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Circular Letter No.4808  
8 January 2023

To: All IMO Members  
Parties to the MARPOL Convention which are not Members of IMO

Subject: **Establishment of the third round of the Sustainable Maritime Transport Training Programme to support the implementation of the IMO Strategy on Reduction of GHG Emissions from Ships (GHG-SMART)**

1 The Sustainable Maritime Transport Training Programme (GHG-SMART), funded by the Republic of Korea and launched on 28 October 2020, aims to support the implementation of the IMO GHG Strategy by initiating capacity-building activities for least developed countries (LDCs) and small island developing States (SIDS) through a series of training courses, with the purpose of building sufficient human capacity in these countries. This includes the development of a comprehensive training programme and post-training monitoring, evaluation, and refinement. LDCs and SIDS are significantly impacted by climate change and are economically reliant on their maritime transport: this makes the GHG-SMART training programme relevant to them.

2 The joint programme between IMO and the Korean Ministry of Oceans and Fisheries (MOF) provided a series of training courses and field visits to the trainees throughout a full year schedule that includes Core Training, Assignments, Engagement Webinars and one-week Republic of Korea based Practical Training combined with Industry Visits.

3 Following the successful outcome of the 2022 and 2023 Practical Training and Study Visit, the next round of the one-year Training Programme will be held in 2024, and will include practical exercises and case studies on important topics, for example:

- How to develop a National Action Plan (NAP) for maritime decarbonization for a typical SIDS or LDC.
- How to raise finance for maritime decarbonization projects for SIDS and LDCs.
- How to develop the national road maps for marine fuel transition, ship technology transition and port development transition in-line with the IMO GHG Strategy aspirations.
- How to identify specific training needs related to port and hinterland transport-related GHG emission reductions options, policies, strategies and solutions, in particular how to address sustainable port development and emission reduction, through the latest technologies and innovation on sustainable port operation.

4 The design of the GHG SMART Training Programme is based on a comprehensive Training Needs Assessment study that involved significant consultations with stakeholders. The training programme design is a novel one within the context and involves the long-term engagement of trainees based on Continuous Professional Development (CPD) principles. As part of the CPD nature of GHG SMART, each trainee will have his/her TSTP (Trainee Structured Training Plan) which will include all activities that the trainee will undertake for their long-term development, in a tailor-made manner, following specific trainee needs and priorities. The in-class Core Training part of GHG SMART constitutes six training modules. The industrial visits by trainees in Republic of Korea is an important part of the GHG-SMART Programme.

5 The programme offers the opportunity of two (2) annual World Maritime University (WMU) scholarships for a Master of Science in Maritime Energy Management, held at WMU in Malmö, Sweden, providing additional support to capacity-building. Furthermore, the selection of the two candidates (one female and one man every year) reinforces gender equality in line with the United Nations Sustainable Development Goal (SDG) 5. The scholarships cover the full costs of studying at the University, typically the University fees, accommodation at the WMU residence, a monthly living allowance and an outbound air ticket to their home country after graduation.

#### **Invitation to submit nominations**

6 IMO Member States that are LDCs or SIDS in line with the official United Nations List of LDCs and SIDS are invited to submit nominations of the participants selected to take part in the 2024 Training Programme.

7 The Programme is conducted solely in English. The nominated trainees must be proficient in the English language and have good understanding of maritime (including GHG) issues, work in this field within their Governments and preferably intend to engage in maritime energy and decarbonization policy development/implementation of the country.

8 Following the nomination of a person to undertake the programme, the selected trainee must sign a declaration to confirm that he/she adheres to the IMO/United Nations Principles, including the zero-tolerance policy towards sexual harassment, exploitation and abuse and violation of human rights. Any misconduct by the trainee, which will be considered a breach of the above-mentioned declaration, will be considered solely the responsibility of the trainee and his/her Government.

9 Only LDCs and SIDS are eligible to participate. In particular, participation from those countries that have not taken part in the 2022 and 2023 GHG-SMART Training Programme is highly recommended. Each country should nominate up to two (2) participants (in case of two nominations, one candidate must be female, as overall nomination of female candidates is encouraged in order to support gender equality and progress on SDG 5).

10 Member States are encouraged to inform the Secretariat of their intention to participate. Nominations of participants, **by email**, should be addressed to:

[ghg-smart@imo.org](mailto:ghg-smart@imo.org)

with copy to:

Mr. Giuseppe Maxia  
Principal Administrative Assistant, Technical Cooperation Division, IMO  
[gmaxia@imo.org](mailto:gmaxia@imo.org)

The closing date for this Call for Nominations of Participants is **Friday, 16 February 2024**. Member States and Associate Members are invited to submit their documentation as soon as possible.

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