

## IMO's support regarding a technology facilitation mechanism

Implementing Agency/Agencies	Title of the Programme/Initiative	Objective	Modality of support	Expected/Achieved Accomplishments
IMO	IMOs Initiative to Reduce GHGs from international shipping <a href="http://www.imo.org">www.imo.org</a>	To reduce GHG emissions through improved design and propulsion technologies, and operational measures	<ul style="list-style-type: none"> <li>•Development of an Energy Efficiency Design Index (EEDI) for improved shipdesign and fuel efficiency</li> <li>•Ship Energy Efficiency Management Plan (SEEMP) for operational efficiency</li> <li>•Market Based Mechanisms (MBM) for emission charges (under review)</li> </ul>	Amendments to MARPOL Annex VI on EEDI and SEEMP were formally adopted at MEPC 62 in July 2011, expected to enter into force on 1 January 2013. These are the first ever global and mandatory GHG reduction standards for an industrial sector. A MBM work plan will be discussed further at MEPC 63 in 2012.
IMO	<p>The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009, was adopted in May 2009.</p> <p>(IMOs International Convention for the Safe and Environmentally Sound Recycling of Ships Convention) <a href="http://www.imo.org">www.imo.org</a></p>	<p>The Convention reflects the 'cradle to grave' responsibilities of shipowners from the time of a ship's construction to its final demolition</p> <p>The Convention regulates actions required which should be approved by ships flag States and authorities in ship recycling nations</p>	<ul style="list-style-type: none"> <li>•National capacity building programmes</li> <li>•Training materials</li> </ul>	The Convention is specifically intended to help improve health, safety and environmental conditions in recycling yards, thereby improving wider social and working conditions of ship recycling activities.
IMO	<p>IMO's Marine Biosafety Initiative which resulted in the following:</p> <p>The International Convention for the Control and Management of Ships' Ballast Water and Sediments (the Ballast Water Management Convention), adopted 13 February 2004, and;</p> <p>The Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (MEPC Resolution</p>	<p>Aims to:</p> <p>prevent the potentially devastating effects of the spread of harmful aquatic organisms transferred by ships from one region to another region</p>	<p>The convention includes mandatory requirements to install Ballast Water Management (BWM) systems onboard ships as defined in the Convention</p> <p>Through Technical Assistance, Co-operation and Regional Co-operation,</p> <ul style="list-style-type: none"> <li>•to train personnel;</li> <li>•to ensure the availability of relevant technology, equipment and facilities;</li> <li>•to initiate joint research and</li> </ul>	<p>Significant reduction in risk from marine invasive species</p> <p>Technologies in place to address ballast water and biofouling issues</p> <p>Capacity building in developing regions</p>

	207(62), 2011) <a href="http://www.imo.org">www.imo.org</a> <a href="http://globallast.imo.org">http://globallast.imo.org</a>		development programmes;  IMO/GEF/UNDP Globallast Partnership Project to assist the Developing Countries to implement the Convention  Global Industry Alliance (GIA) on Marine Biosafety to encourage technology innovations  •IMO/GESAMP Ballast Water Working Group that reviews and approves ballast water treatment technologies	
IMO	IMO/IPIECA  The Global Initiative (GI):  Governments and Industry working together to enhance oil spill response	Aims to:  assist countries in preparing for major oil spills, and;  encourage and enable ratification and implementation of oil spill related international conventions	The GI has initiated regional/national workshops;  Training courses and exercises which have improved communication and cooperation between government and industry	The activities support the development and implementation of national, regional and sub-regional oil spill contingency plans, and encourage the ratification of relevant international Conventions

**Note:**The 25<sup>th</sup> session of the IMO Assembly adopted Resolutopn A.998 “**NEED FOR CAPACITY-BUILDING FOR THE DEVELOPMENTAND IMPLEMENTATION OF NEW, AND AMENDMENTSTO EXISTING, INSTRUMENTS**”. This resolution established a mechanism for IMO to promote and enhance capacity-building efforts for the development of new instruments and/or amendment to existing ones after an assessment of implications for capacity-building and technical co-operation has been undertaken.