cape Town Agreement, which was adopted by IMO in 2012. The Agreement, once in force, will bring in mandatory international safety requirements for fishing vessels of 24 metres in length and over, including provisions addressing stability and associated seaworthiness, machinery and electrical installations, life-saving appliances, communications equipment and fire protection, as well as fishing vessel construction.

IMO has also launched a new easy guide to the Cape Town Agreement, download at <https://bit.ly/2TLDCwE>.

Bringing the Agreement into force will be a key tool in combating illegal, unregulated and unreported (IUU) fishing, since it will allow for a port State mechanism to monitor IUU fishing activities, which in turn will protect markets from being flooded with illegally caught fish, avoid depletion of world fish stocks and protect fishers from human rights abuse.

The Torremolinos Ministerial Conference was held in Spain in October 2019 and brought together some 120 States to discuss safe and legal fishing. More than 50 countries have signed the “Torremolinos Declaration”, indicating their determination to ratify the Cape Town Agreement by its tenth anniversary (i.e. 11 October 2022).

“NextGEN” shipping decarbonization concept mooted



A new concept for a collaborative global ecosystem of maritime transport decarbonization initiatives was introduced by IMO and Singapore, during a global webinar on decarbonization (17 September).

The NextGEN initiative aims to facilitate information sharing on decarbonization initiatives across many stakeholders (including IMO Member States, NGOs, industry and academia); identify opportunities and gaps for decarbonization in the global shipping community; and create important networks and platforms for collaboration across these initiatives. This network initiative has been named “NextGEN”, where GEN is short for “Green and Efficient Navigation”.

The webinar, attended by more than 500 maritime leaders and professionals, from 63 countries, was jointly organised by IMO and the Maritime and Port Authority of Singapore.

Further NextGEN discussions will take place at the Future of Shipping Conference in Singapore in 2021. Dedicated NextGEN workshops in 2021 will be organised by IMO and supported by Singapore, to bring together various decarbonization initiatives, to map out in detail the global shipping decarbonization web.

A global mapping document will inform a wider audience through relevant IMO meetings. It is envisaged that NextGEN will act as a catalyst to spur collaboration among the various initiatives once the NextGEN collaboration platform is fully developed by 2022/2023.



Ship recycling in Bangladesh leaps forward with third phase of key project signed

The third phase of an IMO-implemented project to enhance safe and environmentally sound ship recycling in Bangladesh has been given the go-ahead, with Norway committing approximately US\$1.5 million (14 million Norwegian Kroner) to support improved ship recycling in Bangladesh.

The agreement between IMO and the Government of Norway to support Phase III of the project on Safe and Environmentally Sound Ship Recycling in Bangladesh (SENSREC) was signed on 24 July 2020. This will pave the way for Bangladesh to move forward on its path towards becoming a party to the IMO Hong Kong Convention, the treaty that will set global standards for safe and environmentally-sound ship recycling.

The Agreement follows the successful implementation of Phase I (2015-17) and Phase II (2018 - 2020) of the SENSREC Project, both mainly funded by Norway. With the additional funding, Phase III of the project will be implemented over 18 months, starting from November 2020.

SENSREC Phase III will focus on improving ship recycling standards in compliance with the Hong Kong Convention and enhancing capacity building for the Government of Bangladesh on legislation and knowledge management. Specific technical assistance will be provided to the Government of Bangladesh to establish a facility for treatment, storage and disposal of hazardous wastes. There will also be a focus on evaluating the impact of Covid-19 on the ship recycling industry in Bangladesh.

The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009, covers the design, construction, operation and maintenance of ships to ensure they can be recycled safely and in an environment-friendly way at the end of their lives. It also deals with how ships should be prepared for their final voyage to a recycling facility, without compromising their safety or operational efficiency.





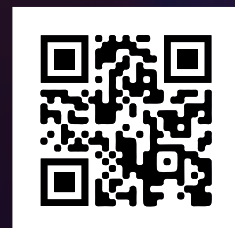
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Maritime technology centre project extended



The Global MTCC Network (GMN) Project is implemented by IMO and funded by the European Union. The global network of Maritime Technology Cooperation Centres (MTCCs) undertake pilot projects and promote technologies and operations to improve energy efficiency in the maritime sector.

Since their establishment three years ago, the MTCCs in Africa, Asia, the Caribbean and the Pacific have established strong regional networks and are becoming important regional players, with technical expertise in the field of maritime energy efficiency and greenhouse gas emissions knowledge. The Centres have undertaken a range of pilot projects, completed port energy audits and established branch offices in three countries. More than 50 capacity building activities have brought together a total 2,400 attendees from various parts of the maritime sector.

Despite recent challenges due to the Covid-19 pandemic, the MTCCs have developed alternative plans and ensured continued engagement across the regions. The six-month extension will allow the MTCCs to work towards financial sustainability as well as to continue their efforts in building regional capacity for the implementation of IMO emissions regulations (MARPOL Annex VI) and the decarbonization of maritime operations. Forthcoming events will include a virtual webinar series, online Training of MARPOL Annex VI, and virtual conference and exhibitions.

A key project to support the reduction of GHG emissions from shipping in developing countries through regional maritime technology cooperation centres has been extended to June 2021.

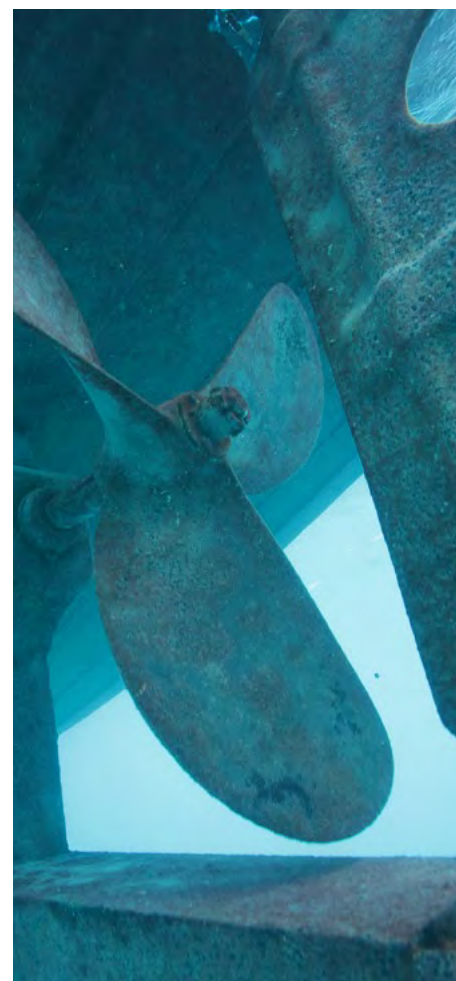
Public-private alliance to combat biofouling expands

Tas Global Co., Ltd and DHI Water and Environment are the latest entities to join the Global Industry Alliance (GIA) for Marine Biosafety, an initiative launched in June 2020

by the IMO GloFouling Partnerships project. The initiative works to promote collaboration with the private sector to address two of the most pressing environmental issues of our time: invasive species and greenhouse gas (GHG) emissions.

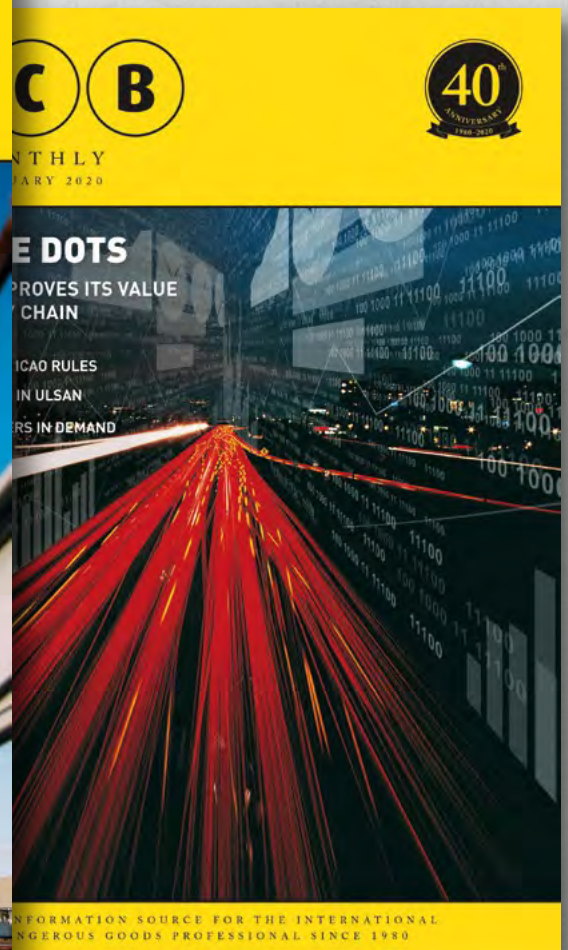
The new members of the GIA join forces with an expanding group of leading private sector champions representing a wide range of maritime industries affected by biofouling, including shipping, aquaculture, offshore oil and gas and ocean renewable energies. The GIA now has seven members. The others are: Hapag-Lloyd AG; CleanSubSea, ECOsubsea, HullWiper and Sonihull.

Biofouling is the build-up of aquatic organisms, such as algae or small animals, on marine surfaces that can lead to the introduction of potentially invasive species to new environments, where they may threaten native species and cause irreversible damage to biodiversity. Additionally, biofouling increases the drag of ships, forcing them to burn more fuel to maintain speed.



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Collaborating to reduce GHG emissions from ports and ships

A new strategic partnership to strengthen cooperation between ships and ports to reduce greenhouse gas emissions has been signed by the International Association of Ports and Harbors (IAPH) and the GreenVoyage2050 Project, which is executed by IMO.

The partnership will result in collaboration to jointly deliver technical cooperation and capacity-building activities to support implementation of an IMO resolution (MEPC.323(74)) which encourages voluntary cooperation between ships and ports to cut GHG emissions.

The collaboration with IAPH builds upon the successful outcomes of the strategic partnership established between IAPH and the GloMEEP Project, which ended in December 2019. A Port Emissions Toolkit was developed and rolled out to developing countries, which provides guidance for ports wishing to develop port-specific emissions inventories and emissions reductions strategies. The GreenVoyage2050 Project is executed by IMO and funded by the Government of Norway.

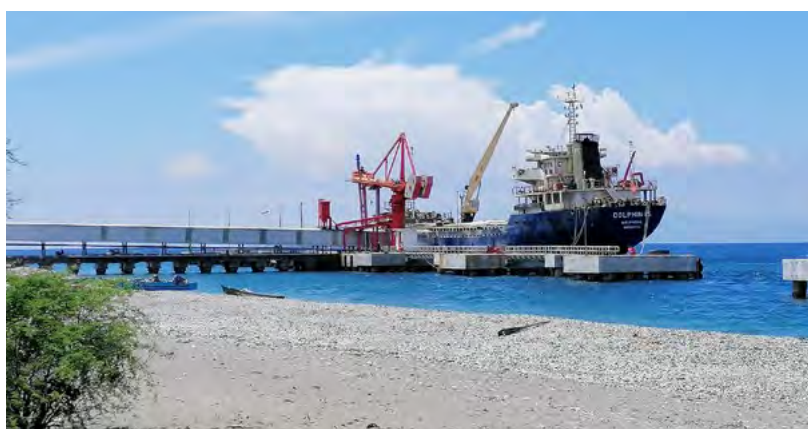


Addressing ballast water management and invasive species in the Mediterranean

A webinar on IMO's Ballast Water Management (BWM) Convention and its application in the Mediterranean region, amid the global pandemic, has helped to raise awareness, enhance knowledge and share best practices on implementing the Convention.

According to a recent REMPEC study, vessel-introduced non-indigenous species have been estimated to account for 26% of all species introduced in the Mediterranean. In the last ten years, the number of species in the Mediterranean Sea has continued to increase, posing a significant threat to humans in terms of health and recreational activities as well as environments and indigenous species in the region.

In keeping with the theme of World Maritime Day for 2020: "Sustainable shipping for a sustainable planet", some 69 participants from various ministries, departments, agencies and other stakeholders, took part in the event (23 September).



National maritime transport policy training for Timor-Leste

The Small Island Developing State of Timor-Leste benefited from a virtual workshop (21-24 September) on how to formulate and develop a national maritime transport policy (NMTP). The NMTP concept is being promoted by IMO as a good governance practice to guide planning, decision making and legislation in the maritime sector and as a key driver for a country's sustainable development.

Some 20 participants from various ministries, departments, agencies and other stakeholders – who have a role to play in the preparation of a NMTP – were taught the objectives, development process, content, implementation and updating of such a policy.



Remote audits discussed to avoid further disruption to audit schedule



How can IMO Member State audits be conducted remotely? This was one item on the table for discussion during a virtual meeting of all auditors under the IMO Member State Audit Scheme (IMSAS) (10 September).

Amidst ongoing uncertainty caused by the COVID-19 pandemic, the meeting provided a forum to update all auditors on the impact of the disruption on the implementation of audits under the Scheme. Participants discussed the use of possible remote audit mechanism aimed at preventing further postponements of the audits. This process is crucial as it promotes the consistent and effective implementation of the applicable IMO instruments and assists Member States to improve their capabilities as flag, coastal and port States.

To date 76 Member State audits have been conducted under the Scheme, up to March 2020. Further audits originally scheduled for 2020 are being rescheduled and moved to 2021.



Webinar series on oil spill preparedness and response launched

The Global initiative for West, Central and Southern Africa, GIWACAF works alongside 22 partner countries in Africa to strengthen their national capacities for preparedness and response to oil spills. In order to continue to improve the level of preparedness during the pandemic, GIWACAF has launched a webinar series to keep providing capacity-building activities and best practices to its stakeholders and beyond. The series addresses issues ranging from the international regulatory framework to shoreline and at-sea response techniques, all in order to protect the marine and shoreline environment.

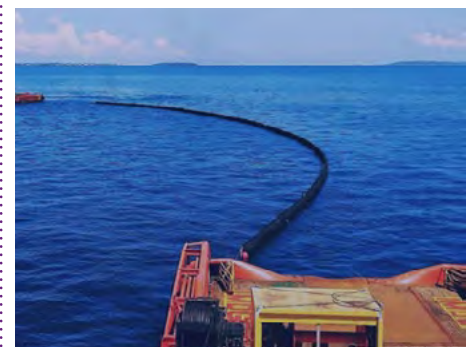


Just In Time Arrival Guide issued to support smarter, more efficient shipping

A new Just In Time Arrival Guide which aims to provide both port and shipping sectors with practical guidance on how to facilitate Just In Time Arrivals has been released.

The Guide has been developed by the Global Industry Alliance to support low carbon shipping (Low Carbon GIA).

Widely recognized as a means of increasing port efficiency and port call optimization, the successful implementation of JIT Arrivals can have a significant environmental impact through reduced GHG emissions from optimizing the ships speed to arrive just in time. The concept is based on the ship maintaining an optimal operating speed, to arrive at the Pilot Boarding Place when the availability is assured of: 1. berth; 2. fairway; and 3. nautical services (pilots, tugs, linesmen). Arrivals also contributes to reduced time at anchorage and therefore reduced congestion in the port area. It is estimated that ships spend up to 9% of their time waiting at anchorage, which could be reduced through the implementation of JIT Arrivals.





Maritime security training for Gabon

Gabon received tailor-made, virtual maritime security training from IMO experts (2-3 November). Gabon officials received a recap of the International Ship and Port Facility Security (ISPS) Code and the specific role of the Designated Authority (DA) – a specified organization responsible for maritime security that is nominated by a national Government.

The DA's role includes setting the appropriate security level, verifying compliance of port facilities and approving port facility security assessments and plans. The event included a question and answer session, providing specific advice and information relating to Gabon's specific needs.



Maritime security responsibilities – training in Vanuatu

Under IMO's maritime security regulations (SOLAS Chapter XI-2 and the ISPS Code), maritime security responsibilities fall to a specified organization nominated by the national Government – known as the "designated authority" or DA. The roles and responsibilities of the DA were the topic for a tailor-made workshop delivered virtually to Vanuatu (28-29 September). IMO maritime security experts provided a recap of the International Ship and Port Facility Security (ISPS) Code and outlined the specific role of the DA. This includes setting the appropriate security level, verifying compliance of ships and approving ship and port facility security plans. Participants from the DA in Vanuatu also benefited from a question and answer session, where they were able to seek information and advice regarding matters of implementation specific to their needs and domestic conditions.

Graduations during the pandemic



Graduating during a world pandemic is no ordinary event, but this is what the students of the classes of 2019-2020 of the IMO International Law Institute (IMLI) and World Maritime University (WMU) have done.

At IMLI, a virtual ceremony (3 September) addressed by the IMO Secretary-General, saw sixty-two students from 34 countries, graduate as international maritime law professionals, joining a network of more than 1000 students from 146 States and territories who have pursued studies at IMLI. Two students were awarded the Degree of Master of Philosophy (M.Phil.) in International Maritime Law and Ocean Policy.

The ceremony marked the successful completion of a very trying but intensive year of studies in all the areas of the Institute's programmes, including the law of the sea, shipping law, marine environmental law, maritime safety and security law, research project and maritime legislation drafting.

At WMU, maritime leaders of tomorrow from 79 countries graduated in four small graduation ceremonies held at WMU (from 31 October to 1 November). The graduates are now ready to return home and promote safe, secure, environmentally sound, efficient and sustainable shipping on clean oceans.

In a video message, Kitack Lim, the first IMO Secretary-General and WMU Chancellor to hold a MSc degree from WMU, told the graduates, "I trust you to use your new expertise for the benefit of all of us, and that you will foster sustainable development in support of achievement of the United Nations Sustainable Development Goals. When you are advising or representing your country, or when you are negotiating with international partners, you will rely on the education and training that you have received."

**“OUR AMBITIOUS
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A VIBRANT AND CREATIVE
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