

TECHNICAL COOPERATION COMMITTEE
75th session
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**REPORT OF THE TECHNICAL COOPERATION COMMITTEE
ON ITS SEVENTY-FIFTH SESSION**

Table of contents

Section		Page
1	INTRODUCTION – ADOPTION OF THE AGENDA	3
2	WORK OF OTHER BODIES AND ORGANIZATIONS	4
3	TECHNICAL COOPERATION PLANNING AND REPORTING	5
4	RESOURCE MOBILIZATION AND PARTNERSHIPS	15
5	THE 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT	19
6	THE CAPACITY-BUILDING DECADE 2021-2030 STRATEGY	24
7	REGIONAL PRESENCE AND COORDINATION	31
8	IMO MEMBER STATE AUDIT SCHEME	33
9	CAPACITY-BUILDING: STRENGTHENING THE IMPACT OF WOMEN IN THE MARITIME SECTOR	36
10	GLOBAL MARITIME TRAINING INSTITUTIONS	39
11	STATUS OF IMPLEMENTATION OF THE RECOMMENDATIONS FROM THE REPORT OF THE EVALUATION OF THE ITCP ACTIVITIES FOR THE PERIOD 2020-2023	42
12	APPLICATION OF THE COMMITTEE'S METHOD OF WORK	43
13	WORK PROGRAMME	47
14	ELECTION OF CHAIR AND VICE-CHAIR FOR 2026	55
15	ANY OTHER BUSINESS	55
16	CONSIDERATION OF THE REPORT OF THE COMMITTEE ON ITS SEVENTY-FIFTH SESSION	56

LIST OF ANNEXES

ANNEX 1	DRAFT ASSEMBLY RESOLUTION ON CAPACITY-DEVELOPMENT STRATEGY
ANNEX 2	CAPACITY-DEVELOPMENT STRATEGY IMPLEMENTATION GUIDANCE
ANNEX 3	RULES OF PROCEDURE OF THE TECHNICAL COOPERATION COMMITTEE
ANNEX 4	REVISED OUTPUT ON TECHNICAL COOPERATION PLANNING AND REPORTING
ANNEX 5	REVISED OUTPUT ON THE 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT
ANNEX 6	REVISED OUTPUT ON THE CAPACITY-DEVELOPMENT STRATEGY
ANNEX 7	REVISED OUTPUT ON REVIEW AND IMPLEMENTATION OF THE REGIONAL PRESENCE AND COORDINATION SCHEME
ANNEX 8	REVISED OUTPUT ON INTEGRATION OF IMSAS AUDIT OUTCOMES INTO TECHNICAL COOPERATION ACTIVITIES AND PROJECTS
ANNEX 9	EXPANDED OUTPUT ON CAPACITY DEVELOPMENT: EMPOWERING ALL WOMEN AND THE PROMOTION OF DIVERSITY, EQUALITY, EQUITY AND INCLUSION (DEEI) IN THE MARITIME SECTOR
ANNEX 10	REVISED OUTPUT ON ADVANCING MARITIME EDUCATION AND TRAINING FOR THE GLOBAL MARITIME SECTOR
ANNEX 11	REVISED OUTPUT ON TECHNICAL COOPERATION EVALUATION AND REPORTING ON THE IMPLEMENTATION OF THE RECOMMENDATIONS
ANNEX 12	BIENNIAL STATUS REPORT 2024-2025
ANNEX 13	SUBSTANTIVE ITEMS TO BE INCLUDED IN THE PROVISIONAL AGENDA FOR TC 76
ANNEX 14	STATEMENTS BY DELEGATIONS

LIST OF CIRCULARS APPROVED BY TC 75

TC.1/Circ.71/Rev.1	Rules of Procedure of the Technical Cooperation Committee
TC.1/Circ.78	Global Strategy for the IMO Women in Maritime Associations 2024-2029

1 INTRODUCTION – ADOPTION OF THE AGENDA

1.1 The seventy-fifth session of the Technical Cooperation Committee was held from 2 to 6 June 2025, chaired by H.E. Mr. Dwight Gardiner (Antigua and Barbuda). The Vice-Chair of the Committee, Ms. Anays Berrocal (Panama), was also present.

1.2 The session was attended by Members and Associate Members; representatives from the United Nations Programmes, specialized agencies and other entities; observers from intergovernmental organizations with agreements of cooperation; and observers from non-governmental organizations in consultative status, as listed in document TC 75/INF.1.

Use of hybrid meeting capabilities

1.3 The Committee, having recalled that C 132 had agreed to permanently establish the utilization of hybrid capabilities to support in-person meetings, noted that the plenary sessions would be conducted in hybrid mode, i.e. remote participation enabled.

1.4 In this regard, the Committee, having recalled that, in accordance with Article 45 of the IMO Convention, it must adopt its own rules of procedure to include the use of hybrid meeting capabilities, agreed, in line with the decisions of C 132, to continue with the application of the provisional measures established at C 127 until revised rules of procedure incorporating the use of hybrid capabilities had been adopted. Consequently, the Committee agreed as follows:

- .1 as per the current Rules of Procedure of the Committee and the *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic* (MSC-LEG-MEPC-TCC-FAL.1/Circ.1), adopted on 5 October 2020, a Member State would be considered "present" for the purposes of rule of procedure 28(1) if they were either physically present in the Main Hall, or were registered and participating remotely online using the hybrid system; and
- .2 any voting by secret ballot would take place in person only.

1.5 The Committee noted that C 133 had agreed to amend its relevant rules to enable the use of hybrid capabilities, including those related to remote voting and the definition of "Member present", but had not agreed to introduce voting by proxy. In this regard, the Committee noted that document TC 75/12 (Secretariat), containing a draft revision of the Committee's Rules of Procedure, in line with the amendments to the Rules of Procedure of the Council approved at C 133, would be considered under agenda item 12 (Application of the Committee's method of work) (see paragraphs 12.5 to 12.7).

Opening address of the Secretary-General

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

[Technical Cooperation Committee \(TC 75\) – Opening remarks](#)

Sinking of the containership MSC ELSA3

1.7 The Committee noted the information provided by the delegation of India on the sinking of the Liberian-flagged containership **MSC ELSA3**, approximately 13 nautical miles off the coast of Kerala on 25 May 2025; and the coordinated multi-agency response led by the Government of India, through the Directorate General of Shipping (DGS). There had been no loss of life as the Indian Coast Guard had safely rescued all 24 crew members on board. However, this incident presented serious environmental, ecological and navigational risks to India's south-west coastline. The full text of the statement is set out in annex 14.

Adoption of the agenda and related matters

1.8 The Committee adopted the agenda (TC 75/1) and agreed to be guided in its work, in general, by the annotations contained in document TC 75/1/1 and by the provisional timetable (TC 75/1/1, annex, as may have been amended).

2 WORK OF OTHER BODIES AND ORGANIZATIONS

2.1 The Committee noted the decisions of C 132, MEPC 82, LC 46/LP 19, C 133, MSC 109, HTW 11, FAL 49 and LEG 112 (documents TC 75/2 and TC 75/2/1), except for specific issues for the consideration of the Committee, which would be dealt with under the relevant agenda items.

Outcome of C 133***Rules of Procedure***

2.2 With regard to the invitation of C 133 to other organs of the Organization to consider the amendments to the Rules of Procedure of the Council concerning, in particular, the use of hybrid facilities, with a view to harmonizing their respective Rules of Procedure with those of the Council to the extent possible, the Committee considered this matter under agenda item 12 (Application of the Committees' method of work) (see paragraphs 12.5 to 12.7).

Documents referred to the Committee by MSC 109 and LEG 112

2.3 The Committee noted that documents MSC 109/17/1 (Congo et al.) and LEG 112/6/2 (Cook Islands et al.) referred to it by MSC 109 and LEG 112, respectively, were considered under agenda item 3(b) (Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund Allocation for 2026 and 2027) (see paragraphs 3.17, 3.22, 3.42 and 3.44).

Outcome of MEPC 82***Assessment of capacity-building and technical cooperation and assistance implications for the amendments adopted***

2.4 The Committee noted that MEPC 82, having noted the conclusion of the Drafting Group on Amendments to Mandatory Instruments (MEPC 82/WP.6, paragraphs 11 to 14), that the amendments to Annex VI of MARPOL adopted at that session had no significant capacity-building implications, had agreed to inform the Committee and had encouraged Member States in need of capacity-building in relation to the aforementioned amendments to contact the Organization with a request for assistance (MEPC 82/17, paragraph 3.11).

Outcome of MSC 109***Assessment of the implications of the amendments adopted at the session for capacity-building and technical cooperation and assistance***

2.5 The Committee noted that MSC 109, having considered the parts of the report of the Drafting Group on Amendments to Mandatory Instruments (MSC 109/WP.7, paragraphs 11 to 13) addressing the implications of the amendments adopted at that session for capacity-building and technical cooperation and assistance:

- .1 had agreed that there might be capacity-building implications and a need for technical cooperation or assistance in relation to the draft amendments to the IGC and IGF Codes adopted at that session; and

- .2 had invited TC 75 to note the outcome of the assessment and had encouraged Member States in need of capacity-building assistance concerning the aforementioned amendments to contact the Organization accordingly (MSC 109/22, paragraph 3.22).

2.6 Consequently, the Committee noted that the Organization might receive requests for technical cooperation or assistance in relation to the draft amendments to the IGF Code and chapter 16 of the IGC Code. In this context, the draft amendments would enter into force on 1 July 2026 and 1 January 2028, respectively.

Outcome of MEPC 83

Assessment of capacity-building and technical cooperation and assistance implications for the amendments adopted

2.7 The Committee noted that MEPC 83, in considering the parts of the report of the Drafting Group on Amendments to Mandatory Instruments (MEPC 83/WP.8, paragraphs 13 to 16) addressing the implications that the draft amendments to the NO_x Technical Code 2008 adopted at that session had for capacity-building and technical cooperation and assistance, had noted that the Group had determined that the amendments had no significant capacity-building implications (MEPC 83/17, paragraph 3.17).

3 TECHNICAL COOPERATION PLANNING AND REPORTING

(a) Annual report for 2024

Outcome of FAL 49

3.1 The Committee noted that FAL 49 had noted the activities relevant to the implementation of the FAL Convention, conducted under the ITCP during 2024, and had urged Member States and the maritime industry to contribute to the Organization's technical cooperation activities.

Outcome of LEG 112

3.2 The Committee also noted that LEG 112 had noted the technical cooperation activities relating to maritime legislation delivered during 2024, in particular the outcome of some activities on maritime legislation implemented or delivered by the Legal Affairs Office during that period, as well as the observations on the difficulties and challenges faced by countries when drafting legislation to implement IMO conventions.

Technical cooperation annual report for 2024

3.3 The Committee had for its consideration two documents relating to the technical cooperation annual report for 2024: document TC 75/3(a) (Secretariat) providing, in annex 1, a summary of the achievements and outputs of the ITCP activities implemented under the regional and global programmes, and on the implementation of thematic long-term projects during 2024; and document TC 75/3(a)/Add.1 (Secretariat) providing, in annexes 2 and 3, an overview of financial resource delivery for both the ITCP and thematic long-term projects through the presentation of expenditure analyses and a graphical representation of key data, respectively.

3.4 The Committee noted that the delivery rate of ITCP implementation had reached 80%, with 181 activities delivered out of a total of 226 programmed activities, including 24 advisory and needs assessment missions and 79 training courses and workshops, resulting in the

training of approximately 1,090 participants worldwide. Additionally, another 101 students had completed fellowships at the World Maritime University (WMU), the IMO International Maritime Law Institute (IMLI) and other maritime training institutions. Additionally, 655 officials had attended events aimed at developing and harmonizing regional strategies on maritime technical issues.

3.5 The Committee also noted that the percentage of women in fellowship activities was 56%, which represented a positive outcome in supporting training opportunities for women. However, the percentage of women attending training activities and high-level activities, at 28% and 38%, respectively, showed that the inclusion of women in all maritime activities could still be improved.

3.6 The Committee was informed that the total expenditure on technical cooperation activities in 2024 had reached \$21.5 million of the \$32.9 million budget, representing a financial delivery rate of 65%. This total budget figure included the funds for the thematic long-term projects, which were utilized over multiple years, as opposed to the ITCP funds, which were only utilized annually. Taking this into consideration, the delivery rate of the TC Fund was 78%. Expenditure on ITCP activities and thematic long-term projects came from 28 different sources of funding, with the TC Fund being the most significant at \$5.9 million, representing 27% of the total funds spent in 2024.

3.7 The Committee expressed its gratitude to all donors and partners for their contributions, both financial and in-kind, which were essential to the overall success of IMO's Technical Cooperation Programme.

3.8 Delegations that took the floor commended the Secretariat for the 2024 comprehensive annual report, which provided valuable transparency and insight into the global reach and impact of the technical cooperation programme, through clear statistical data and analysis of delivery trends, reflecting the Organization's commitment to enhancing maritime safety, security and environmental protection globally. In this regard, several delegations commended the Secretariat for the increased ITCP delivery rate, in line with the results-focused approach to delivering meaningful assistance to Member States.

3.9 Several delegations expressed appreciation to the Secretariat for IMO's technical cooperation programme and highlighted its importance in assisting national maritime administrations in implementing IMO instruments, notably through training workshops, seminars and e-learning courses on a wide range of maritime disciplines. In particular, the Committee welcomed the progress made by the Secretariat in expanding IMO's technical cooperation outreach through e-learning, the use of blended tools and digital platforms and alignment with the UN 2030 Agenda for Sustainable Development, as well as the introduction of Gender Equality Markers from 2025, which would monitor the allocation and expenditure of technical cooperation activities according to their contribution to gender equality.

3.10 A number of delegations offered to host technical cooperation activities in the future, on maritime subjects, to strengthen the maritime resilience of the participating Member States across the regions.

3.11 The delegations of Ukraine and the United Kingdom commended the Secretariat's efforts in the implementation of Assembly resolution A.1183(33) on *The impact of the Russian armed invasion of Ukraine on international shipping*. In this regard, the Committee was informed that a comprehensive needs assessment mission, aimed at identifying the support required by Ukraine for the implementation of IMO instruments as it continued to operate the special maritime corridor, and a feasibility study to assess the readiness of Ukraine to accede to OPRC 1990 and OPRC/HNS 2000 had been held in 2024. It was noted that these efforts

would not only support Ukraine but also contribute to the enhancement of maritime safety, security, environmental protection and trade facilitation in the Black Sea corridor. The full text of the statements of the delegations of Ukraine and the United Kingdom, respectively, are set out in annex 14.

3.12 Several delegations highlighted the importance of the support provided to developing countries, especially small island developing States (SIDS) and least developed countries (LDCs), through the IMO Voluntary Multi-Donor Trust Fund (VMDTF), which provided financial assistance to developing countries in attending GHG-related meetings, and thanked IMO for facilitating arrangements and Member States for the contributions to this Fund.

3.13 A number of delegations emphasized the important role of technical assistance provided through the expanded Regional Presence Scheme, the network of Maritime Technology Cooperation Centres (MTCCs), the Global Initiative (GI) for oil spill preparedness and response, which included dedicated programmes for GI WACAF and GI SEA, and regional partners.

3.14 One delegation expressed concern over the low delivery rate for the Pacific in comparison to other regions. In this context, a number of delegations highlighted the implementation difficulties experienced in the Pacific and invited the Committee to request the Secretariat to explore how future targeted technical assistance could be delivered in the region to maintain a positive momentum and give full effect to IMO instruments.

3.15 One delegation requested clarification of the number of ITCP activities that had originated solely from technical assistance requests made through the CMP module in GISIS. In response, the Secretariat informed the Committee that a new online TC request management system had been developed to address the challenges experienced by Member States when requesting technical assistance through the CMP, which would be presented in the margins of TC 75.

3.16 Subsequently, the Committee noted the information contained in documents TC 75/3(a) and TC 75/3(a)/Add.1 on the annual report for 2024 and the comments made in plenary to strengthen future planning and reporting of technical cooperation activities.

(b) Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund Allocation for 2026 and 2027

Outcome of MSC 109

3.17 The Committee noted that MSC 109, having considered document MSC 109/17/1 (Congo et al.) reporting the output of the Regional Workshop on the Safety of Inland Waterways and Passenger Ferries, held in Gabon from 15 to 18 July 2024, had referred the document to TC 75 for consideration (see paragraph 3.42).

Outcome of HTW 11

3.18 The Committee noted that HTW 11, under agenda item 3 (Validated model training courses), having noted the concerns raised regarding the review process of several model courses, in particular on the low levels of participation of Member States and international organizations, had invited TC 75, as part of the ITCP, to consider activities that could contribute to enhancing the application of model courses and improve expert participation (see paragraph 3.43).

Outcome of FAL 49

3.19 The Committee noted that FAL 49 had approved the selected thematic priorities for the ITCP for the 2026-2027 biennium and requested the Secretariat to forward them to TC 75.

Outcome of LEG 112

3.20 The Committee noted that LEG 112 had noted that assistance to Member States in relation to maritime legislation was adequately covered under the existing three thematic priorities approved by LEG 110 and that these thematic priorities could therefore be retained for the next biennium, and had approved them for inclusion in the ITCP for 2026-2027.

3.21 The Committee also noted that LEG 112 had noted that activities programmed under the ITCP could only be delivered if the required funding was secured from the Organization's internal resources and external donor contributions. In this context, LEG 112 had expressed appreciation for all financial and in-kind contributions to the ITCP provided, and had invited Member States and international organizations to continue their support for IMO's technical cooperation activities so that successful delivery of the programme could be achieved.

3.22 The Committee further noted that LEG 112, having considered document LEG 112/6/2 (Cook Islands et al.), had invited the Maritime Safety Committee, the Facilitation Committee and the Technical Cooperation Committee to consider and address the matters under their purview raised in the document (see paragraph 3.44).

Outcome of MEPC 83

3.23 The Committee noted that MEPC 83 had approved the thematic priorities for the ITCP for the 2026-2027 biennium related to the marine environment, as set out in annex 21 to document MEPC 83/17, and had referred them to TC 75 for consideration.

3.24 The Committee also noted that MEPC 83 had invited Member States to engage with the Secretariat to identify how the technical cooperation efforts of the Organization could support their capacity-development needs, to assist in the development of the ITCP for the 2026-2027 biennium.

Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund allocation for 2026 and 2027

3.25 The Committee considered document TC 75/3(b) (Secretariat), presenting the proposed ITCP for the 2026-2027 biennium and the proposed annual allocations from the TC Fund to support the delivery of the technical cooperation programme for 2026 and 2027, together with additional information provided orally by the Secretariat.

3.26 The Committee was informed by the Secretariat that the ITCP for the 2026-2027 biennium presented a revised format from previous biennia, reflecting a shift towards thematic programming, an approach that had been progressively considered by the Committee since TC 71 when the idea of thematic-led rather than regional-led programming was introduced in the *Capacity-Building Decade 2021-2030 Strategy* (resolution A.1166(32), paragraph 16). The following key points were highlighted:

- .1 the revised programme structure was designed to better align all of IMO's capacity-development efforts under a unified TC strategic framework. This strategy integrated the ITCP initiatives, long-term thematic projects and other multi-donor funds that contributed to IMO's technical cooperation objectives;

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- .2 further alignment of the ITCP was intended to be carried out once the Committee's work on the draft IMO Capacity-Development Strategy had been completed, if necessary;
 - .3 the revised ITCP structure of 11 thematic programmes presented in table 1 (TC 75/3(b), annex, page 7) was aligned with IMO's core maritime mandate and the strategic directions of the IMO Strategic Plan;
 - .4 the increased level of strategic analysis reflected global maritime developments that informed Member States' capacity-development needs, such as new and amended IMO instruments, findings of the analysis of the IMO Member State Audit Scheme (IMSAS) Consolidated Audit Summary Reports (CASRs), outcomes of previous related activities and other key inputs;
 - .5 the proposed programme structure comprised a dedicated section titled "tailoring the ITCP to regional and national needs", in part 1 of the document, which ensured that the foundation and primary purpose of the ITCP, which was to address regional and national needs, was retained. In this regard, the Technical Cooperation and Implementation Division (TCID) regional sections and the Regional Presence Offices had a core role in maintaining coordination and oversight of local level needs analysis, planning and implementation support;
 - .6 despite no longer having a dedicated programme for SIDS and LDCs, there were a multitude of mechanisms established in the core TC processes that achieved their prioritization, including the guiding principles of the ITCP, the IMO vision and mission, the TC Fund distribution to regions that had the highest concentration of SIDS and LDCs, the allocation of fellowships and in the scope of projects that addressed their unique shipping needs. Noting the importance of this matter to the Committee, the Secretariat would work on introducing a dedicated section in the annual report to TCC on the technical assistance delivered specifically for SIDS and LDCs; and
 - .7 the Secretariat would further engage with Member States on the detailed implementation planning under each thematic programme; develop specific programme-level indicators for each thematic programme to assist with the Committee's continued monitoring of IMO's technical assistance; and also map the Sustainable Development Goals (SDGs) to ensure enhanced reporting of the contribution of IMO's TC efforts to the UN 2030 Agenda for Sustainable Development.

3.27 The Committee was advised that the Secretary-General had recommended the allocation of £11.3 million from the surplus of the Trading Fund to the TC Fund for 2026 and 2027. It was pointed out to the Committee that while the TC Fund was managed in pounds sterling within the Organization's budgetary structure, its expenditure against the ITCP was recorded in US dollars, in compliance with technical cooperation budgeting and expenditure practices. Based on the rate of exchange of \$1.30 to £1, the TC Fund allocation amounted to \$14.8 million, which was 10% higher than the allocation of \$13.4 million for the 2024-2025 biennium. However, the final dollar amount would depend on the prevailing rate of exchange following the approval of the TC Fund allocation by the 134th session of the Council.

3.28 In the ensuing discussion, the Committee:

- .1 noted that delegations that took the floor had commended the Secretariat for its innovative, thematic-led programming approach, which aligned activities under a TC strategic framework. This approach incorporated performance indicators and measurable outputs at the programme level, stakeholder mapping and tailored national strategies, helping to avoid fragmentation and duplication of efforts;
- .2 noted that many delegations had expressed support for the establishment of the 11 thematic programmes covering maritime and cross-cutting issues, which would play an important role in addressing both international and regional needs of Member States, in particular for SIDS and LDCs;
- .3 expressed its appreciation for the efforts made by the Secretariat in aligning the ITCP with IMO's long-term thematic projects, the *Capacity-Building Decade 2021-2030 Strategy*, the *Strategic Plan of the Organization for the six-year period 2024-2029* and the UN 2030 Agenda for Sustainable Development and related SDGs;
- .4 noted that many delegations had expressed their support for the ITCP programme and the TC Fund allocation for 2026-2027, which represented a 10% increase for the biennium, and noted the invaluable support their countries had received as beneficiaries of the ITCP in past years through training and e-learning courses. In this regard, appreciation was expressed to the Member States and donors who supported the implementation of the ITCP, as well as the thematic long-term projects. Several delegations expressed their willingness for active participation and collaboration, and acknowledged the shared responsibility for the effective delivery of the ITCP;
- .5 noted that several delegations had expressed concern regarding the reduction of the TC Fund allocation for the Arab States and Mediterranean region from 6% to 5% that was carried forward from the 2024-2025 biennium, highlighting the potential impact on the activities of the Middle East and North Africa (MENA) Regional Presence Office (RPO) in Egypt. In this regard, the Secretariat was requested to reconsider the funding allocation for this region while also taking into consideration the extrabudgetary expenditure of the long-term thematic projects;
- .6 noted that several delegations had supported the prioritization of regions with a high proportion of SIDS and LDCs, as a principle of the ITCP, to support the development of human and institutional capacity to give full effect to the IMO instruments, noting the distinct challenges, unique regional characteristics, technical barriers, geographical isolation and capacity constraints faced by these countries. In noting the low delivery rate for the Pacific in comparison to other regions, a number of delegations invited the Committee to request the Secretariat to explore how future targeted technical assistance could be delivered in the region so that the Committee would be assured of the continued prioritization of SIDS and LDCs within the ITCP;
- .7 expressed general support for the Secretariat to hold ITCP briefings with Member States prior to the Committee meeting, to obtain valuable input and facilitate visibility and understanding of the rationale behind the ITCP and the TC Fund allocation;

- .8 noted that some delegations had highlighted aspects of the proposed ITCP that supported their particular national and regional maritime goals, including legal drafting to support implementation of IMO instruments; gender mainstreaming, actions on decarbonization and digitalization to contribute to the 2023 IMO GHG Strategy, and amendments to the FAL Convention in regard to the maritime single window. Additionally, the importance of the RPOs, MTCC network, WMU, IMLI and strategic partners in enhancing maritime outreach and resilience in the regions was also highlighted; and
- .9 noted that several delegations had requested the Secretariat to consider developing training on the relevant GISIS modules to strengthen the capacity of Member States to meet the mandatory reporting requirements under IMO instruments.

3.29 Several delegations requested clarification regarding the absence, in document TC 75/3(b), of a detailed list of activities to be delivered during the 2026-2027 biennium. In response, the Secretariat informed the Committee that the planned activities had been listed under each thematic programme but had been presented in a different format from previous biennia to offer more flexibility during the detailed planning stage and enhance alignment with the real needs of Member States. Additionally, once programmed, activities would be visible on the TC dashboard to inform future monitoring and programming.

3.30 In response to the concerns raised by a number of delegations regarding the 1% reduction in the TC Fund allocation for the Arab States and Mediterranean region (paragraph 3.28.5), the Secretariat noted the concerns and agreed to take this into consideration in the planning and implementation of the thematic long-term projects.

3.31 In light of the above interventions, the Secretary-General expressed his appreciation to the Committee for approving the revised thematic programme structure for the ITCP for 2026-2027 and the related budget. Reaffirming his commitment to enhancing the ITCP, he emphasized the importance of streamlining processes, increasing visibility and fostering continuous improvement within this interactive planning framework. He also highlighted that the effective implementation of the ITCP was a shared responsibility among all stakeholders. In this context, the Secretary-General underscored the importance of continued dialogue, transparency and the critical role of feedback from Member States in informing planning and enhancing the technical assistance provided.

3.32 In conclusion, the Committee:

- .1 approved the revised thematic programme structure for the ITCP for the 2026-2027 biennium;
- .2 approved the proposed annual allocations from the TC Fund and their programmed use for 2026 and 2027;
- .3 agreed to the proposal to align the thematic programmes to the UN SDGs, as well as develop programme-level performance indicators for submission to a future session of the Committee;
- .4 urged Member States to provide and enhance financial support to the ITCP through long-term sustainable arrangements; and
- .5 invited the Council, at its 134th session, to endorse the decisions of the Committee related to the ITCP and TC Fund allocation for the 2026-2027 biennium.

Capacity-building for the implementation of IMO instruments in national legislation and creation of the Legal Network of Central America and the Dominican Republic

3.33 The Committee considered document TC 75/3(b)/1 (Costa Rica et al.) on the outcome of a subregional workshop on the implementation of IMO instruments in the national legislation of the countries of Central America and the Dominican Republic.

3.34 Several delegations thanked the submitters of document TC 75/3(b)/1, noting the valuable support provided by COCATRAM and IMO in the establishment of the Network of Technical Legal Advisors of the Maritime Authorities of Central America and the Dominican Republic, and the ongoing efforts to strengthen technical cooperation activities in the region related to the implementation of IMO instruments. In this context, several delegations highlighted the importance of these efforts to remedy the shortcomings reflected in the IMSAS audits and to more effectively advance the implementation of IMO instruments and their amendments. While highlighting the importance of a collaborative approach in strengthening maritime governance and compliance within the region, several delegations proposed expanding this model to other regions.

3.35 Following discussion, the Committee:

- .1 noted the contents of the document and the high priority given by the co-sponsors to the continuity of this technical assistance;
- .2 agreed to continue to support the Member States through the budget formulation for the 2026-2027 biennium, to strengthen the technical and legal capacities of administrations;
- .3 encouraged the Member States of the region to track the work of the Legal Network, in order to determine the progress achieved by the Legal Network, urging them to present the results of said tracking during their meeting of Heads of Maritime Authorities of ROCRAM-CA;
- .4 encouraged the Member States of the region to continue to participate in technical cooperation activities related to the implementation of IMO instruments; and
- .5 urged Member States to replicate this regional networking initiative in other regions with a view to strengthening regional technical cooperation to ensure effective and consistent implementation of IMO instruments.

Capacity-building for developing strategies for ratifying and implementing IMO instruments and their application to IMSAS corrective action plans

3.36 The Committee considered document TC 75/3(b)/2 (Guatemala) on strategies for ratifying and implementing IMO instruments and their application to IMSAS corrective action plans, respectively.

3.37 The Committee noted that paragraph 44.3 of the document regarding the possibility of the Strategic Approach to the ratification of IMO instruments being considered by the Working Group on the Capacity-Development Strategy had been considered under agenda item 6 (The Capacity-Building Decade 2021-2030 Strategy) (paragraphs 6.12, 6.13, 6.26 and 6.32).

3.38 Several delegations expressed support for the technical assistance provided under the Strategic Approach Model for the ratification of IMO instruments, as outlined in the document. The Committee noted the lessons learned from using this approach as a planning tool to support Member States in Central America and the Dominican Republic with implementation of IMO instruments, and acknowledged the benefits of replicating this model in other regions by incorporating it into the ITCP for 2026-2027.

3.39 Following discussion, the Committee:

- .1 noted the contents of the document and the high priority that the countries of Central America and the Dominican Republic had given to the continuity of this technical assistance, considering also its nature as a comprehensive programme with a long-term multi-pronged approach;
- .2 requested the Secretariat to evaluate the incorporation of the Strategic Approach in the implementation of the ITCP for the 2026-2027 biennium, and inform of the outcome to a future session of the Committee;
- .3 noted the benefits of implementing the Strategic Approach Model on a regular basis, in order to mitigate the high turnover of management personnel (strategic and tactical) of the region's maritime authorities, thus avoiding loss of effectiveness in the ratification and implementation of IMO instruments;
- .4 invited the Secretariat to share the tools offered by the Strategic Approach and the processes mentioned in paragraph 40 of the document with interested maritime authorities; and
- .5 invited submission of proposals for a new output related to the development of the Strategic Approach as a future guideline for maritime authorities, taking into account the processes prior to those achieved through MSC-MEPC.2/Circ.19 in future sessions of the Committee in accordance with the Organization and method of work of the Committee.

Outcome of the Regional Workshop on Implementation of the 2023 IMO GHG Strategy and the Green Transition of Shipping in Africa – A Road Map for Maritime Decarbonization and Just Transition in Africa

3.40 The Committee considered document TC 75/3(b)/4 (Kenya et al.), and the associated document TC 75/INF.11 (Kenya), on the outcome of the Regional Workshop on Implementation of the 2023 IMO GHG Strategy and the Green Transition of Shipping in Africa – A Road Map for Maritime Decarbonization and Just Transition in Africa, held in February 2025, in Mombasa, Kenya, following up on the relevant resolutions of the seventh Conference of the Association of African Maritime Administrators (AAMA), held in November 2024, in Dar es Salaam, Tanzania.

3.41 Noting the considerable support for document TC 75/3(b)/4, the Committee noted:

- .1 the outcomes of the Regional Workshop on the Implementation of the 2023 IMO GHG Strategy and Green Transition of Shipping in Africa, following up on the relevant resolutions of the seventh AAMA Conference; and
- .2 the recommendations in the conference report (TC 75/INF.11), and invited the Secretariat to consider them when planning technical cooperation activities and outreach.

Regional workshop on the safety of inland waterways and passenger ferries

3.42 Following consideration of document MSC 109/17/1 (Congo et al.), the Committee (see paragraph 3.17):

- .1 noted the outcomes of the workshop, in particular the request for IMO and the Maritime Organization of West and Central Africa (MOWCA) to continue their collaborative support for the countries in the region in enhancing operational safety of domestic ferries by providing technical assistance at the national and regional levels;
- .2 invited interested parties to support Member States in the effective implementation of the Libreville Action Plan; and
- .3 requested the Secretariat to consider the feasibility of developing a regional technical cooperation programme/activity on the implementation of the Action Plan and advise the Committee at its next session.

Enhancing the application of model courses and improving expert participation through technical cooperation activities

3.43 In considering document HTW 11/11, section 3, the Committee requested the Secretariat to (see paragraph 3.18):

- .1 consider the feasibility of developing a technical cooperation activity on the application of model courses, with a view to improving expert participation in review groups, and advise the Committee at its next session; and
- .2 inform the HTW Sub-Committee, at its twelfth session, on the Committee's decisions on this matter.

Measures to prevent unlawful practices associated with the fraudulent registration and fraudulent registries of ships

3.44 Following consideration of document LEG 112/6/2, the Committee (see paragraph 3.22):

- .1 noted the information contained in the document;
- .2 requested the Secretariat to consider the feasibility of the development of a TC activity on enhancement of capacity-building on maritime fraud, in particular the development of IT skills and resources, and advise the Committee at its next session; and
- .3 requested the Secretariat to inform the Legal Committee, at its 113th session, on the Committee's decisions on this matter.

Other information

3.45 The Committee also noted the information provided in document TC 75/INF.14 (Peru), reporting on the status of the planning of activities of the Operative Network for Regional Cooperation among Maritime Authorities of the Americas (ROCRAM) for the 2025-2026 biennium.

4 RESOURCE MOBILIZATION AND PARTNERSHIPS

Outcome of MEPC 82

4.1 The Committee noted that the Secretariat had provided an update to MEPC 82 concerning the use of the VMDTF to facilitate the participation of developing countries, especially SIDS and LDCs, at MEPC and ISWG-GHG meetings and, in particular that, for MEPC 82, the Trust Fund had financed the participation of 32 delegates. In this connection, MEPC 82 had noted that nine Member States had pledged funds to the Trust Fund. The Committee also noted that the Secretariat had reiterated the invitation for other delegations to consider making contributions to the Trust Fund to allow for future participation at IMO's GHG meetings (MEPC 82/17, paragraph 7.50).

4.2 The Committee further noted that MEPC 82 had invited Member States and international organizations to financially contribute to the further work on food security by means of donations to the GHG TC Trust Fund. In this regard, MEPC 82 had noted with appreciation the contributions pledged by several Member States (MEPC 82/17, paragraph 7.59).

Implementation of the Long-term Resource Mobilization Strategy, partnerships and financial contributions to technical cooperation

4.3 The Committee considered document TC 75/4 (Secretariat), outlining the progress made in the implementation of the Long-term Resource Mobilization Strategy since TC 74, reporting on the new partnerships concluded and financial contributions received to support technical cooperation activities in 2024 and the progress made on the implementation of the *Revised financing and partnership arrangements for an effective and sustainable Integrated Technical Cooperation Programme* (resolution A.1167(32)).

4.4 The Committee noted that:

- .1 new pledges made since TC 74 totalled \$16,699,510. These new pledges included:
 - .1 \$1,600,000 from Denmark, Finland, France, Germany and the Kingdom of the Netherlands to support Phase II of Green Voyage 2050;
 - .2 \$1,350,000 from the Republic of Korea to support SMART-C LC/LP;
 - .3 \$1,000,000 from Norad of Norway to support GloLitter Partnerships;
 - .4 \$7,100,000 from the Global Environment Facility (GEF) to support PRO-SEAS;
 - .5 \$1,974,419 from Norway and China to support SENSREC-DW Pakistan;
 - .6 \$175,091 from the United Nations Institute for Training and Research (UNITAR) to support Djibouti CoC; and
 - .7 \$3,500,000 from the Republic of Korea to support Gulf of Guinea Piracy project;

- .2 IMO had concluded 46 new partnership arrangements in 2024, resulting in 149 current partnership arrangements as of 31 December 2024. The current arrangements consisted of 43 letters of agreement (LoAs), 90 memorandums of understanding (MoUs)/framework agreements and 16 Implementing Partner agreements;
- .3 financial contributions totalling \$19,727,627 had been received during 2024, as follows:
 - .1 \$633,765 received under new financial arrangements;
 - .2 \$1,464,491 received under existing financial arrangements;
 - .3 \$16,230,134 received to support thematic long-term extrabudgetary programmes;
 - .4 \$1,398,908 received for the Multi-Donor Trust Funds; and
 - .5 \$329 received as voluntary donations of interest earnings under the Contributions Incentive Scheme (CIS).

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

4.6 Two delegations informed the Committee that the CARIB-SMART project proposal had not been successful in securing funding and invited the Committee to urge Member States to consider making financial contributions towards the implementation of the CARIB-SMART project.

4.7 The Committee welcomed the following pledges announced during TC 75:

- .1 the delegation of Norway pledged Nkr1,000,000 to support the Organization's TC projects;
- .2 the delegation of the United Kingdom pledged £450,000 to the IMO International Maritime Security Trust Fund to support enhanced security in ports across North and Sub-Saharan Africa, the Middle East and the Asia Pacific region; and
- .3 the delegation of Germany pledged €50,000 to the VMDTF to provide financial assistance to developing countries, especially SIDS and LDCs, to attend GHG-related meetings.

4.8 Following discussion, the Committee:

- .1 noted the information contained in document TC 75/4 on the implementation of the Long-term Resource Mobilization Strategy, partnerships and financial contributions to technical cooperation; and encouraged Member States and partners to actively participate in and support the implementation of the resource mobilization strategy and the knowledge partnership mechanism; and

- .2 expressed its appreciation to all technical cooperation partners for their financial contributions to and in-kind support for the effective implementation of technical cooperation partnerships and projects.

Proposal for standardized partnership reporting and communication procedures for capacity development

4.9 The Committee considered document TC 75/4/1 (Saudi Arabia), presenting a proposal for standardized partnership reporting and communication procedures for capacity development. The document proposed opportunities to enhance communication and reporting between partner countries and IMO in capacity-development projects, while learning from the practices of other UN entities.

4.10 The Committee also considered document TC 75/4/4 (United Arab Emirates), supporting the proposals as set out in document TC 75/4/1 and commending the progress made and the continuous efforts by the Secretariat in the development of the "TC Space" project to enhance the availability of TC-related information to the public and to explore the integration of TC Space with other IMO technological platforms such as GISIS.

4.11 The Committee was updated by the Secretariat on new TC technology developments, including the Technical Cooperation Portal (TC Portal) and related digital tools, as follows:

- .1 TC Dashboard: Currently in an advanced prototype phase, this tool would present information on all TC activities and projects in a visual and searchable format. It would include details such as geographic coverage, approved budgets and expenditure to date, covering the past five years;
- .2 TC Request Management System (TCRMS): A tool enabling Member States to submit requests for specific capacity-development activities in line with their needs; and
- .3 Real-time budget reporting: This feature would be considered following the planned upgrade to the latest SAP version, which was a prerequisite for real-time reporting. The upgrade was budgeted for the 2026-2027 biennium and expected to go live in 2027.

4.12 Upon the request of a delegation, the Secretariat informed the Committee that it had undertaken a review and reprioritization exercise, identifying that the TC Dashboard and TC Request Management System would provide immediate benefits to Member States in terms of transparency, data-driven planning and reporting of TC activities. The CMP platform did not lend itself to efficient data input and analysis and, therefore, the new TC Dashboard might be used to serve a similar purpose, more effectively. TC Space, which was originally designed to automate the administrative aspects of TC delivery, would be assessed at a later stage for potential integration into a more comprehensive platform for automation and training delivery.

4.13 Following discussion, the Committee:

- .1 noted the issues raised in documents TC 75/4/1 and TC 75/4/4 and commended the progress made and the continuous efforts of the Secretariat in the development of the "TC online platforms";

- .2 agreed the benefits of a standardized partner reporting and communication framework, singular financial tracking mechanism, as well as a digital platform for IMO capacity-development projects;
- .3 requested the Secretariat to assess the feasibility and resource implications of a digital platform for capacity-development activities; and
- .4 requested the Secretariat to further develop an online portal and dashboard to facilitate project conceptualization, communication and reporting between IMO and project partners, as well as enhance public access to and understanding of IMO capacity-development activities.

Report of the Global Onboard Training Programme for Fostering Competent Young Seafarers

4.14 The Committee considered document TC 75/4/2 (Georgia et al.) reporting on the Global Onboard Training (GOBT) Programme for Fostering Competent Young Seafarers, which was held in Busan, the Republic of Korea, from 10 October to 6 November 2024, and outlining the implementation plan for 2025.

4.15 The Committee noted that the GOBT Programme had offered onboard training opportunities to a total of 156 cadets from 22 countries over the past four years. Of these, 63 were women, representing a 40% female participation rate and contributing to the advancement of UN SDG 5 (gender equality). The Committee also noted that the programme was scheduled to be delivered in 2025 to benefit more than 11 countries, including Pacific SIDS, with the aim of reducing the global imbalance in the training and supply of maritime professionals and contributing to sustainable capacity development.

4.16 A number of delegations thanked the Secretariat and the Republic of Korea for its continued support of the GOBT Programme and invited the Committee to encourage Member States to support its expansion. The Committee noted that the Programme had significantly supported cadets facing challenges in completing their sea time, facilitated opportunities for women in the maritime sector by prioritizing female cadets, and promoted multicultural cooperation. As requested, the full text of the statement of the delegation of the United Republic of Tanzania is set out in annex 14.

4.17 A delegation commended the NextWave Seafarers project, supported by the Kingdom of Saudi Arabia, providing a robust pathway to sea for talented young individuals from SIDS and LDCs and drew the further attention of Member States to Circular Letter No.4954, dated 11 December 2024.

Key takeaways from IMO-RSA Workshop on awareness-raising and stakeholder engagement for the reduction of underwater radiated noise

4.18 The Committee considered document TC 75/4/3 (Chile et al.), providing an overview of the outcomes of the Workshop on Awareness-raising and Stakeholder Engagement for the Reduction of Underwater Radiated Noise (URN), organized under the GEF-UNDP-IMO GloNoise Partnership Project, by the South African Maritime Safety Authority, the Department of Transport and the Department of Forestry, Fisheries and the Environment, and held in Cape Town, South Africa, on 29 January 2025.

4.19 The Committee noted that South Africa, as a Lead Pilot Country of the Project, had hosted the regional workshop aiming to bring together relevant stakeholders from the governmental organizations, industry, research institutions, academia and private sector.

The workshop was attended by 167 participants, both in person and online, from 24 countries. Notably, representation of women was 48%, reflecting a commitment to gender inclusivity in marine governance.

4.20 A number of delegations expressed their appreciation to South Africa and the IMO Secretariat for organizing a meaningful event that highlighted the importance of addressing URN, which served as an initial step towards aligning national policies with the *Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life* (MEPC.1/Circ.906/Rev.1). The event also advanced regional and global discussions on URN by showcasing best practices from Canada and encouraging regional cooperation among African States on URN monitoring and reduction strategies to address challenges and threats to marine biodiversity.

4.21 Following discussion, the Committee:

- .1 noted the information provided in document TC 75/4/3;
- .2 encouraged Member States to support URN research and policy development and to provide in-kind and financial support for the ongoing work on reduction of URN under the GEF-UNDP-IMO GloNoise Partnership Project;
- .3 agreed to integrating URN reduction strategies into broader maritime sustainability initiatives; and
- .4 encouraged the expansion of the GEF-UNDP-IMO GloNoise Partnership Project to include additional pilot countries, thereby enhancing efforts to raise awareness of the impact of URN at a global level and to support the development of effective regulatory and technical measures, especially in assisting developing countries in implementing robust URN reduction strategies.

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

- .1 TC 75/INF.5 (Austria et al.), providing an updated overview of ongoing technical cooperation activities funded by the European Union and implemented in collaboration with IMO; and
- .2 TC 75/INF.12 (China), providing information on the international maritime technical exchanges and cooperation activities carried out by China in 2024, including bilateral and multilateral exchanges, technical assistance and capacity-building programmes.

5 THE 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT

5.1 The Committee recalled that, at its seventy-fourth session, it had supported the recommendations to link the SDG-related indicators to the resource mobilization strategy for technical cooperation and to review and further refine the performance indicators for the contribution of IMO's technical cooperation work to the 2030 Agenda for Sustainable Development (TC 74/16, paragraph 5.9).

5.2 In connection with the above, the Committee noted that TC 74 had agreed to establish a working group at this session to further review the SDG indicators, targets and milestones.

SMART targets, milestones and indicators

5.3 The Committee had for its consideration the following documents related to the SMART targets, milestones and indicators:

- .1 TC 75/5 (Secretariat), providing recommendations for consideration by the Committee related to the work of the Working Group on the 2030 Agenda for Sustainable Development, if established; and
- .2 TC 75/5/1 (Brazil et al.), containing proposals for amending the SMART indicators, their presentation, the milestones and targets in relation to the Organization's contribution to the 2030 Agenda for Sustainable Development, and proposing a link to the draft Capacity-Development Strategy (under consideration in agenda item 6 (Capacity-Building Decade 2021-2030 Strategy)) and an assessment of the progress made towards implementation of the 2030 Agenda in relation to IMO's technical cooperation activities.

5.4 The Committee noted that paragraphs 18 and 19 of document TC 75/5/1 regarding the link to the draft Capacity-Development Strategy and the assessment of the outcome of measures were considered under agenda item 6 (Capacity-Building Decade 2021-2030 Strategy) (paragraphs 6.14 to 6.16, 6.26 and 6.32).

5.5 The Committee also noted that document TC 74/5 (Secretariat) on a comparative analysis of the Organization's contribution to the 2030 Agenda for Sustainable Development and the SDGs contained in its annex the data for baseline 2023 in the form of a table with SMART targets, milestones and its indicators, as presented at TC 72 by the Working Group on SDGs. In this connection, the Committee further noted that the document should be referred to the Working Group to be established for further consideration, taking into account that the proposals contained in documents TC 75/5 and TC 75/5/1 were based on the annex to document TC 74/5.

5.6 In the ensuing discussion, the Committee expressed:

- .1 support for the Secretariat's systematic approach to integrating the 2030 Agenda for Sustainable Development into the Organization's vision statement;
- .2 support for the Secretariat's commitment to integrating the 2030 Agenda for Sustainable Development into technical cooperation activities, in line with the revision of the ITCP, and the shift towards thematic priorities;
- .3 merit in refining the SMART indicators, targets and milestones, to demonstrate transformative outcomes, including through disaggregated data by gender and region, for developing countries, especially for SIDS and LDCs;
- .4 support for a review of IMO's capacity-building interventions focusing on the maritime-related SDGs 5 (Gender equality), 9 (Industry, innovation and infrastructure), 13 (Climate action) and 14 (Life below water), and welcomed the proposed linkage to the draft Capacity-Development Strategy to more accurately reflect the contribution of IMO technical cooperation; and

- .5 support for the proposal outlined in paragraph 7 of document TC 75/5 to use underperforming indicators as the evidence base for more targeted resource mobilization, underpinned by equitable financing in line with the evolving needs and priorities of Member States.

5.7 One delegation expressed concern about the mainstreaming of the 2030 Agenda for Sustainable Development into IMO's technical cooperation, and instead expressed support for focusing efforts on linking IMO's technical cooperation work to the core competencies of IMO rather than making it fit into all of the SDGs.

5.8 Another delegation urged the Committee to carefully consider the effect of making substantial changes to the existing SMART targets, indicators and milestones, as comparison to the established baseline might be impacted.

5.9 The Committee noted that the delegation of Argentina had reaffirmed its commitment to the protection of the individual rights of all human beings, without distinction, in accordance with the obligations expressly agreed upon in the international treaties to which this delegation was Party, and recalled that the 2030 Agenda for Sustainable Development and its SDGs were composed of legally non-binding aspirations that each State, in the exercise of its sovereignty, had the right to freely interpret and pursue, and therefore it could not support decisions of this Committee that derived from the 2030 Agenda and its SDGs. This reservation was also extended to all documents that included paragraphs that violated the guiding principles of the protection of life, liberty and private property. The full text of the statement is set out in annex 14.

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

5.10 Subsequently, the Committee established the Working Group on the 2030 Agenda for Sustainable Development, chaired by Ms. Nurul Fitrah (Singapore), and instructed it, based on the annex to document TC 74/5, together with documents TC 75/5 and TC 75/5/1, taking into account the comments made and decisions taken in plenary, to:

- .1 consider the proposed amendments to the SMART indicators, their presentation, the milestones and targets in relation to the Organization's contribution to the 2030 Agenda for Sustainable Development, as contained in document TC 75/5/1;
- .2 assess if there were other areas that could be identified from the IMO Sustainable Development Goals Strategy with most impact and linkage to its work aside from the previously identified four priority SDGs deemed most relevant to maritime development, to ensure that no strategic action area was missed;
- .3 review and amend, where necessary, the existing SMART indicators, targets and milestones to enhance organizational coherence, address challenges in monitoring impacts and prepare for mid-decade monitoring in a practical and feasible way; and
- .4 identify indicators illustrating shortfalls against the targets, with a view to strengthening the financing of under-resourced capacity-building priorities.

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

5.11 Having considered the report of the Working Group on the 2030 Agenda for Sustainable Development (TC 75/WP.5), the Committee approved it in general and took action as indicated below.

Alignment of the 2030 Agenda for Sustainable Development with technical cooperation activities

5.12 The Committee noted the Group's acknowledgement of IMO's continuous efforts to support Member States in the implementation of the 2030 Agenda for Sustainable Development through:

- .1 targeted technical cooperation activities (TC 75/5);
- .2 key findings and recommendations (TC 75/5/1);
- .3 the prioritization of the 2030 Agenda for Sustainable Development with the *Strategic Plan of the Organization for the six-year period 2024-2029* (resolution A.1173(33));
- .4 the *Linkages between IMO's technical assistance work and the 2030 Agenda for Sustainable Development* (TC.1/Circ.69); and
- .5 the IMO Sustainable Development Goals Strategy (C 122/3(a)/1), which identified 4 priority SDGs out of the 17 as the most relevant to maritime development, namely SDGs 5 (Gender equality), 9 (Industry, innovation and infrastructure), 13 (Climate action) and 14 (Life below water).

5.13 The Committee also noted that the Group had agreed, amongst other things, to:

- .1 revise the title of the table to *Table on Sustainable Development Goals (SDG) targets, milestones and indicators with a focus on IMO strategic directions (SDs) and priority indicators for technical cooperation*¹ (TC 74/5, annex);
- .2 better align the naming of regions to reflect technical cooperation planning and programming frameworks, including renaming of "Western Asia and Eastern Europe" to "Eastern Europe",² referring to the table where it appeared across in the column of SMART Indicators, noting that such a change did not affect the beneficiary countries in the region, in the context of IMO. "Global Programmes" was likewise renamed as "Global" for consistency purposes and to reflect the focus on the beneficiary countries that were located in different regions. The names of other regions (Africa, Arab States and Mediterranean, Asia and Pacific Islands, Latin America and Caribbean) were retained; and
- .3 modify the baseline from 2019 to 2023, to enable Member States to effectively measure progress in 2027, as scheduled, as well as enable an analysis of where direct appropriate resources and targeted support were most needed.

5.14 The Committee further noted that, during the Group's discussion on the indicator for the TC Fund allocation by region (indicator 4.1 of the table), the Group had reinforced the importance of taking into consideration the results of IMSAS to allocate the funds to the regions with the highest needs during the planning and programming of technical cooperation activities, to effectively address the needs of the Member States.

¹ Additions to the title are underlined.

² Based on geographical disaggregation, Western Asia is now included in Eastern Europe.

Linkages of SDGs to the strategic directions and Resource Mobilization Strategy of the Organization

5.15 The Committee noted that the Group had agreed with the proposal in document TC 75/5 to link only those SDGs that were most relevant to maritime development to the IMO SDs. In addition to the five SDG's that had been previously linked to the IMO SDs, the Group had agreed that IMO's technical cooperation work also strongly contributed to SDG 4 (Quality education). In this regard, the Committee also noted that the Group had included the associated targets, indicators and milestones, as shown in the annex to document TC 75/WP.5.

5.16 The Committee also noted that the Group had conducted an alignment of the SDGs relevant to IMO with the SDGs that were closely linked to those SDGs, as well as with the IMO SDs (TC 75/WP.5, paragraph 10).

5.17 The Committee further noted that the Group had reviewed, amended and provided further clarification of the existing SMART indicators, targets and milestones for SDGs 5, 9, 13, 14 and 16, as contained in the annex to document TC 75/WP.5.

Linkages of the SDGs to the draft Capacity-Development Strategy

5.18 The Committee noted the Group's discussion on the importance for the proposal contained in document TC 75/5/1 (Brazil et al.) to provide a linkage to the draft Capacity-Development Strategy (considered under agenda item 6 (The Capacity-Building Decade 2021-2030 Strategy)) (paragraphs 6.14 to 6.16, 6.26 and 6.32) in line with the needs assessment focusing on technical assistance. The Committee also noted that the Group had agreed to revisit the linkages after the adoption of the draft Capacity-Development Strategy by the Assembly, at its thirty-fourth session.

Future actions for the Committee's consideration

5.19 The Committee noted the Group's discussion on the need:

- .1 for data collection in line with the revisions made to the SMART indicators, targets and milestones, and for the Secretariat to report on the 2023 baseline data for comparison with 2027;
- .2 to re-establish the Working Group at TC 76, to continue progressing the work in identifying linkages with the draft Capacity-Development Strategy; and
- .3 to re-establish the Working Group at TC 78, to assess indicators illustrating shortfalls against the targets, with a view to strengthening the financing of under-resourced capacity-development priorities.

5.20 Consequently, the Committee:

- .1 approved the revisions made to the SMART indicators, targets and milestones as contained in the annex to document TC 75/WP.5;
- .2 requested the Secretariat to collate the data in line with the revisions made to the SMART indicators, targets and milestones;
- .3 requested the Secretariat to report to TC 78 on the 2023/2027 baseline data for comparison purposes;

- .4 agreed to re-establish the Working Group on the 2030 Agenda for Sustainable Development, at TC 76, to identify linkages with the Capacity-Building Strategy; and
- .5 agreed to re-establish the Working Group on the 2030 Agenda for Sustainable Development, at TC 78, to consider strengthening the financing of under-resourced capacity-building priorities as highlighted in the annex to document TC 75/WP.5.

6 THE CAPACITY-BUILDING DECADE 2021-2030 STRATEGY

6.1 The Committee recalled that TC 74 had established two correspondence groups under this agenda item:

- .1 Correspondence Group on the IMO Capacity-Development Strategy, with the terms of reference set out in paragraph 6.40 of document TC 74/16; and
- .2 Correspondence Group on the e-Learning Implementation Plan, with the terms of reference set out in paragraph 6.41 of document TC 74/16.

6.2 In connection with the above, the Committee noted that TC 74 had agreed to establish a working group at this session to progress the development of the draft Capacity-Development Strategy and the e-Learning Implementation Plan.

Report of the Correspondence Group on the IMO Capacity-Development Strategy

6.3 The Committee considered document TC 75/6 (Singapore) on the Report of the Correspondence Group on the IMO Capacity-Development Strategy, and expressed appreciation to all participating delegations for their constructive work, and to the Coordinator for his efficient leadership.

6.4 In the ensuing discussion, the Committee:

- .1 noted overwhelming support for the draft Capacity-Development Strategy, which offered a solid foundation for a more coherent, effective and sustainable approach to IMO's technical cooperation, and would enable Member States to participate more meaningfully, enhance long-term institutional capacity to implement and enforce IMO instruments, and achieve sustainable maritime development to address future challenges facing the maritime sector, particularly benefiting developing countries, especially SIDS and LDCs;
- .2 noted with appreciation the emphasis on aspects related to results-based planning, monitoring and evaluation, strengthened partnerships, resource mobilization, regional cooperation and IMSAS audit results, as well as cross-cutting themes such as the human element and alignment with the SDGs;
- .3 supported the alignment of capacity-development efforts within IMO's broader regulatory decarbonization and digitization agendas, including the principles of a just and equitable transition aligned with global development frameworks;

- .4 expressed general agreement that the draft Strategy should remain a high-level document that consolidated strategic priorities while maintaining flexibility for drafting the subsequent implementation details, such as key performance indicators and references to specific initiatives to implement the strategic objectives, which should be incorporated in the subsequent implementation plan following adoption of the draft Strategy by the Assembly;
- .5 expressed support for the Secretariat to progress the development of the implementation plan, taking into consideration the draft guidance in annex 2 to document TC 75/6 containing the proposed elements for consideration during the development of the implementation plan, for submission to the next session of the Committee;
- .6 highlighted that the draft Strategy must be intentionally inclusive of underrepresented regions and take into consideration unique regional characteristics in order to have practical impact during the implementation phase, especially for SIDS and LDCs; and
- .7 noted strong support, in principle, for the draft Capacity-Development Strategy and the establishment of a working group at this session for its finalization with a view to adoption by the Assembly, at its thirty-fourth session.

6.5 Having considered the actions requested by the Correspondence Group (TC 75/6, paragraph 23), the Committee approved the report in general and, in particular:

- .1 noted the Group's discussions on the development of the draft Capacity-Development Strategy (TC 75/6, paragraphs 4 to 19);
- .2 agreed, in principle, to the draft Capacity-Development Strategy, with a view to referral to a working group to be established, for finalization at this session (TC 75/6, paragraphs 4 to 19 and annex 1);
- .3 agreed to the Group's recommendation to establish a working group at TC 75 and the proposed terms of reference (TC 75/6, paragraphs 20 to 21); and
- .4 requested the Secretariat to develop the implementation plan, following adoption of the draft Strategy by A 34, taking into consideration the draft guidance in annex 2 to document TC 75/6.

6.6 In light of the above, the Committee referred document TC 75/6 to the Working Group on the Capacity-Development Strategy to be established.

6.7 The Committee also had for its consideration document TC 75/6/6 (Singapore), providing input to the development and implementation of the draft Capacity-Development Strategy and how Singapore could contribute to the draft Strategy.

6.8 In the ensuing discussion, the Committee noted the view expressed by one delegation that the document contained useful input for the development of the implementation plan for the draft Capacity-Development Strategy and subsequently agreed for this document to be referred to the Working Group on the Capacity-Development Strategy to be established.

Proposals for developing GHG-related training and a digital tool in support of IMO's greenhouse gas reduction strategy and the implementation of the draft Capacity-Development Strategy

6.9 The Committee considered documents TC 75/6/4 and TC 75/6/5 (IMLA), containing a proposal to develop a standard training package in pursuit of IMO's GHG reduction strategy (TC 75/6/4, paragraphs 8 and 9) and a proposal to develop a digital GHG-related training tool to support the implementation of IMO's Capacity-Development Strategy (TC 75/6/5, paragraphs 10 and 11), respectively.

6.10 In the ensuing discussion, the Committee noted the following views expressed:

- .1 the initiatives contained in the two documents should be considered in the development of the implementation plan after the finalization of the draft Capacity-Development Strategy, while taking into consideration the proposed allocation of 20% of the TC Fund for 2026 and 2027, as well as significant resources committed through the IMO long-term thematic projects for environment-related thematic programmes; and
- .2 there were numerous stakeholders in the maritime sector that could benefit from the proposed initiatives, who were in need of knowledge related to the GHG regulatory framework and its application, including regulators dealing with enforcement and compliance matters, technical officers responsible for the technical measures and the seafarers implementing the operational measures. The proposed online tools could assist with training needs and knowledge dissemination, especially considering IMO's blended learning approach and objectives for a wider reach into the maritime sector, which could be achieved in collaboration with WMU and other organizations that had relevant experience in these related matters.

6.11 In light of the above, the Committee referred documents TC 75/6/4 and TC 75/6/5 to the Working Group on the Capacity-Development Strategy to be established, for further consideration.

Capacity-building for developing strategies for ratifying and implementing IMO instruments and their application to IMSAS corrective action plans

6.12 The Committee noted that document TC 75/3(b)/2 (Guatemala), on capacity-building to support the development of strategies for ratifying and implementing IMO instruments and their application to IMSAS corrective action plans, was considered under agenda item 3(b) (Integrated Technical Cooperation Programme (ITCP) and Technical Cooperation Fund Allocation for 2026 and 2027) (paragraphs 3.36 to 3.39). The Committee considered paragraph 44.3 of the document, which included a proposal relevant to this agenda item, inviting consideration of the Strategic Approach model for the ratification and implementation of IMO instruments by the Working Group on the Capacity-Development Strategy to be established.

6.13 Following discussion, the Committee referred paragraph 44.3 of document TC 75/3(b)/2 to the Working Group on the Capacity-Development Strategy to be established, for further consideration.

Proposals for amendment of SMART targets, milestones and indicators

6.14 The Committee recalled that document TC 75/5/1 (Brazil et al.), on proposals for amendments to the table on SMART SDG targets, milestones and indicators, had been considered under agenda item 5 (The 2030 Agenda for Sustainable Development) (paragraphs 5.3, 5.4 and 5.10 to 5.20). The Committee considered paragraphs 18 and 19 of this document, which included a proposal relevant to this agenda item, inviting consideration to link the work of the SMART indicators and milestones developed in the context of the 2030 Agenda for Sustainable Development and the assessment of the outcome of measures to the draft Capacity-Development Strategy.

6.15 In connection with the above, the Committee noted the views expressed by one delegation that the SDGs had already been incorporated into the draft Capacity-Development Strategy and that the proposal in document TC 75/5/1 should be taken into consideration in the development of the implementation plan, rather than the draft Strategy.

6.16 Following discussion, the Committee referred paragraphs 18 and 19 of document TC 75/5/1 to the Working Group on the Capacity-Development Strategy to be established, for further consideration.

Report of the Correspondence Group on the e-Learning Implementation Plan

6.17 The Committee considered the report of the Correspondence Group on the e-Learning Implementation Plan (TC 75/6/1) (Morocco), together with additional information provided orally by the Coordinator (Morocco), and expressed appreciation to all participating delegations for their constructive work and to the Coordinator for his efficient leadership.

6.18 Having considered the information provided by the Coordinator of the Correspondence Group on the progress made, the Committee agreed that the Group had completed the work it had been tasked with in its terms of reference, in particular, to develop the structure of the e-Learning Implementation Plan and the key elements of each section, and requested the Secretariat to continue the development of the e-Learning Implementation Plan, for submission to TC 76.

6.19 The Committee noted:

- .1 overwhelming support for the importance of the e-Learning Implementation Plan, which was recognized as a timely and forward-looking strategic tool that established a benchmark for digital maritime education. The Plan was seen as a key contributor to the achievement of the SDGs, in particular SDGs 4 (Quality education) and 5 (Gender equality), while also promoting multilingualism to ensure accessibility for all;
- .2 that e-learning played a significant role in strengthening Member States' maritime capacity;
- .3 general support for the proposed structure of the Plan, as set out in the annex to document TC 75/6/1;
- .4 a need to consider the digital infrastructure gap in developing regions. In this regard, one delegation suggested that the use of hybrid delivery methods, in addition to digital formats, should be explored to ensure that "no-one is left behind";
- .5 support for option 2 in regard to the mapping development of future e-learning courses (TC 75/6/1, paragraph 4.3.6.2);

- .6 general support for the approval of the e-Learning Implementation Plan for dissemination through a TC circular (TC 75/6/1, paragraph 7), thereby enabling its official implementation;
- .7 that clarification had been sought on whether the e-learning courses would be made publicly accessible through the open-access section of the IMO website; and
- .8 that the importance of prioritizing e-learning course development as well as monitoring the cost implications of IT development for new e-learning courses had been highlighted, with a view to balancing budgetary constraints while ensuring equitable and inclusive access to training opportunities.

6.20 In connection with the above, the Committee also noted that the Secretariat would continue progressing e-learning developments as outlined in document TC 75/3(b) (Secretariat) under the proposed ITCP thematic programme for 2026-2027 on Maritime Education and Training, in parallel with the development of the e-Learning Implementation Plan. In this regard, the Committee noted WMU's readiness to support maritime capacity development through e-learning, as well as China's ongoing support in the provision of Chinese subtitles for the e-learning course designed to train auditors under IMSAS.

6.21 Having considered the actions requested by the Correspondence Group (TC 75/6/1, paragraph 9), the Committee approved the report in general and, in particular:

- .1 noted the work undertaken by the Correspondence Group as set out in paragraphs 3 to 8 of document TC 75/6/1;
- .2 agreed that the report of the Correspondence Group on the e-Learning Implementation Plan (TC 75/6/1) would not be referred to the Working Group and that, consequently, the terms of reference of the Group would be amended accordingly; and
- .3 requested the Secretariat to continue the development of the e-Learning Implementation Plan and the associated draft TC circular, based on the annex to the report of the Correspondence Group on the e-Learning Implementation Plan (TC 75/6/1), with a view to submission at the next session, for consideration.

Information on the work of MTCCs and the Maritime Just Transition Task Force

6.22 The Committee recalled that TC 74 had requested the Secretariat to engage with the MTCCs and the Maritime Just Transition Task Force (MJTTF), to gather more information on respective efforts to enhance global training and development in support of IMO's GHG emission reduction strategy to understand possible alignment and to avoid duplication of work, and to report to TC 75. The Committee had also invited Member States to submit relevant proposals to TC 75 (TC 74/16, paragraphs 6.17 to 6.19).

6.23 In light of the above, and noting that no proposals had been received, the Committee noted the information contained in document TC 75/6/2 (Secretariat), highlighting the collaborative efforts between the IMO Secretariat, the MJTTF and the MTCCs in respect of strengthening the global training and development network in pursuit of IMO's GHG emission reduction strategy.

6.24 In connection with the above, the Committee noted the initiatives undertaken by Singapore in the implementation of energy efficiency and emission reduction measures. These included support provided by the Maritime and Port Authority (MPA) of Singapore to the MJTTF through its participation in the Task Force Advisory Group; sharing lessons learned from pilot trials involving the use of ammonia and methanol as marine fuels; the establishment of a Maritime Energy Training Facility to train and upskill the global maritime workforce in the safe handling and operation of ships powered by alternative fuels; and the creation of a digital platform to support training in alternative fuels and green technologies.

Other information relating to GHG-related training in the implementation of the Capacity-Building Decade 2021-2030 Strategy

6.25 The Committee noted information relating to GHG-related training in the implementation of the Capacity-Building Decade 2021-2030 Strategy, as set out in the following documents:

- .1 TC 75/INF.3 (WMU) on the delivery of a Train-the-Trainer programme at WMU and MTCC Asia to equip maritime professionals with the skills and knowledge needed to develop and deliver training in support of the decarbonization of the maritime industry; and
- .2 TC 75/INF.4 (IMLA), reporting on the International Forum on Maritime Education towards Greener Shipping, jointly organized by IMLA, MTCC Asia and Shanghai Maritime University, and held in China, in October 2024.

Establishment of the Working Group on the Capacity-Development Strategy

6.26 Subsequently, the Committee established the Working Group on the Capacity-Development Strategy, chaired by Ms. Anays Berrocal (Panama), and instructed it, taking into account comments made and decisions taken in plenary, to:

- .1 further consider documents TC 75/6/4 and TC 75/6/5, paragraph 44.3 of document TC 75/3(b)/2 and paragraphs 18 and 19 of document TC 75/5/1 and advise the Committee on recommended ways forward with regard to the proposals therein;
- .2 finalize the draft Capacity-Development Strategy, based on annex 1 to document TC 75/6, for the approval of the Committee with a view to subsequent adoption by A 34;
- .3 prepare the associated draft Assembly resolution for consideration by the Committee, with a view to the adoption of the draft Capacity-Development Strategy; and
- .4 prepare relevant guidance for the Secretariat to consider when developing the implementation plan, taking into account annex 2 to document TC 75/6 and document TC 75/6/6.

Report of the Working Group on the Capacity-Development Strategy

6.27 Having considered the report of the Working Group on the Capacity-Development Strategy (TC 75/WP.6), the Committee approved it in general and took action as outlined below.

Draft Capacity-Development Strategy

6.28 The Committee noted that the Group, basing its work on annex 1 to document TC 75/6, had agreed on the draft Capacity-Development Strategy; and had reaffirmed the importance of maintaining the Capacity-Development Strategy (the Strategy) at a high, strategic level, with detailed implementation aspects to be addressed separately under the relevant guidance for the Secretariat to consider when developing the implementation plan (the Guidance).

6.29 In relation to the refinement of content within the draft Strategy, the Committee noted that the Group had agreed the following:

- .1 the Strategy's introduction, guiding principles, mission and vision, thematic priorities, objectives, and resource mobilization section;
- .2 a revised title of "Women in maritime, gender mainstreaming and promotion of diversity, equality, equity and inclusion" for one of the cross-cutting themes;
- .3 strengthened language on monitoring, evaluation and reporting, which emphasized the need for impact-based evaluation and adaptive management; and
- .4 the need for further clarification of the Strategy review section.

Draft Assembly resolution

6.30 In considering the draft Assembly resolution prepared by the Group, the Committee noted the views expressed by one delegation, which stated that it supported revoking resolution A.1166(32) on *Capacity-Building Decade 2021-2030 Strategy* owing to the merge of this Strategy into the draft Capacity-Development Strategy, but did not support revoking resolution A.1167(32) on *Revised financing and partnership arrangements for an effective and sustainable integrated technical cooperation programme* as the resolution urged Member States to explore the alignment of their goals with those of the ITCP so as to generate resources through their Official Development Aid modalities. Further, it urged Member States to develop collaborative multi-bilateral partnership arrangements to encourage South-South and triangular development cooperation through ITCP activities; and requested the Secretary-General to continue to develop and enhance effective partnership arrangements in order to ensure the long-term and sustainable delivery of ITCP activities.

6.31 The Committee noted that the Group had agreed to the draft Assembly resolution, as set out in annex 1 to the Group's report, noting also the proposed change above to not revoke resolution A.1167(32). After consulting the Chair of the Working Group, who confirmed the proposed change, the Committee approved the draft Assembly resolution, with the specific change as proposed in paragraph 6.30 above.

Guidance for the Secretariat to consider when developing the implementation plan (the Guidance)

6.32 The Committee noted that the Group, following consideration of documents TC 75/6/4 and TC 75/6/5, had agreed to their inclusion in the draft Guidance. The Committee also noted that the Group had agreed to include paragraph 44.3 of document TC 75/3(b)/2 and the proposal contained in paragraphs 18 and 19 of document TC 75/5/1 in the draft Guidance.

6.33 The Committee further noted that the Group had agreed that these inclusions should be made in a structured manner, guided by the five questions set out in paragraph 22 of the report of the Correspondence Group (TC 75/6).

6.34 The Committee noted the presentation made by the delegation of Singapore to the Group (TC 75/6/6) and that, while the Group had expressed support for the implementation of the Strategy, it had agreed not to include any elements of the presentation in the draft Guidance at this stage.

6.35 The Committee also noted that the Group had agreed on the importance of building upon the existing key performance indicators (KPIs) of the *Strategic Plan for the Organization for the six-year period 2024-2029* (resolution A.1173(33)), as well as the SDG indicators and milestones developed by the Working Group on the 2030 Agenda for Sustainable Development, established under agenda item 5 (The 2030 Agenda for Sustainable Development), when preparing the implementation plan.

6.36 The Committee further noted that the Group had agreed to include, in the draft Guidance, the implementation details contained in sub-sections B, C and D of annex 2 to document TC 75/6, presented in table format.

6.37 The Committee noted that the Group had agreed to include additional proposals from Member States in the draft Guidance, including proposals related to supporting access to funding for developing Member States; enhancing maritime infrastructure and operational readiness; promoting low-carbon technologies and practices; facilitating the translation of international obligations into concrete and verifiable actions; supporting the drafting of national legislation; and recognizing the role of local and regional training institutions, in addition to WMU, IMLI, MTCCs and others, in supporting the implementation of the Strategy.

6.38 Subsequently, the Committee:

- .1 approved the draft Capacity-Development Strategy, and the associated draft Assembly resolution for submission to the Assembly, at its thirty-fourth session, with a view to adoption, as set out in annex 1; and
- .2 approved the Capacity-Development Strategy Implementation Guidance for consideration by the Secretariat when developing the implementation plan, as set out in annex 2.

7 REGIONAL PRESENCE AND COORDINATION

Strategic role of the IMO Regional Presence Offices

7.1 The Committee recalled that IMO operated the Regional Presence Office (RPO) Scheme aimed at strengthening technical cooperation and ensuring that capacity-building activities were tailored to specific regional needs. The RPO Scheme aimed to support Member States' efforts towards implementation of IMO instruments through needs identification, IMO's capacity-development initiatives on the ground, information-sharing and the empowerment of women in maritime.

7.2 With respect to the strategic roles of the RPOs, the Committee had for its consideration document TC 75/7 (Secretariat), outlining how the RPOs played a strategic role in delivering customized technical cooperation to support Member States in their efforts towards treaty ratifications and drive sustainable maritime development through direct engagement with Member States.

7.3 Subsequently, the Committee:

- .1 noted the strategic importance and tangible results of the RPO Scheme, including the 20 new treaty ratifications in 2024, and reaffirmed its support for further strengthening of RPO operations;
- .2 invited Member States to submit proposals for a pilot "model RPO" in Africa to refine and standardize RPO operations and explore innovative capacity-building practices;
- .3 encouraged Member States and development partners to:
 - .1 provide additional in-kind contributions (office space, staffing, equipment);
 - .2 provide secondment of Senior Professional Officers (SPOs) and Junior Professional Officers (JPOs);
 - .3 engage with RPOs in resource mobilization efforts to ensure IMO's technical cooperation remained sustainable and effective;
 - .4 expressed appreciation to the host Governments – Côte d'Ivoire, Egypt, Fiji, Ghana, Kenya, the Philippines and Trinidad and Tobago as well as the Pacific Community (SPC) – whose ongoing support had been instrumental to the Scheme's success; and
 - .5 noted the future strategic approach for RPOs – especially regarding needs-based planning, enhanced performance tracking and stronger gender mainstreaming – and encouraged continued implementation of Work Stream 3 under the *Capacity-Building Decade 2021-2030 Strategy* (resolution A.1166(32)).

7.4 The Committee noted that one delegation, on behalf of the Caribbean region, had welcomed the newly appointed Regional Coordinator for the Caribbean and wished the Coordinator every success in the new role. The delegation further highlighted that the leadership of the newly appointed Regional Coordinator would be key in deepening engagement with the Caribbean Member States and to furthering the region's maritime objectives in alignment with the IMO SDs.

Strengthening regional technical support: the pivotal role of MTCCs in advancing maritime capacity-building and cooperation initiatives

7.5 The Committee recalled the MTCCs' aim to promote energy-efficient technologies and operations in the maritime sector, reduce harmful emissions from ships and support the transition to low-carbon shipping. It was also recalled that the MTCCs acted as regional hubs for innovation, providing technical assistance, training and fostering partnerships to advance sustainable maritime practices, with efforts particularly focused on helping developing countries meet international climate goals and adopt green technologies.

7.6 In connection with the above, the Committee considered document TC 75/7/1 (Antigua and Barbuda et al.), highlighting the crucial role of the MTCCs in providing technical assistance and delivering capacity-building activities for developing regions, and summarizing the MTCCs' contributions to the various initiatives led by IMO and their work supporting the RPOs' efforts.

7.7 Following discussion, the Committee:

- .1 noted the complementary roles and functions the MTCCs had played in supporting the RPOs in enhancing and delivering regional capacity-building activities;
- .2 noted the profound and positive effects that the MTCCs' initiatives had had on the maritime sectors of the developing States, particularly the SIDS and LDCs involved; and
- .3 considered maximizing the use of MTCCs as regional implementing partners to enhance the delivery of technical cooperation programmes, especially in areas where technology transfer and on-the-ground pilot initiatives related to GHG/environmental technical capacity-building were foreseen.

Updating on the development of the Pacific One Maritime Framework

7.8 The Committee noted the information contained in document TC 75/INF.13 (Pacific Community), providing an update on the development of the Pacific One Maritime Framework (POMF).

8 IMO MEMBER STATE AUDIT SCHEME

Technical cooperation aspect of the Scheme

8.1 The Committee recalled that since the establishment of the global programme on the IMO Member State Audit Scheme (IMSAS) in 2006, the programme had continued to assist Member States, supporting their preparation for 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 *Framework and Procedures for the IMO Member State Audit Scheme*.

8.2 The Committee considered document TC 75/8 (Secretariat) on the technical cooperation aspect of the Scheme, providing updates on the implementation of the Global Programme on IMSAS within the ITCP since TC 74, detailing, in particular, a breakdown of participation in training courses by region and gender, and emphasizing the low ratio of individuals who had been trained as auditors and subsequently formally nominated by their Member States under the Scheme.

8.3 The Committee also noted that since the establishment of this programme in 2006, a total of 1,866 individuals from 165 Member States and Associate Members had been trained through 88 regional, subregional and national workshops and training courses under the ITCP, and identified the need for a more targeted approach to technical assistance.

8.4 In connection with the above, the Committee:

- .1 expressed appreciation for IMO's technical cooperation programme and highlighted its importance in assisting national maritime administrations in implementing IMO instruments through training;
- .2 noted concerns regarding the low rate of formal nominations of trained individuals as auditors under the Scheme, and encouraged Member States to increase nominations, including by releasing trained individuals to participate in audits as observers, particularly from developing States, with one delegation proposing that such participation be supported through in-kind contributions, where necessary;

- .3 noted support for further efforts to promote gender balance across all IMSAS capacity-development activities, and encouraged Member States to ensure gender-balanced participation in training courses, including by involving personnel from ports, relevant departments and other related ministries, which would enhance expertise across the range of responsibilities and obligations under the mandatory IMO instruments; and
- .4 noted support for the detailed breakdown of participation in IMSAS training activities, disaggregated by region and gender.

8.5 Following discussion, the Committee:

- .1 noted the information contained in document TC 75/8 and requested the Secretariat to provide, in future reporting as applicable, separate data and analysis on centralized training courses for Audit Team Leaders, in addition to data on training courses for auditors; and
- .2 urged Member States to nominate, with due regard to gender parity and without distinction between men and women, individuals who had undertaken the auditor's training course to serve as auditors.

Development of technical assistance based on the analysis of CASRs

8.6 The Committee recalled that TC 74 had agreed that relevant information for preparing the ITCP for the 2026-2027 biennium would be considered once the review of the six CASRs had been completed by III 10 and referred to the Committee by MSC and MEPC (TC 74/16, paragraph 8.13).

8.7 The Committee noted that III 10 had undertaken a review of the analysis of six CASRs and identified five main areas of recurrent findings and observations where further assistance was needed (namely implementation, enforcement, improvement, delegation of authority and initial actions/legislation), as well as the recurrent references to the mandatory IMO instruments recorded in the findings (III 10/8 and III 10/INF.6).

8.8 The Committee also noted that MSC 109, having noted the report of NCSR 11, and MEPC 83, concurring with the decision of MSC 109, had taken note of the proposed areas where technical assistance was needed, as well as the most recurrent references to the mandatory IMO instruments, particularly SOLAS 1974, regulations IV/5 and VII/3, and STCW 1978, regulation VIII/2, and had agreed to forward these areas to the Committee for review and assessment, with a view to determining whether technical assistance programmes adequately addressed the areas of recurrent shortcomings and, if necessary, to support the development of new targeted technical assistance initiatives.

8.9 The Committee considered document TC 75/8/1 (Secretariat) on development of technical assistance based on the analysis of the CASRs under IMSAS, setting out an overall inventory of identified areas from analysis of CASRs, as well as the most recurrent references to the mandatory IMO instruments where technical assistance was needed, as identified by III 3, III 5, III 7 and III 10, and summarizing the status of their inclusion in the ITCP.

8.10 In the ensuing discussion, the Committee noted the views on the need for a more targeted and strategic approach to technical assistance, informed by the analysis of CASRs, to address remaining areas related to, inter alia, port State control, flag State implementation and pollution prevention, including through customized training as well as the strengthening of legal and institutional capacity-building.

8.11 Following discussion, the Committee:

- .1 agreed on the inclusion of additional areas for technical assistance identified through the analysis of CASRs in the ITCP for the 2026-2027 biennium;
- .2 requested the Secretariat to conduct a holistic review of the identified areas for additional technical assistance through audits and to determine the need for new technical assistance initiatives or impact programmes to enhance targeted support to Member States in implementing and enforcing the applicable mandatory IMO instruments;
- .3 requested the Secretariat to review the current mechanisms with a view to better integrating audit outcomes in the planning and programming of the ITCP, and to report back under the revised output on "Integration of IMSAS audit outcomes into technical cooperation activities and projects" considered by the Committee under agenda item 13 (see paragraph 13.15 to 13.18);
- .4 requested the Secretariat to ensure that the recurrent audit shortcomings were adequately addressed through the ITCP activities, programmes or projects;
- .5 requested the Secretariat to provide regular updates and impact assessments on ITCP activities programmes and projects undertaken to address recurring shortcomings; and
- .6 agreed to report to the Council on the outcome of the Committee's consideration of the six CASRs in the context of improvements in the provision of technical assistance to Member States.

Proposal to enhance the capacity-building for the overall strategy under the III Code

8.12 The Committee recalled that TC 74 had considered document TC 73/INF.2 (Secretariat) on a comparative analysis between the overall strategy and national maritime transport policy, and that TC 67 had considered document TC 67/INF.5 (Pacific Community), providing a guide for Pacific Island countries in developing a strategy to implement relevant IMO instruments.

8.13 The Committee considered document TC 75/8/2 (China), providing a proposal to enhance the capacity-building for the overall strategy under the III Code, through increased technical cooperation, with specialized workshops and the sharing of best practices by Member States that had not received an observation on the overall strategy during the audit.

8.14 The Committee also considered document TC 75/8/3 (Oman), supporting document TC 75/8/2 and proposing the development of a model overall strategy toolkit to facilitate the preparation and implementation of the overall strategy at a national level; the development of an online repository of best practices and lessons learned; and the integration of structured strategy development modules within technical cooperation activities and programmes.

8.15 In the ensuing discussion, the Committee noted the views on the importance of the overall strategy to improve the capacity of States to implement and enforce relevant mandatory IMO instruments and the necessity to further develop and adjust technical assistance to address this recurrent shortcoming.

8.16 The Committee further noted the expression of willingness from the delegation of Oman to collaborate with the Secretariat in providing adequate resources to support the development of the model overall strategy toolkit.

8.17 Following discussion, the Committee:

- .1 noted the information contained in documents TC 75/8/2 and TC 75/8/3;
- .2 noted the view expressed on the importance of establishing an overall strategy, as recommended in paragraph 3 of the III Code, to ensure effective implementation and continuous improvement in meeting obligations under the mandatory IMO instruments;
- .3 requested the Secretariat to develop, subject to availability of resources, a model overall strategy toolkit, taking into consideration the guide provided in document TC 67/INF.5 and information provided in document TC 73/INF.2;
- .4 encouraged Member States to provide support for the development of a model overall strategy toolkit by sharing their best practices as submissions to future sessions of the Committee; and
- .5 agreed on the need to further develop technical assistance and training programmes on the overall strategy under the III Code, incorporating the model overall strategy toolkit once developed.

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

9.1 The Committee recalled that TC 73 had approved the Global Strategy for the IMO Women in Maritime Associations 2024-2029, set out in annex 1 to document TC 73/16.

9.2 The Committee recalled also that TC 74 had noted a number of interventions made by delegations outlining Member State initiatives to promote diversity, gender equality and the empowerment of women, and supporting the work done under the Women in Maritime (WIM) Programme, particularly in relation to the provision of assistance to the regional Women in Maritime Associations (WIMAs) established under the IMO umbrella.

9.3 The Committee recalled further that TC 74 had noted the intention of the delegation of Belgium and other interested delegations to submit a proposal to TC 75 for the expansion of this output, and had agreed on the establishment of a drafting group at that session to finalize the draft proposed output for consideration by the Committee. The document submitted by Belgium et al. in this regard (TC 75/13/1) was considered under agenda item 13 (Work Programme) (paragraphs 13.25 to 13.31).

Activities implemented and supported by IMO

9.4 The Committee noted the information provided in document TC 75/9 (Secretariat), outlining the activities implemented and supported by IMO under the ITCP WIM Programme in 2024 and within the Organization's long-term thematic projects in relation to gender equality and the empowerment of women; as well as on the work carried out by the Secretariat to finalize and implement the IMO Gender Equality Markers, in line with the requirements of the UN system-wide Action Plan (UN-SWAP).

9.5 In this regard, the Committee also noted that one delegation had expressed strong support for the advocacy and protection of women in the maritime sector, including the defence of their inherent rights and rightful empowerment. The delegation emphasized the importance of a merit-based, non-preferential approach, and highlighted the need for the WIM Programme to continue promoting the advancement of women, using clear and unambiguous language that acknowledged the biological basis of sex.

9.6 Additionally, a number of delegations took the floor to commend IMO for its sustained commitment and strategic actions in promoting gender equality, noting in particular the cross-cutting nature of gender considerations in the Organization's new technical cooperation thematic programmes, as well as the introduction of Gender Equality Markers for all technical cooperation activities.

Implementation of the Global Strategy for the IMO Women in Maritime Associations 2024-2029

9.7 Subsequently, the Committee considered document TC 75/9/1 (Secretariat), containing the annual report on the implementation of the Global Strategy for the IMO Women in Maritime Associations 2024-2029.

9.8 In the ensuing discussion, the Committee noted that:

- .1 various delegations had welcomed the information presented in the annual report on the implementation of the Global Strategy for the IMO Women in Maritime Associations 2024-2029, and emphasized the need for improved collection of gender-disaggregated data, targeted capacity-building and the continued strengthening of regional WIMA networks; and
- .2 several delegations reiterated their commitment to supporting regional WIMAs in the implementation of the Global Strategy and underscored the importance of enhancing interregional collaboration of WIMAs to share best practices and coordinate joint initiatives, as well as broader Member State engagement and cooperation, calling for sustained financial and administrative support to ensure successful and impactful implementation.

9.9 Following discussion, the Committee agreed to:

- .1 authorize the Secretariat to issue the Global Strategy for the IMO Women in Maritime Associations 2024-2029 as TC.1/Circ.78;
- .2 urge Member States to collaborate more closely with WIMAs in facilitating access to necessary data; and
- .3 encourage Member States to support the future implementation of the Strategy.

Activities implemented by Member States and WMU related to SDG 5 (Gender equality)

9.10 The Committee considered document TC 75/9/2 (Bolivia et al.), providing information on the seventh Regional Conference and sixth General Assembly of the MAMLa Network. Following discussion, the Committee urged Member States to work with the MAMLa Network to achieve the objectives set by the Network in order to develop joint projects with a view to increasing the visibility of women in the different regions, and encouraged the remaining regional WIMAs to work together with the National Associations towards fulfilling the objectives of the Global Strategy for the IMO WIMAs 2024-2029.

9.11 The Committee further considered three documents submitted by SPC, which provided information on the Adopt a Ship Programme initiative (TC 75/9/3), the development of the Regional Strategy for Pacific Women in Maritime 2025-2030 (TC 75/9/4) and a project aimed at promoting gender-responsive climate action in the informal shipping sector (TC 75/9/5).

9.12 In the ensuing discussion, one delegation expressed its deep appreciation for the work of SPC in advancing the role of women in the Pacific maritime sector, acknowledged SPC's continued engagement and collaboration with PacWIMA in this regard, and reaffirmed the delegation's own commitment to supporting these ongoing initiatives.

9.13 Subsequently, the Committee noted the information provided in the above-mentioned documents, and encouraged:

- .1 Member States to contribute financial or in-kind support and actively participate in shaping and implementing the Strategy, particularly through stakeholder consultations, to ensure it reflected regional priorities and drove inclusive and sustainable change;
- .2 Member States to support the integration and expansion of the Adopt a Ship Programme at both national and regional levels, including through collaboration with WIMAs;
- .3 partnership-building and stakeholder engagement by inviting development partners to provide financial support and urging maritime stakeholders – such as shipowners and seafarers – to provide mentorship, real-world insights and inspire future maritime professionals;
- .4 strategic partnerships with SPC, IMO, development partners and financial institutions to support the scaling of gender-responsive, low-carbon maritime transport solutions across the Pacific region;
- .5 Member States to consider integrating renewable energy small craft into national maritime regulatory frameworks; and
- .6 Member States to support SPC's ongoing efforts to build women's leadership in maritime energy management through targeted capacity-building through strategic guidance, advocacy, financial and in-kind contributions and by leveraging platforms such as IMO's Women in Maritime programme and the MTCCs.

9.14 Subsequently, the Committee noted the following views expressed:

- .1 a number of delegations shared national efforts to promote the participation of women in the maritime sector, including their own celebrations of the International Day for Women in Maritime, recognition of national gender-focused achievements, and the hosting of national and regional WIMA events and activities;
- .2 there was a shared recognition among delegations that fostering a more diverse and inclusive maritime industry would be essential to ensure the long-term sustainability and resilience of the sector;

- .3 the importance of maintaining momentum in capacity-building, promoting innovation, and ensuring equal opportunities across all levels of the maritime industry was also widely emphasized; and
- .4 one delegation acknowledged the support received from the WIM Programme and the IMO Secretary-General to the IMOGENder network in its initiative to produce a Best Practice and Resource Guide aimed at supporting the recruitment and retention of women in the maritime industry, noting that over 70 submissions had already been received, and encouraging further contributions from Member States.

9.15 Finally, the Committee noted the information provided in documents:

- .1 TC 75/INF.2 (El Salvador), containing a report on the activities carried out in the Network of Maritime and Port Women of Central America (REMPORT);
- .2 TC 75/INF.6 (WMU), outlining information on the World Maritime University Women's Association (WMUWA);
- .3 TC 75/INF.7 (WMU), presenting information on the new study conducted by the World Maritime University: Deep Dive on Seafarer Sustainability – Supporting the opportunity for Africa and women to create a sustainable supply of seafarers for the future;
- .4 TC 75/INF.8 (Brazil), outlining activities developed by Brazil, within the scope of MAMLa, to strengthen the impact of women in the maritime sector; and
- .5 TC 75/INF.9 (Brazil), containing other activities developed by Brazil to strengthen the impact of women in the maritime sector.

10 GLOBAL MARITIME TRAINING INSTITUTIONS

10.1 The Committee recalled that TC 74 had agreed to work on the scope of the output for agenda item 10 (Global maritime training institutions) during the consideration of agenda item 13 (Work Programme) at TC 75 (TC 74/16, paragraph 10.1).

10.2 The Committee considered document TC 75/10 (Secretariat), which provided an update on changes to the arrangements for the submission of annual summaries on the work of WMU and IMLI; as well as revisions to IMO's partnership arrangements with national maritime training institutions regarding fellowships awarded through IMO's ITCP.

10.3 The Committee noted that, in an effort to reduce administrative burden and enhance efficiency in reporting to IMO bodies, WMU and IMLI would now submit an annual report on their work and budget to the Council, in accordance with the WMU Charter and IMLI Statute, respectively (TC 75/10, paragraph 3). In this regard, the Committee was informed that C 133 (November 2024) had noted the 2023 reports of the WMU Board of Governors and the IMLI Governing Board, and their respective budgets (C 133/D, paragraphs 11(a).1 to 11(b).2). Additionally, to ensure visibility of the institutions' work, the Committee noted that a short biennial report would also be submitted to the Assembly.

10.4 The Committee also noted that reports previously submitted to the Committee would no longer be presented in the form of a document. Instead, WMU and IMLI would continue publishing their consolidated Annual Reports, to which the Committee had access through the institutions' respective websites, and the Secretariat would continue engaging them in

presentations or events organized during TCC meetings. Additionally, the Committee noted that the institutions had been encouraged to actively participate in IMO meetings and provide input on matters under their purview. In this regard, WMU and IMLI expressed strong support for the Secretary-General's reforms, favouring more active engagement with IMO meetings over repetitive formal reporting.

10.5 Furthermore, the Committee noted that as part of IMO's strategic review of its technical cooperation, IMO's support would be focused on its global maritime training institutions, namely WMU and IMLI, rather than national institutions. Consequently, IMO ceased fellowship funding for the Institut Portuaire d'Enseignement et de Recherche (IPER), the International Maritime Safety Security and Environment Academy (IMSSEA) and the Galilee International Management Institute (GIMI), and at the same time encouraged Member States to provide direct financial support to national and regional training institutions, while encouraging such institutions to collaborate with WMU and IMLI to continue supporting global maritime training efforts (TC 75/10, paragraphs 5 to 7).

10.6 In the ensuing discussion, the Committee noted the following:

- .1 The delegation of Italy expressed concern over the recent changes in IMO's training strategy, with regard to the termination of MoUs with national and regional training institutions, particularly with IMSSEA. The delegation emphasized the importance of national maritime academies in supporting global capacity-building efforts, including in maritime safety, security and environmental protection, and stressed the need for alternative solutions to ensure continued training delivery, highlighting its importance for the development of maritime administrations and the ongoing training of seafarers. In this regard, Italy called for the formal recognition of such training by IMO, including within the Organization's training strategy. The full text of the statement of the delegation is set out in annex 14.
- .2 In response to Italy's comments, the Secretary-General advised that the decision to cease cooperation with national training institutions was part of a broader review of all the Organization's MoUs, about which he had advised the Council last year. This MoU had negative financial implications for the regular budget of the Organization and the TC Fund, and was terminated in accordance with the terms of reference of the agreement, and the Government of Italy was duly notified. The Secretary-General stated that the overarching approach was to follow the mandate of the Organization and offer equal treatment to all Member States, and that there was no mandate for the recognition of training institutions. In this regard, he clarified that IMO's global maritime training institutions, WMU and IMLI, were the only institutions established by the Organization, and this retained fairness and consistency for all of IMO's 176 Member States that might also operate national training centres. However, training centres could continue conducting training while seeking alternative funding sources. The Secretary-General further highlighted opportunities to establish relations with IMLI and WMU, with a view to exploring possible agreements where training institutions could incorporate their training.
- .3 Following the Secretary-General's intervention, a number of delegations expressed appreciation for the academic work of WMU and IMLI, and supported the organizational reforms regarding the reporting arrangements. The delegations of Nigeria, Ukraine and the United Republic of Tanzania, in noting the explanations from the Secretary-General, echoed the comments

made by Italy and expressed their own concerns about the negative impact to those benefiting from training programmes by the termination of MoUs with national training institutions, in view of their important role in delivering specialized short-term capacity-building training that was accessible and affordable to developing States, and not currently available at WMU and IMLI. Delegations also supported alternative arrangements, such as standards-based recognition of national training institutions by IMO or of particular training courses, or direct cooperation by such institutions with WMU and IMLI, with IMO's support. The full text of the statements of the above-mentioned delegations are set out in annex 14.

- .4 WMU and IMLI both affirmed their ongoing collaboration with IMO and each other, and highlighted that they were open to expanding cooperation with national training centres and other institutions, and that meetings had already taken place with IPER and IMSSEA. IMLI confirmed its commitment to capacity-building by reminding the Committee that IMLI offered free places to Member States on IMLI specialized short courses.

10.7 Consequently, the Committee noted the information set out in document TC 75/10 and, in particular:

- .1 noted the position of the Organization regarding the relationship between IMO and national maritime training centres;
- .2 expressed its appreciation to IPER, IMSSEA and GIMI for their long-standing contributions to maritime education and training capacity worldwide;
- .3 encouraged Member States to establish new training partnerships that promoted maritime capacity development worldwide, including with IMLI and WMU;
- .4 encouraged Member States to consider alternative funding mechanisms to continue the direct support of national training initiatives and to support training initiatives through the ITCP;
- .5 requested the Secretariat to continue facilitating partnership opportunities between Member States' respective training institutions and WMU and IMLI, where possible, to encourage the expansion of the global maritime training network at the different national, regional and global levels and continue to support training initiatives within technical cooperation planning and programming;
- .6 expressed appreciation to WMU and IMLI for their continuous support of the Committee's work and particularly for their substantial contributions to the education and training of the global maritime community;
- .7 expressed its appreciation to the Governments of Sweden and Malta for hosting WMU and IMLI, respectively, as well as to all donors who provided financial and in-kind support to IMO's global maritime training institutions; and
- .8 strongly urged Member States, intergovernmental and non-governmental organizations and industry to continue to support WMU and IMLI either by direct contributions to their operating budgets, scholarship financing,

equipment donation or through any other assistance, pursuant to resolutions A.933(22) on *Sustainable financial support for the World Maritime University* and A.934(22) on *Sustainable financial support for the IMO International Maritime Law Institute*.

11 STATUS OF IMPLEMENTATION OF THE RECOMMENDATIONS FROM THE REPORT OF THE EVALUATION OF THE ITCP ACTIVITIES FOR THE PERIOD 2020-2023

Status of implementation of the recommendations of the independent evaluation of the Integrated Technical Cooperation Programme (ITCP) activities for the period 2016 to 2019

11.1 The Committee recalled that TC 74 had noted the Secretariat's ongoing efforts to implement the recommendations from the independent evaluation report of the ITCP covering the period 2016 to 2019. These efforts would continue until the evaluation results for the 2020 to 2023 period were finalized, with an update to be provided at TC 75 (TC 74/16, paragraphs 11.2 to 11.4).

11.2 In connection with the above, the Committee noted the information contained in document TC 75/11 (Secretariat), giving an update on the implementation status of the eight recommendations from the independent consultants' evaluation of ITCP activities for the period 2016 to 2019, as outlined in the annex to the document. The recommendations addressed several key areas, including the integration of the ITCP with multi-year projects, the establishment of dedicated country partnership plans, the expansion of the Regional Presence Scheme, and improved oversight and coordination of ITCP planning, funding and delivery. To address these, recent actions have been taken by the Secretariat, including the restructuring of the Technical Cooperation and Implementation Division, the development of a strategic TC framework, the revision of internal coordination processes, and the introduction of new technologies and tools to enhance Member State engagement and reporting.

Update on the progress of the Strategic Evaluation Report on IMO's technical cooperation for the period 2020-2023

11.3 The Committee recalled that TC 74 had noted the outcomes of an evaluability assessment conducted to support the design of the evaluation of TC activities for the period 2020 to 2023, and that the resulting evaluation report would be presented to the Committee at this session using the suggested revised approach (TC 74/16, paragraph 11.7).

11.4 The Committee received an oral status update from the Secretariat on the progress of the strategic evaluation report for IMO's TC activities for the period 2020 to 2023. The Committee noted that, in response to the outcome of the evaluability assessment (TC 74/11), TC 74 had endorsed a strategic exercise aimed at enhancing the traditional quadrennial evaluation of ITCP activities. This exercise adopted a forward-looking, learning- oriented approach to IMO's entire technical cooperation programme and was specifically designed to generate evidence-based recommendations for increasing the value and impact of IMO's technical cooperation in line with the *Strategic Plan for the Organization for the six-year period 2024-2029* (resolution A.1173(33)).

11.5 The Committee was informed that the strategic evaluation covered all delivery mechanisms, implementation modalities and operational levers of TC, across all levels and funding sources, spanning the period from 2018 to 2029. This "look back to move forward" approach was designed to align with the Organization's strategic planning cycle and placed particular emphasis on assessing IMO's readiness to deliver and sustain meaningful impact for its Member States. The evaluation was guided by a robust methodological framework,

incorporating performance benchmarking and structured reviews of regional and national strategies to enable rigorous data triangulation. Where possible, challenges related to data availability, reliability and inconsistencies during data collection had been identified and addressed.

11.6 The Committee was further informed that the draft report of the strategic evaluation was currently undergoing validation and supervisory review, followed by a quality assurance process in line with the United Nations Evaluation Group Norms and Standards and the United Nations Ethical Guidelines. In this context, the Secretariat would organize a dedicated briefing for Member States, prior to TC 76, to present on the strategic evaluation, including its observations, conclusions and recommendations. Based on the feedback received during this briefing, the Secretariat would prepare a comprehensive management response and accompanying action plan for implementation, to be submitted to TC 76, in conjunction with the strategic evaluation report for the Committee's consideration and approval, together with a status update on the 2016 to 2019 recommendations and identified follow-up actions.

11.7 Following discussion, the Committee noted the information in document TC 75/11 (Secretariat), as well as the oral status update provided by the Secretariat. In this connection, the Committee also noted:

- .1 the status update of the strategic evaluation of IMO's technical cooperation;
- .2 that a briefing session to present the findings, conclusions and recommendations of the strategic evaluation would be held before the next session;
- .3 that the Secretariat would submit to the next session a management response, accompanied by an action plan to implement the agreed recommendations, in conjunction with the strategic evaluation report, for the Committee's consideration and approval; and
- .4 the results of the strategic evaluation of IMO's TC could update the recommendations of the 2016-2019 evaluation report, where applicable, to maintain strategic focus and ensure continued relevance within the framework of the Strategic Plan 2024-2029, subject to the Committee's approval at TC 76.

12 APPLICATION OF THE COMMITTEE'S METHOD OF WORK

Rules of Procedure of the Committee

12.1 The Committee recalled that the current Rules of Procedure of the Committee had been reviewed, harmonized with the rules of the other committees, approved by TC 67 in 2017 (TC 67/17, annex 8) and subsequently disseminated as TC.1/Circ.71.

12.2 The Committee noted the outcome of C 133 regarding its Rules of Procedure and the use of hybrid capabilities, in particular that C 133 had:

with regard to the Rules of Procedure,

- .1 agreed to align the Rules of Procedure of the Council related to the conduct of business and to voting with those of the UN General Assembly to the extent necessary;

- .2 agreed to harmonize its Rules of Procedure with those of the Assembly and other organs to the extent possible;
- .3 approved the amended Rules of Procedure of the Council (C 133/D, annex 1);
- .4 approved a Council resolution on *Criteria and procedures for live-streaming to the public of IMO Council plenary meetings* (C 133/D, annex 2);
- .5 invited the other IMO organs to consider the amendments to the Rules of Procedure of the Council with a view to harmonizing their respective rules with those of the Council to the extent possible;

with regard to hybrid modalities and voting procedure,

- .6 agreed to amend the relevant rules to enable the use of hybrid capabilities, including those related to remote voting and the definition of "Member present";
- .7 agreed that the Chair and Vice-Chair of the Council, and the chairs of any working and drafting groups, should be present in person, except if such presence was not possible due to exceptional circumstances;
- .8 not agreed to introduce voting by proxy; and
- .9 agreed to develop procedures on remote voting and invited submissions on this matter to a future session.

12.3 The Committee also noted that MSC 109 had been informed that the Secretariat, further to the decisions made by C 133, would submit a document to each committee containing draft amendments to their respective rules of procedure, specifically the changes to voting and hybrid capabilities, for their consideration.

12.4 The Committee further noted the outcome of FAL 49 and LEG 112 regarding the revision of their Rules of Procedure, as follows:

- .1 FAL 49 had:
 - .1 approved the draft revised Rules of Procedure of the Facilitation Committee, and authorized the Secretariat to circulate them as a FAL circular;
 - .2 authorized the Secretariat to effect any minor editorial corrections that might be required;
 - .3 invited the Council to revise rule 40 of its Rules of Procedure to take into account the decision on rule 37 of the Rules of Procedure of the Facilitation Committee and the discussion reflected in paragraph 9 of document FAL 49/WP.8; and
 - .4 informed the other committees to harmonize their relevant rules on "Members present and voting" and "Members present"; and

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- .2 having noted the outcome of FAL 49, LEG 112 had:
- .1 approved the Rules of Procedure of the Legal Committee, including the changes to rule 37, and authorized the Secretariat to circulate the revised Rules of Procedure of the Legal Committee as a LEG circular and to effect additional editorial changes to the Rules of Procedure, as necessary; and
 - .2 invited the committees and the Council to note the approval of the revised Rules of Procedure of the Legal Committee and to consider harmonizing their rules of procedure, as appropriate.

12.5 The Committee considered document TC 75/12 (Secretariat), containing a proposal for a revision of the Rules of Procedure of the Technical Cooperation Committee, in line with the amendments to the Rules of Procedure of the Council, approved at C 133 (COUNCIL.1/Circ.1), with additional changes suggested by the Secretariat, and taking into account the outcomes of FAL 49 and LEG 112 concerning their respective Rules of Procedure, including the changes to new rule 37 (existing rule 28) in relation to the meaning of the phrases "Members present and voting" and "Member present". Additionally, document TC 75/12 contained in its annex a draft TC circular for consideration by the Committee, with a view to the dissemination of the Rules of Procedure.

12.6 In connection with the above, the Committee noted, inter alia, the following views:

- .1 the Rules of Procedure should be revised to align with those of other organs of the Organization, particularly with respect to rule 9 concerning the submission of credentials;
- .2 to prevent potential ambiguity and misunderstanding, in rule 9, the words "convened to consider and adopt amendments to any international convention or other instrument in respect of which the Committee performs functions as provided therein" should be removed, as proposed in paragraph 13.5 of document TC 75/12, which should be reflected in the annex to the document; and
- .3 in paragraph 12.7 of document TC 75/12, the proposed amendments to rule 37 should be aligned with the rule approved by FAL 49 and LEG 112 and in rule 37.3, "Participants" should be replaced with "Members or other participants".

12.7 Following discussion, the Committee:

- .1 approved the draft revised Rules of Procedure of the Technical Cooperation Committee (TC 75/12, annex), together with the further modifications to rule 37 (existing rule 28), as set out in annex 3;
- .2 approved the associated draft TC circular (TC 75/12, annex) for the dissemination of the Rules of Procedure as TC.1/Circ.71/Rev.1; and
- .3 authorized the Secretariat to effect any editorial changes to the Rules of Procedures, as necessary.

Organization and method of work of the Committee

12.8 The Committee noted that C 133 had approved amendments to the *Organization and method of work of the Council*, disseminated as COUNCIL.1/Circ.2, including matters related to the arrangement of correspondence groups, and remote participation in working or drafting groups.

12.9 The Committee also noted that MSC 109 had approved the draft revision of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies*, to be disseminated as MSC-MEPC.1/Circ.5/Rev.6, subject to concurrent approval by MEPC 83, and invited the Council, LEG, FAL and TCC to consider the draft revision of MSC-MEPC.1/Circ.5/Rev.5 and take action, as appropriate.

12.10 The Committee further noted that FAL 49 had considered documents FAL 49/18 (Secretariat), with a revised version of the Committee's method of work (FAL.3/Circ.217/Rev.2), aligned with the revised MSC-MEPC.1/Circ.5/Rev.6 approved by MSC 109; and FAL 49/18/1 (United Arab Emirates), commenting on document FAL 49/18, to accommodate hybrid meeting capabilities in the *Organization and method of work of the Facilitation Committee*, in line with the decisions of C 133 (COUNCIL.1/Circ.2), particularly to take into account the differences in time zones and to include references to Circular Letter No.4627. Subsequently, FAL 49 had approved the amendments to the *Organization and method of work of the Facilitation Committee* to be disseminated as FAL.3/Circ.217/Rev.3.

12.11 The Committee further noted that LEG 112 had noted document LEG 112/10/3 (United Arab Emirates) that contained a proposal to amend the document on the *Organization and method of work of the Legal Committee* (LEG.1/Circ.14), similar to the proposal considered by FAL 49. In this connection, LEG 112 had agreed to consider the draft amendments to its Organization and method of work at its next session and had deferred consideration of document LEG 112/10/3 to LEG 113.

12.12 The Committee had for its consideration document TC 75/12/1 (United Arab Emirates), containing a proposal to amend the *Organization and method of work of the Technical Cooperation Committee* (TC.1/Circ.77) to accommodate hybrid meeting capabilities, aligned with the decision of C 133 (COUNCIL.1/Circ.2).

12.13 In the ensuing discussion, the Committee noted the following diverging views:

- .1 the process of reviewing the Rules of Procedure of the Committee to accommodate hybrid meeting capabilities should be conducted in parallel with the review of the document on *Organization and method of work of the Technical Cooperation Committee* (TC.1/Circ.77), taking into account the decisions of C 133 related to their respective Organization and method of work in order to ensure harmonization, to the extent possible, across the Organization and method of work of IMO organs;
- .2 the proposal contained in document TC 75/12/1 was supported, in principle; however, it was necessary to be cautious with respect to the proposed provision on virtual meetings within correspondence groups as since the Maritime Safety Committee had approved similar language in its Organization and method of work, there had been a noticeable increase in the number of virtual meetings, with some correspondence groups now meeting almost monthly and, in certain cases, being held concurrently with sessions of committees and sub-committees, which was not sustainable and placed a growing burden on delegations;

- .3 in regard to the above, the issue with the unprecedented uptake in utilizing virtual meetings during correspondence groups should be further considered by the committees and maybe even the Council, in order to put proper safeguards in place for the use of these systems;
- .4 any increased reliance on hybrid and virtual modalities should be accompanied by clear mechanisms to ensure inclusivity, real-time translation and technical support;
- .5 there was some merit in virtual meetings of correspondence groups; however, there were concerns that this could affect the distinction between working and correspondence groups and the need for integrity and productivity of such groups;
- .6 the proposal in paragraph 5 of the document should be further considered;
- .7 the proposed amendments to the Organization and method of work of the Committee should be considered carefully to adopt a harmonized yet context-sensitive framework that reflected the evolving working environment of the Organization;
- .8 the proposal in the document enhanced the functionality and inclusivity of the Committee;
- .9 the proposed amendments relating to time zone differences were timely and necessary in order to improve participation and promote equitable access and effective engagement for all Member States, especially developing countries with limited resources; and
- .10 the inclusion of the reference to Circular Letter No.4627 on *Guidance on the use of IMO hybrid meeting capability* in the proposed amendments to the Organization and method of work of the Committee would provide clarity.

12.14 Following discussion, the Committee:

- .1 requested the Secretariat to prepare draft amendments to the *Organization and method of work of the Technical Cooperation Committee* (TC.1/Circ.77) to align with the *Organization and method of work of the Council* (COUNCIL.1/Circ.2), *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.6) and *Organization and method of work of the Facilitation Committee* (FAL.3/Circ.217/Rev.3), for consideration by the Committee at its next session; and
- .2 agreed to defer consideration of document TC 75/12/1 (United Arab Emirates) to TC 76.

13 WORK PROGRAMME

13.1 The Committee recalled that TC 74 had agreed to work on the outputs of agenda items 4 (Resource mobilization and partnerships), 9 (Capacity-building: Strengthening the impact of women in the maritime sector) and 10 (Global maritime training institutions), and had also agreed that it was a good opportunity while revising these to also revise the scope of all items on the Committee's provisional agenda. In this regard, TC 74 had requested the Secretariat to prepare a draft revision of the outputs for submission to TC 75, for further consideration by the Committee (TC 74/16, paragraph 13.8).

13.2 In connection with the above, the Committee noted that TC 74 had agreed to establish a drafting group at this session to finalize the draft text of the revised outputs.

Revision of the scope of the outputs of the Committee

13.3 The Committee considered document TC 75/13 (Secretariat), containing the proposed revision of the scope of the outputs of the items on the Committee's provisional agenda and, before considering each output, as set out in the annexes to the document, noted the overwhelming support for merging agenda items 3 (Technical cooperation planning and reporting) and 4 (Resource mobilization and partnerships) as it would contribute to enhanced transparency, effectiveness and efficiency of technical cooperation planning, reporting and implementation. In this connection, the Committee also noted that one delegation had expressed the view that it expected a more comprehensive analysis, not only of the implementation status of planned programmes and projects or budget execution, but also SMART (Specific, Measurable, Achievable, Relevant and Time-bound) reporting which was proposed in paragraph 34 of annex 1 to document TC 75/13, for the next session of the Committee.

13.4 Following discussion, the Committee agreed to:

- .1 merge agenda items 3 and 4 under one output titled "Technical cooperation planning and reporting", in order to streamline the work of the Committee and avoid duplication of reporting, taking into account that these outputs reflected on the integrated TC cycle of analysis, planning, resource mobilization and reporting on the implementation of all IMO's technical cooperation; and
- .2 change the title of agenda item 2 (Work of other bodies and organizations) to "Decisions of other IMO bodies", in order to harmonize the work of the Committee with other organs of the Organization, and taking into account that the current title was vague.

Revision of the output for agenda items 3 (Technical cooperation planning and reporting) and 4 (Resource mobilization and partnerships)

13.5 The Committee considered annex 1 to document TC 75/13, containing the revision of the output for agenda items 3 (Technical cooperation planning and reporting) and 4 (Resource mobilization and partnerships), taking into account its decision to merge the items and the new title (paragraph 13.4.1).

13.6 In the ensuing discussion, the Committee noted that throughout annex 1 to the document there were references to the term "capacity-building", and having recalled previous discussions and decisions made by the Committee, decided to replace the term with the term "capacity development".

13.7 Following discussion, the Committee agreed to the revised output and decided to refer annex 1 to document TC 75/13 to the drafting group to be established to prepare its final text (see paragraph 13.32).

Revision of the output for agenda item 5 (The 2030 Agenda for Sustainable Development)

13.8 The Committee considered annex 2 to document TC 75/13, containing the revision of the output for agenda item 5 (The 2030 Agenda for Sustainable Development).

13.9 Consequently, the Committee agreed to the revised output and the target completion year of 2029, and decided to refer annex 2 to document TC 75/13 to the drafting group to be established to prepare its final text (see paragraph 13.32).

Revision of the output for agenda item 6 (The Capacity-Building Decade 2021-2030 Strategy)

13.10 The Committee considered annex 3 to document TC 75/13, containing the revision of the output for agenda item 6 (The Capacity-Building Decade 2021-2030 Strategy).

13.11 In connection with the above, the Committee noted the views of one delegation that the proposed new title "Development of a long-term strategy for IMO's technical cooperation" did not reflect the planned work to be undertaken under this output.

13.12 Following discussion, the Committee agreed to:

- .1 the revised output;
- .2 the new title "Capacity-Development Strategy"; and
- .3 the target completion year of 2026,

and decided to refer annex 3 to document TC 75/13 to the drafting group to be established to prepare its final text (see paragraph 13.32).

Revision of the output for agenda item 7 (Regional presence and coordination)

13.13 The Committee considered annex 4 to document TC 75/13, containing the revision of the output for agenda item 7 (Regional presence and coordination).

13.14 Consequently, the Committee agreed to:

- .1 the revised output;
- .2 the new title "Review and implementation of the regional presence and coordination scheme"; and
- .3 the continuous output,

and decided to refer annex 4 to document TC 75/13 to the drafting group to be established to prepare its final text (see paragraph 13.32).

Revision of the output for agenda item 8 (IMO Member State Audit Scheme)

13.15 The Committee considered annex 5 to document TC 75/13, containing the revision of the output for agenda item 8 (IMO Member State Audit Scheme).

13.16 In the ensuing discussion, the Committee noted the following diverging views expressed:

- .1 the proposed title started with the word "integration"; "consideration" would have been a better choice of word, as the word "integration" referred to the outcome of audits, which were normally confidential, unless they were in the public domain, and should remain confidential; and

- .2 the proposed word "integration" was correct in the title as it was trying to achieve the integration of audit outcomes into technical cooperation activities.

13.17 In light of the above, the Committee noted the clarification provided by the Secretary-General, that the aforementioned matter was not related to any change to the status of confidentiality of audits. It was the analysis which was used by the Secretariat in order to prepare for technical cooperation activities. Since the establishment of the then voluntary audit scheme, outcomes and analysis had been integrated into the technical cooperation planning of activities and this was why this title related to integration had been proposed. It did not, however, have any effect on confidentiality aspects.

13.18 Following discussion, the Committee:

- .1 agreed to the revised output;
- .2 agreed to the new title "Integration of IMSAS audit outcomes into technical cooperation activities and projects";
- .3 supported the structured integration of IMSAS audit outcomes into the development, planning and implementation of technical cooperation activities and projects;
- .4 encouraged the use of analytical tools to support the analysis of audit data and CASRs, enabling the tracking of audit findings and observations, including the status of implementation of the agreed corrective actions and the percentage of effective implementation of applicable mandatory IMO instruments (%EI); and
- .5 agreed to the continuous output,

and decided to refer annex 5 to document TC 75/13 to the drafting group to be established to prepare its final text (see paragraph 13.32).

Revision of the output for agenda item 9 (Capacity-building: Strengthening the impact of women in the maritime sector)

13.19 The Committee noted that the consideration of annex 6 to document TC 75/13, containing the revision of the output for agenda item 9 (Capacity-building: Strengthening the impact of women in the maritime sector) had been carried out in conjunction with the proposal for expanding the output (TC 75/13/1, TC 75/13/2, TC 75/13/3 and TC 75/WP.3) (paragraphs 13.25 to 13.32).

Revision of the output for agenda item 10 (Global maritime training institutions)

13.20 The Committee considered annex 7 to document TC 75/13, containing the revision of the output for agenda item 10 (Global maritime training institutions).

13.21 In considering the proposed new title of the output "Advancing maritime education and training, and digital learning for the global maritime sector", the Committee noted the proposal to amend the title by deleting the words ", and digital learning", as the term "maritime education and training" encompassed all modalities of training, including digital learning. In this connection, the Committee also noted that one delegation was of the view that it was appropriate to maintain the title as proposed, as there was still the need for further advancement of digitalization.

13.22 Following discussion, the Committee agreed to:

- .1 the revised output;
- .2 the new title "Advancing maritime education and training for the global maritime sector"; and
- .3 the continuous output,

and decided to refer annex 7 to document TC 75/13 to the drafting group to be established to prepare its final text (see paragraph 13.32).

Revision of the output for agenda item 11 (Status of implementation of the recommendations from the report of the evaluation of the ITCP activities for the period 2020-2023)

13.23 The Committee considered annex 8 to document TC 75/13, containing the revision of the output for agenda item 11 (Status of implementation of the recommendations from the report of the evaluation of the ITCP activities for the period 2020-2023).

13.24 Consequently, the Committee agreed to:

- .1 the revised output;
- .2 the new title "Technical cooperation evaluation and reporting on the implementation of the recommendations"; and
- .3 the continuous output,

and decided to refer annex 8 to document TC 75/13 to the drafting group to be established to prepare its final text (see paragraph 13.32).

Proposal for the expansion of the output on "Capacity-building: strengthening the impact of women in the maritime sector"

13.25 The Committee considered document TC 75/13/1 (Belgium et al.), proposing the expansion of the output on "Capacity-building: strengthening the impact of women in the maritime sector" to include the development of initiatives for underrepresented groups to promote diversity, equity and inclusion in the maritime sector, including the following documents commenting on the above proposal:

- .1 TC 75/13/2 (Mexico), supporting the proposal and recommending amending the proposal's scope to include all women and equality as principles for the Committee's work. It emphasized the importance of adopting clear and consistent language aligned with the international human rights legal framework, to avoid exclusions that reinforced structural discrimination and to ensure that no woman was left behind in policies and strategies relating to equality, diversity and inclusion.
- .2 TC 75/13/3 (United Arab Emirates), stating that the proposal introduced a new term "underrepresented groups" that had no clear definition and classification, and that the expansion of the output could trigger amendments to various instruments adopted by IMO which were the basis for the current and ongoing work on strengthening the impact of women in the maritime

sector. The document also stated that the existing agenda item should be maintained and the issues related to promoting diversity, equity or equality and inclusivity in the maritime sector, if identified, could be addressed jointly with ILO through the Joint ILO/IMO Tripartite Working Group, or by IMO:

- .1 within the ongoing work of the Maritime Safety Committee and its HTW Sub-Committee; and
- .2 within the Legal Committee for issues related to legal aspects of discriminatory practices related to the human element in the maritime sector.

13.26 In the ensuing discussion, the Committee noted that the following:

- .1 An overwhelming number of delegations had expressed their support for the proposal outlined in document TC 75/13/1.
- .2 It was highlighted that the proposed expansion aligned with the IMO SDs, in particular SD 1, SD 6 and SD 7, by recognizing that the effective implementation of IMO instruments and sustainable maritime governance required a workforce that was truly diverse, inclusive and empowered, reflecting the global nature of the maritime community.
- .3 Several delegations emphasized that the proposal was intended to complement, and not replace, the ongoing focus on women in maritime. In this regard, reference was made to the findings of the recent IMO-WISTA Women in Maritime Survey, which underscored the continuing need for targeted efforts to improve gender diversity in the sector.
- .4 The view was expressed that the historical experiences and structural barriers faced by women, young people, persons of diverse religious beliefs, LGBTQ+ individuals, persons of African descent, and Indigenous Peoples must be acknowledged and addressed, in line with SDG 10 and relevant international human rights instruments.
- .5 Attention was drawn to the principle of intersectionality, with delegations noting that discrimination on the basis of sex and gender was often compounded by other factors, including race, ethnicity, religion, health status, age, class, caste, sexual orientation and gender identity. It was therefore considered essential to address the multiple and intersecting forms of discrimination affecting Indigenous, Afro-descendant, migrant, lesbian, transgender and disabled women.
- .6 It was also emphasized that, in view of the Committee's mandate, equality and equity should be reflected as foundational guiding principles in its work programme, to ensure that all women were fully considered in efforts to enhance their empowerment within the maritime sector.
- .7 Several delegations had noted that the maritime industry, in facing global transitions related to decarbonization, digitalization and workforce renewal, could not afford to marginalize significant segments of its potential talent pool.

- .8 Broad support was expressed for incorporating equality as a guiding principle in the Committee's work, consistent with international human rights frameworks, including the Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW), as outlined in document TC 75/13/2.

13.27 The Committee also noted that some support had been expressed for the proposal contained in document TC 75/13/3, highlighting that matters related to diversity, equity, equality and inclusion in the maritime sector, where appropriate, could be considered in collaboration with ILO through the Joint ILO/IMO Tripartite Working Group, or within the remit of other IMO bodies, such as the Legal Committee and/or the Maritime Safety Committee. Additionally, one delegation underscored the importance of maintaining coherence with the mandates of other UN agencies, particularly ILO, which was well placed to address broader workplace diversity and human rights issues.

13.28 In light of the above, the Committee further noted that several delegations had expressed the view that the proposal in document TC 75/13/1 aimed at fostering a diverse, equitable and inclusive maritime sector as a whole, and not limited to seafarers only. Therefore, it would be best dealt by the Committee, instead of the Joint ILO/IMO Tripartite Working Group, which focused on seafarers only.

13.29 The Committee further noted a number of concerns raised about broadening the output to include a general reference to "underrepresented groups", which could risk diluting the targeted focus on women and create ambiguity in implementation, potentially undermining the specificity required to deliver meaningful support.

13.30 In connection with the above, the delegation of Argentina stated that the term "underrepresented groups" was not clear, lacked a clear legal basis with regard to human rights and should be replaced by the broader category of "vulnerable groups" in order to extend the protection of rights to all those who needed it. The full text of the statement of the delegation is set out in annex 14.

13.31 In light of the above views expressed, the Committee:

- .1 agreed to retain the wording "Capacity Development" in the title of the output;
- .2 acknowledging the concerns raised by some delegations regarding the lack of the definition of the term "underrepresented groups", agreed to include, in the biennial agenda of the Committee, an expanded output on "Capacity Development: Empowering all women and the promotion of diversity, equality, equity and inclusion (DEEI) in the maritime sector", with four sessions needed to complete the item (target completion year 2029);
- .3 invited Member States to submit proposals to future sessions of the Committee in connection to the term "underrepresented groups", as appropriate; and
- .4 approved, in principle, the scope of work of this output and instructed the Drafting Group on Revision of the Scope of Outputs to be established to further refine it.

Establishment of the Drafting Group on Revision of the Scope of Outputs

13.32 Subsequently, the Committee established the Drafting Group on Revision of the Scope of Outputs, chaired by Ms. Michelle Sanders (Canada), and instructed it, taking into account the comments made and decisions taken in plenary, to prepare the final text of the revised outputs contained in annexes 1 to 8 to document TC 75/13, taking into account documents TC 75/13/1, TC 75/13/2 and TC 75/13/3, for approval by the Committee.

Report of the Drafting Group

13.33 Having considered the report of the Drafting Group (TC 75/WP.7), the Committee approved it in general and took action as indicated below.

13.34 The Committee considered the draft text of the outputs finalized by the Drafting Group, and approved the revised outputs, as set in annexes 4 to 8, 10 and 11.

13.35 The Committee considered the Group's modifications to annex 6 to document TC 75/WP.7, to expand the output to include the development of initiatives to increase understanding and support, and to promote diversity, equality, equity and inclusion (DEEI) in the maritime sector. The Committee noted divergent views of the Group on whether the term "underrepresented groups" could be used in annex 6. The Committee also noted the Group's agreement not to include the term in annex 6 since there was no definition, despite the significant support for inclusion of the term. The Committee further noted that the term "underrepresented groups" was mentioned in annex 5 and consequently requested the Secretariat to ensure that the term was not referenced in any proposed annexes.

13.36 Subsequently, the Committee noted that the Group had agreed that further work was needed to define the term "underrepresented groups" and recalled its decision to invite Member States and international organizations in consultative status to submit proposals for consideration in future sessions of the Committee. Consequently, the Committee approved the expanded output as set out in annex 9.

13.37 Following the approval of the output, the Committee noted that one delegation had expressed the view that the expanded output on the Committee's agenda would be the appropriate space to collectively further refine the definitions and promote best practices. The delegation emphasized the proactive approach taken by the Committee and the Organization to ensure the full enjoyment of the human right to work by the full diversity of the maritime sector.

Status of the outputs of the Committee for the 2024-2025 biennium

13.38 Having recalled that the status of outputs would only be produced after the session as an annex to the Committee's report, in accordance with paragraph 9.1 of the *Application of the Strategic Plan of the Organization* (resolution A.1174(33)), to avoid any unnecessary duplication of work, the Committee invited C 134 to note the status report of the outputs of the Committee for the 2024-2025 biennium, as set out in annex 12.

Substantive items to be included in the agenda of TC 76

13.39 The Committee, having considered the annex to document TC 75/WP.4 (Secretariat) and taken into account the decisions made at this session, approved the items to be included in the agenda of TC 76, as set out in annex 13.

Working group expected to be established at TC 76

13.40 The Committee, taking into account the decisions made under the respective agenda item, anticipated that the Working Group on 2030 Agenda for Sustainable Development might be established at TC 76.

Date for TC 76

13.41 The Committee noted that TC 76 had been scheduled to take place from 8 to 12 June 2026.

14 ELECTION OF CHAIR AND VICE-CHAIR FOR 2026

14.1 Pursuant to the provisions of rule 18(1) of its Rules of Procedure, the Committee unanimously re-elected H.E. Mr. Dwight Gardiner (Antigua and Barbuda) as its Chair for 2026 and deferred the election of the Vice-Chair to its next session. The Committee noted that further information regarding the election of the Vice-Chair would be provided by the Secretariat ahead of TC 76.

15 ANY OTHER BUSINESS**Outcomes of the twenty-fourth session of the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA) forum**

15.1 The Committee considered document TC 75/15 (Australia et al.) on the outcomes of the twenty-fourth session of the Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA), held in Fuzhou, China, from 25 to 27 March 2025, related to women in maritime, safety at sea, marine environment protection, maritime incident response and regional cooperation (its five standing agenda items), highlighting the ways in which the forum sought to strengthen maritime cooperation in the Asia-Pacific region.

15.2 Following discussion, the Committee noted the information provided in document TC 75/15 and encouraged Member States to support technical cooperation initiatives for the Asia Pacific region.

Resource materials developed regarding biofouling management through the GloFouling Partnerships project

15.3 The Committee also noted the information provided in document TC 75/INF.10 (Secretariat) on the summary of the resource materials, including training courses, developed through the GloFouling Partnerships project concerning biofouling management.

Fire on board the ship MORNING MIDAS

15.4 The Committee noted the information provided by the delegation of Liberia on a fire on board the Liberian-flagged ship **MORNING MIDAS**, on 4 June 2025, over the Pacific Ocean, carrying over 3,000 vehicles, 751 of which were hybrid electric vehicles. The crew initiated fire-fighting procedures and promulgated a distress call; however, despite their efforts, the situation could not be brought under control and a decision to abandon ship was made. All 22 crew members were safely evacuated, relevant authorities were notified and ongoing work was put in place with emergency responders. The delegation expressed its appreciation to all parties involved in the response effort, including the United States Coast Guard, for their coordination and continuing support.

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

16.1 The draft report of the session (TC 75/WP.1/Rev.1) was prepared by the Secretariat for consideration and adoption by the Committee.

16.2 During the meeting held on 6 June 2025, delegations were given an opportunity to provide comments on the draft report and those wishing to provide editorial corrections and improvements, including finalizing individual statements, were given a deadline of 24 June 2025, 23.59 (UTC+1), to do so by correspondence, in accordance with the relevant decisions taken by the Committee at this session.

Action requested of other IMO organs

16.3 Relevant IMO organs are invited to note the report of the Committee, in general, and in particular to take action as outlined in the following paragraphs.

16.4 The Assembly, at its thirty-fourth session, is invited to adopt the draft Assembly resolution on the Capacity-Development Strategy, revoking resolution A.1166(32) (paragraph 6.38.1 and annex 1).

16.5 The Council, at its 134th session, is invited to:

- .1 consider the report of the seventy-fifth session of the Technical Cooperation Committee and in accordance with Article 21(b) of the IMO Convention, transmit the report, with its comments and recommendations, to the thirty-fourth session of the Assembly;
- .2 approve the allocation and use of £11.3 million (equivalent to \$14.8 million) from the Technical Cooperation Fund to support the delivery of the ITCP during 2026-2027 (paragraph 3.27);
- .3 note the outcome of the Committee's consideration of the six CASRs in the context of improvements in the provision of technical assistance to Member States (paragraphs 8.9 to 8.11);
- .4 note the actions of the Committee in relation to:
 - .1 the technical cooperation Annual Report for 2024 (section 3);
 - .2 resource mobilization and partnerships (section 4);
 - .3 the 2030 Agenda for Sustainable Development (section 5);
 - .4 the Capacity-Building Decade 2021-2030 Strategy (section 6);
 - .5 Regional Presence Offices and the expansion of the IMO Regional Presence Scheme (section 7);
 - .6 technical cooperation aspects of the IMO Member State Audit Scheme (section 8);
 - .7 strengthening the impact of women in the maritime sector (section 9);

- .8 global maritime training institutions (section 10); and
- .9 the report of the evaluation of the ITCP activities for the period 2020-2023 (section 11);
- .5 note the approval of the revised Rules of Procedure of the Technical Cooperation Committee, together with the further modifications to rule 37 (existing rule 28) (paragraph 12.7 and annex 3);
- .6 endorse the revised outputs agreed by the Committee (paragraphs 13.4, 13.31, 13.32, 13.34 and 13.36; and annexes 4 to 11);
- .7 note the status of the outputs of the Technical Cooperation Committee for the 2024-2025 biennium (paragraph 13.38 and annex 12); and
- .8 note that the Committee approved the items to be included in the provisional agenda of TC 76 (paragraph 13.39 and annex 13).

16.6 The Maritime Safety Committee, at its 111th session, is invited to, with regard to the consideration of document MSC 109/17/1 (Congo et al.), note that the Committee (paragraph 3.42):

- .1 noted the outcomes of the workshop, in particular the request for IMO and MOWCA to continue their collaborative support for the countries in the region in enhancing operational safety of domestic ferries by providing technical assistance at the national and regional levels;
- .2 invited interested parties to support Member States in the effective implementation of the Libreville Action Plan; and
- .3 requested the Secretariat to consider the feasibility of developing a regional technical cooperation programme/activity on the implementation of the Action Plan and advise the Committee at its next session.

16.7 The Legal Committee, at its 113th session, is invited to, with regard to the consideration of document LEG 112/6/2 (Cook Islands et al.), note that the Committee (paragraph 3.44):

- .1 noted the information contained in the document; and
- .2 requested the Secretariat to consider the feasibility of the development of a TC activity on enhancement of capacity-building on maritime fraud, in particular the development of IT skills and resources, and advise the Committee at its next session.

16.8 The Sub-Committee on Human Element, Training and Watchkeeping, at its twelfth session, is invited to, with regard to the request from HTW 11 (HTW 11/11, section 3 and paragraph 11.3), note that the Secretariat was requested to consider the feasibility of developing a technical cooperation activity on the application of model courses, with a view to improving expert participation in review groups, and advise the Committee at its next session (paragraph 3.43).

(The annexes will be issued as an addendum to this report)