

Framework Programme on Strategic Sector Cooperation with The Ministry of Industry, Business and Financial Affairs

Key results:

The Ministry of Industry, Business and Financial Affairs' sector cooperation, is represented by two agencies, the Danish Maritime Authority (DMA) and the Danish Patent and Trademark Office (DKPTO), and is present in six countries in developing countries to strengthen capacity to improve framework conditions for a green, inclusive transition, and key development priorities, and will focus on three key outcomes:

- Strengthened framework conditions conducive for (a) green and safe shipping and b) innovation and technology exchange.
- Increased engagement of partner country authorities in bilateral discussions with Denmark and in international fora in relation to protection of intellectual property rights and promotion of green and safe shipping.
- Increased awareness of the role of the private sector in the green transition through exposure of technical solutions and models for engaging the private sector.

Within these three focus areas the programme contributes to the longer-term improvement of framework conditions. While the individual SSCs are tailored to the country specific context, the focus of the DMA is primarily capacity building within green shipping and maritime safety, while the focus of the DKPTO is primarily capacity development within enforcement and awareness raising of intellectual property rights (IPR).

Justification for support:

The FP promotes the Danish Government's development policies on advancing sustainable and green growth and a level playing field. The FP delivers on the Government's intention for the Strategic Sector Cooperation to be a core instrument to promoting sector diplomacy and to engage the Danish private sector in meeting the SDGs.

Major risks and challenges:

The risks include that the bilateral relations with one or more SSC countries could evolve negatively or that national partner authorities' internal processes delay implementation. It should furthermore be emphasised that the scope of the SSC projects is limited, and they can at best contribute to national processes which are driven by national institutions and interests. The approach to strengthening national capacities is therefore key to sustaining the results of the SSC projects.


















Objectives for stand-alone programme:

Support the green transition and sustainable economic growth enhanced in partner countries through a strengthened integration into the world economy and a level playing field.

Environment and climate targeting - Principal objective (100%); Significant objective (50%)

	Climate adaptation	Climate mitigation	Biodiversity	Other
Total green budget (DKK)	0%	50%	N/A	N/A

Project 1 India	The Danish Patent and Trademark Office - Partner	Total thematic budget:
Total	Office of the Controller General of Patents, Designs and Trademarks, Department for Promotion of Industry and Internal Trade, Ministry of Commerce and Industry	12,000,000
Project 2 Brazil	The Danish Patent and Trademark Office - Partner	
Total	National Institute for Industrial Property of Brazil, Secretariat of Digital Government, Secretariat of Management and Innovation	8,234,008
Project 3 India	The Danish Maritime Authority - Partner	
Total	Ministry of Ports, Shipping and Waterways	10,250,000
Project 4 China	The Danish Maritime Authority - Partner	
Total	Ministry of Transport, China Maritime Safety Administration, Ministry of Industry and Information Technology	7,000,000
Project 5 Ghana	The Danish Maritime Authority - Partner	
Total	Ghana Maritime Authority, Ghana Ports and Harbours Authority, Ghana Ministry of Transport, Volta Lake Transportation Company	4,300,000
Project 6 Indonesia	The Danish Maritime Authority - Partner	
Total	Coordinating Ministry of Maritime Affairs and Investment, Ministry of Transportation, Ministry of Marine Affairs and Fisheries, Ministry of Law and Human Rights	13,400,000
Project 7 Kenya	The Danish Maritime Authority - Partner	
Total	Kenya Maritime Authority; Kenya Ports Authority; Bandari Maritime Academy; Kenya Fisheries Service	9,000,000
Project 6 New countries	Partner	
Total	Tbc	26,000,000
Results monitoring and learning		1,000,000
Communication		600,000
Midterm review		600,000
Total		92,384,008

File No.	24/17680						
Country	Interregional						
Responsible Unit	MYNSEK						
Sector	51010						
	DKK million	2024	2025	2026	2027	2028	Total
Commitment	14.3	19.1	19.8	20.2	19		92.4
Projected Disbursement	14.3	19.1	19.8	20.2	19		92.4
Duration	2024-2028						
Finance Act code.	06.38.02.14						
Head of unit	Anette Aarestrup						
Desk officer	Helene Merete Bangert						
Reviewed by CFO	YES: Jan Justsen						
Relevant SDGs							
<div><div>1</div><div>NO POVERTY</div><div></div><div>No Poverty</div></div>	<div><div>2</div><div>NO HUNGER</div><div></div><div>No Hunger</div></div>	<div><div>3</div><div>GOOD HEALTH</div><div></div><div>Good Health, Wellbeing</div></div>	<div><div>4</div><div>QUALITY EDUCATION</div><div></div><div>Quality Education</div></div>	<div><div>5</div><div>GENDER EQUALITY</div><div></div><div>Gender Equality</div></div>	<div><div>6</div><div>CLEAN WATER AND SANITATION</div><div></div><div>Clean Water, Sanitation</div></div>		
<div><div>7</div><div>AFFORDABLE AND CLEAN ENERGY</div><div></div><div>Affordable Clean Energy</div></div>	<div><div>8</div><div>DECENT JOBS AND ECONOMIC GROWTH</div><div></div><div>Decent Jobs, Econ. Growth</div></div>	<div><div>9</div><div>INDUSTRY, INNOVATION AND INFRASTRUCTURE</div><div></div><div>Industry, Innovation, Infrastructure</div></div>	<div><div>10</div><div>REDUCED INEQUALITIES</div><div></div><div>Reduced Inequalities</div></div>	<div><div>11</div><div>SUSTAINABLE CITIES AND COMMUNITIES</div><div></div><div>Sustainable Cities, Communities</div></div>	<div><div>12</div><div>RESPONSIBLE CONSUMPTION AND PRODUCTION</div><div></div><div>Responsible Consumption & Production</div></div>		
<div><div>13</div><div>CLIMATE ACTION</div><div></div><div>Climate Action</div></div>	<div><div>14</div><div>LIFE BELOW WATER</div><div></div><div>Life below Water</div></div>	<div><div>15</div><div>LIFE ON LAND</div><div></div><div>Life on Land</div></div>	<div><div>16</div><div>PEACE AND JUSTICE</div><div></div><div>Peace & Justice, strong</div></div>	<div><div>17</div><div>PARTNERSHIPS FOR GOALS</div><div></div><div>Partnerships for Goals</div></div>			

Framework Programme on Strategic Sector Cooperation with the Ministry of Industry, Business and Financial Affairs

Framework Programme Document

DRAFT for the Programme Committee

21 March 2024

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Abbreviations

AMG	Aid Management Guidelines
DGIP	Indonesia Directorate General of Intellectual Property
DKPTO	Danish Patent and Trademark Office
DKK	Danish Kroner
DMA	Danish Maritime Authority
EUR	Euro
EPO	European Patent Office
FDI	Foreign direct investment
FP	Framework Programme
FYP	Five-Year Plan
GHG	Greenhouse gases
IMO	International Maritime Organization
INPI	Brazil's National Institute of Industrial Property
IPR	Intellectual Property Rights
LDC	Least developed countries
MFA	Danish Ministry of Foreign Affairs
MIBFA	Danish Ministry of Industry, Business and Financial Affairs
SDG	Sustainable Development Goals
SIDS	Small island developing states
SSC	Strategic Sector Cooperation
SME	Small and medium-sized enterprises
STCW	Standards of Training, Certification, and Watchkeeping
TRIPS	Trade-Related Aspects of Intellectual Property Rights
WIPO	World Intellectual Property Organisation
WTO	World Trade Organization

1. Introduction

This document outlines the Framework Programme (FP) implemented by the Danish Ministry of Industry, Business and Financial Affairs (MIBFA) and its agencies under the Strategic Sector Cooperation (SSC), an instrument launched in 2015 engaging Danish authorities in cooperation with partner authorities in developing countries to strengthen capacity to improve framework conditions for a green, inclusive transition, and key development priorities.

The FP covers the four-year period from October 2024 to September 2028, within a budget of DKK 91.4 million, and it replaces seven single-project SSC agreements between the MIBFA and the Danish Ministry of Foreign Affairs (MFA).

The MIBFA is represented by its two agencies the Danish Maritime Authority (DMA) and the Danish Patent and Trademark Office (DKPTO). Both the DMA and the DKPTO have participated in SSC-partnerships with an increasing number of countries since 2015 and have gained considerable experience with the single-project SSC modality. Ongoing cooperation takes place in Kenya, Ghana, Indonesia, India, China, and Brazil, with some of the partnerships being in their third phase, while others have only recently started.

The DKPTO's SSC in Brazil is fully approved, while phase II of the DKPTO's SSC in India is yet to be approved. The DMA's SSC in Ghana and China are fully approved, while it is only the inception phases of the SSCs in Indonesia, Kenya, and India that have been approved.

While the individual SSCs are tailored to the country specific context, the focus of the DMA is primarily capacity building within green shipping and maritime safety, while the focus of the DKPTO is primarily capacity development within enforcement and awareness raising of intellectual property rights (IPR).

In the countries where the DKPTO has been active, the cooperation primarily started on a technical level but has over time developed into also improving more general aspects related to good governance where measures enhancing the citizen orientation and the focus of the users have been given priority. For example, the SSC project in Brazil has, in just five years, contributed to a transformation in the national intellectual property (IP) environment, while learnings from the SSC project in India indicates a need for a long and persistent commitment for the results to materialise. However, joint work on setting up a quality management system at the Indian IP office has already resulted in specific improvement in the case handling processes.

The DMA has had the longest engagement in Ghana, where the SSC has resulted in the implementation of new procedures for pilots and tugboat masters, which has enhanced safety and efficiency of port management in Ghana. Moreover, the Ghanaian Maritime Authority (GMA) has introduced a Corrective Action Plan, which will guide the follow up from the most recent International Maritime Organization (IMO) Member State Audit (IMSAS) on implementation of provisions of the mandatory IMO instruments and the IMO Instruments Implementation Code. Furthermore, the DMA has assisted in preparing for the upcoming audit cycle. The SSC has furthermore developed an online navigational platform, which supports navigational safety.

The DMA has also had an active and mutually beneficial maritime SSC with China for a number of years. The SSC has served as a framework for improving maritime safety for ships and seafarers in both countries through continuous sharing of best practices regarding e.g. port state ship inspections and maritime accident investigation. The SSC has also contributed to increased awareness in China regarding

the detrimental effects shipping can have on the surrounding environment. These activities have inspired China to establish Emission Control Areas (ECAs) and furthermore to introduce monitoring facilities to ensure low sulphur content in marine fuel on board ships. Additionally, years of bilateral dialogue with the DMA has helped expand the room for negotiations on international regulation, and in July 2023, China supported the Climate Strategy with a target of carbon neutrality around 2050.

Given the maturity and total size of MIBFA's SSC-portfolio, this FP will provide the strategic framework for new phases of ongoing and new SSC-partnerships. It will also provide the strategic framework for decisions related to replacement of SSC partnerships in two countries with two new countries, and a further potential enlargement of the programme with two additional countries, to adapt to the potential adjustment of MIBFA's strategic interests as the Danish Government begins to implement the upcoming globalisation strategy.

This FP was written in collaboration with the MFA, the MIBFA, the DMA, the DKPTO and with contributions from the SSC counsellors.

Guided by the Danish Government's policies, *The World We Share* and the Action Plan for Economic Diplomacy, the FP focusses the SSC-partnerships on global challenges in the partner countries. It targets areas where the MIBFA, through its core competencies, can contribute to strengthening national partner countries capacities to sustainably address important international challenges in the context of national priorities in the partner countries.

The FP document describes the thematic focus and expected results, the guiding considerations and the management mechanisms of the FP and it will be the basis of an agreement between the MFA and the MIBFA and its agencies. It will include the ongoing SSC projects in six countries, and subsequent project phases initiated during the programme period. Each SSC project will be described in a project document approved by the MFA. Furthermore, four new countries, some of them preferably in Africa, will be selected for cooperation under the FP in accordance with the criteria indicated in this document.

What is a strategic sector cooperation?

- A peer-to-peer, long-term cooperation between a Danish sector authority or municipality and an authority in a developing country.
- Tackles selected capacity challenges where the Danish authorities' competences can further significant improvements – but may not tackle all partner capacity constraints to fundamental reform.
- Consists of 1) project-based technical cooperation between the two peer authorities, and 2) a Sector counsellor stationed at the Danish Embassy to facilitate the project and its linkages.
- Typically uses instruments like study tours, seminars, workshops, training courses, and direct engagement of experts for drafting regulations, policies, guidelines, or processes.
- Main inputs consist of Danish authorities' staff time, travels, consultancies, and expenses for workshop/seminars, studies, trainings.
- Projects run in phases and have an inception phase (DKK 1.5 million) for in-depth needs assessment and project design with the peer authority, followed by 3-year phases. Currently, each phase is allowed a maximum budget of DKK 10 million.

2. Context, strategic considerations and justification

2.1 Global challenges

Strong and transparent framework conditions are essential for ensuring prosperous economic growth in middle- and low-income developing countries. These framework conditions should be based on coherent, transparent, and non-discriminatory regulations, which promote ease of doing business and access to financing and investments. By improving the regulatory environment and establishing a level playing field, these conditions enhance the livelihood of people and contribute to the overall social and economic development of a country. It can further domestic and foreign investments in the green transition – and beyond – increase economic development and jobs in the relevant industries. Conversely, discriminatory measures and a poor regulatory setup can hinder investments, increase the risk of inequalities, and impede the potential for social and economic growth. It is therefore crucial to establish a fair and conducive environment that fosters sustainable development and encourages investment.

National maritime authorities are crucial in ensuring safety at sea and proper working conditions for seafarers, and through regulation, to enhance a level playing field and fair competition within the maritime sector so that ship operators cannot strengthen their market position at the cost of safety, security, and environmental performance¹. An important task for the DMA is to ensure safe ships through inspections in compliance with and enforcement of international regulation and secure adequate education of seafarers, in order to provide the best conditions for safe shipping. Denmark has high standards on safety in shipping and a high-level of education of seafarers, and thereby contributes greatly to the capacity building of seafarers and maritime authorities in partner countries and in strengthening the standards of international shipping. In addition, through training programs of seafarers and improvement of their skills the DMA assists in creating job opportunities for seafarers in partner countries on international ships. International shipping transports more than 80 per cent of global trade to peoples and communities all over the world. Shipping is the most efficient and cost-effective method of international transportation for most goods, it provides a dependable, low-cost means of transporting goods globally, facilitating commerce and helping to enhance all nations' role in the global economy through international trade. Shipping is therefore an essential component of any development of future sustainable economic growth.

The greening of the shipping industry is necessary to reduce global greenhouse gas (GHG) emissions. Some countries, especially in the Global South, hold great potential for economic growth while delivering on the green transition of the maritime sector. These countries have opportunities to produce renewable energy and green fuels, and several of them have a big workforce in the maritime sector (for example Indonesia alone has 1.2 million seafarers²). Developing the sector will generate more jobs. There are, however, currently a number of technical and regulatory constraints hampering this development. Thus, going forward, and as outlined in the newly adopted IMO 2023 GHG strategy, just and equitable transition is key in these endeavours.

However, if the companies who are to invest in the green transition are faced with a non-transparent bureaucracy and discriminatory framework conditions, these important investments in e.g., greening and/or increasing efficiency and safety of ports and production of green fuels, might be delayed, if not blocked. Therefore, international regulation is vital.

In the maritime sector in Denmark, public-private partnerships play a pivotal role in “greening” the sector, while at the same time also ensuring social and economic growth. Danish green, maritime

¹ [International Maritime Organization \(IMO\)](#)

² Source: Indonesian Ministry of Transportation.

technologies and solutions are often developed through close cooperation and partnerships between our leading shipping companies, equipment manufacturers, shipyards, knowledge institutions and public agencies. Seeking common interests and bringing together unique knowledge this way of cooperating has contributed to maintaining Denmark's position as a maritime stronghold. It ensures innovative and competitive easy-to-integrate solutions that work in practice.

In order to improve the framework conditions in the maritime sector and to support the greening of the maritime industry, the transition towards digitalisation and automation is essential. This will be a key element of the FP. Digital technologies help monitor and improve environmental performance of ships by reducing emissions, and protect vulnerable marine ecosystems. Modern efficient electronic and digital systems which use considerably less power are available to reduce power consumption and consequently reduce carbon emissions. The DMA has already introduced digital systems as digital certificates for seafarers and digital ship certificates for the users in the maritime industry in Denmark. Digital certificates for seafarers and digital ship certificates based on common standards create great potential in many aspects. It will lessen the administrative burdens of all stakeholders within the maritime sector globally, and Port State Controls will become smoother and more efficient. Furthermore, digital certificates provide a higher level of security and validity as well as reducing maritime fraud and illegitimate registrations, which can lead to a strengthening of the shipping governance mechanisms in partner countries, and thereby help facilitate global trade. Digitalisation is one of the activities in China throughout phase 1, 2, and now phase 3.

Another key element of the FP will be to support partner countries efforts to achieve the convention agreed by the member states and their core objectives of *The International Maritime Organisation (IMO)*. The IMO is the United Nations specialised agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. The IMO is responsible for administering various international treaties and agreements related to the safety, security, and environmental aspects of international shipping, including the International Convention for the Prevention of Pollution from Ships (MARPOL) and the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers (STCW).

The member states of the IMO have adopted a revised GHG Strategy in 2023. The strategy includes an enhanced common ambition to reach net-zero GHG emissions from international shipping by or around, i.e. close to, 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative check-points for 2030 and 2040.

Intellectual Property Rights (IPR) play a significant role in fostering societal and economic development and job creation. In developing countries, companies using patents, trademark designs and other IP rights constitute a much smaller part of the private sector, compared to Denmark where almost half of the production and every third job comes from such companies. In Europe, IPR-intensive industries are equally important for growth, employment, and trade. Studies published jointly by the European Intellectual Property Office and the European Patent Office (EPO) have shown the importance of IPRs in promoting growth and employment at company level, especially among small and medium-sized enterprises (SMEs)³. Strong IP regimes have positive effects on foreign direct investment, international trade, and domestic innovation activity.

IPR is essential for businesses ability to secure a return on their investments in research and development, and consequently for an increase in investments. Further, a transparent and efficient IP infrastructure is a basic framework condition for promoting innovation, technology transfer and business collaboration.

³ IPR-intensive industries and economic performance in the European Union (A joint project of the European Patent Office and the European Union Intellectual Property Office – October 2022)

In a nutshell, IPR is a foundation to create and boost innovation and welfare to the benefit of society. Enhancing the framework conditions for the “IP active” SME’s in the partner countries could help to strengthen the economy, lead to job creation, and support the countries in transforming their economies to the benefit of the population as a whole.

While IP rights are always conferred under domestic law of each country, an international system of 26 treaties and agreements exists under the auspices of the *World Intellectual Property Organization (WIPO)*, a specialised United Nations body that provides the international platform for shaping international IP rules and policies amongst its 193 members. Additionally, the 164 members of the *World Trade Organization (WTO)* have adhered to a comprehensive set of minimum IP standards, codified in the Agreement on Trade-Related Aspects of Intellectual Property Rights (TRIPS). While an expansive international legal framework of IP exists, the actual institutional frameworks of protection vary tremendously and are determined by the successful operation of the national IP office, police, customs, courts, market inspectors, and private practitioners. TRIPS will be a key element of projects because TRIPS stipulates minimum standards for protection and enforcement of IP. In Denmark, the measures put in place on IP protection and enforcement surpass the minimum IP standards. Since both Brazil and India are members of the WTO, they are also committed to meet those standards. However, the requirements outlined in TRIPS serves as a common point of reference, and are highly valuable in the dialogue with the partner, particularly in the early phases of the cooperation.

Global challenges in relation to maritime transport

The maritime sector emits 2-3 per cent of global GHG emissions and with the current growth rates in trade these emissions are not set to reduce. The challenge in decarbonising the maritime sector is immense and comes with a significant economic cost. Developing countries, especially small island developing states (SIDS) and least developed countries (LDCs) will require technical and financial support to mitigate the costs of adjusting to zero carbon shipping because it requires vast investments in e.g., energy efficiency in shipping, port infrastructure, and production of new climate neutral fuels. However, it also holds potential in terms of ensuring economic growth and social inclusion, while at the same time reducing the carbon footprint of the sector. In addition to the environmental benefits, the greening the maritime sector can provide a more skilled workforce, as upskilling is a prerogative. Greening of the maritime sector may also contribute to a more just transition by generating more jobs in developing countries within the maritime industry in ports, shipyards, ship design, maritime equipment, products, and services.

The shipping sector and the IMO member states have pledged to become CO₂ neutral by or around, i.e. close to, 2050 and a range of national and international initiatives are currently supporting this vision. Denmark is well placed to take a leading position on the agenda with its large shipping industry, which is fully engaged in the process of developing the preconditions for using greener fuels and designing ships that are more fuel efficient. Danish shipping is leading the way with its decarbonisation efforts and the first carbon-neutral ships have hit the water. The new ships sail under the Danish flag and are a milestone in the development of climate neutral shipping. The approval process required an effective collaboration between Denmark as the flag state, the classification society, and the ship owner to find solutions to obtain the necessary approvals as global regulation and standards are lacking behind the technological development. This means that Denmark through the Regulatory Future Lab in the DMA, as one of the first nations, has gained valuable experiences with concrete approvals of ships sailing on alternative, green fuels that can be brought into play in connection with bilateral cooperation on promoting green shipping, and will be part of upcoming SSC activities in example in India.

Due to the influence and sheer size of the global maritime sector and the GHG emissions from the sector, the potential impact of Danish green technology and Danish-inspired environmental regulations

is tremendous. For instance, GHG emissions generated from maritime activities in China are the highest in the world. Bringing these emissions down swiftly will be vital if the global shipping industry can meet the goals of both the Paris Agreement and the new IMO 2023 GHG strategy for international shipping. As China is the biggest shipbuilder in the world, the cooperation framework on green shipbuilding set up as part of the SSC can enable innovative and sustainable solutions that can be adopted by the Chinese market. This is expected to have an important positive impact on the environment as well as GHG emission reductions. Therefore, the Danish competences, products, and services have the potential to, not only greatly help enforcing these regulations, but also contributing to making them more realistic.

Countries with poorly developed navigational systems experience more dangerous incidents at sea, with the ensuing risk of damages to personnel, equipment and the environment. Furthermore, the use of digital technologies in maritime operations have proven to result in fewer incidents at ports and sea⁴. These technologies digitise, automate, and streamline dangerous or difficult processes. At sea, smart navigation systems help avoid collisions and accidents, which may occur due to human error. The maritime SSCs can contribute as a tool to pave the way for digitalisation in shipping and to have a dialogue with partner countries, which is important for establishing international standards.

Digital solutions and systems can improve maritime safety and efficiency, but maritime training plays a vital role in fostering safety at sea. Rates of reported injuries and diseases are significantly higher among non-officers than officers, and seafarers working at the deck are almost two times more likely than engine workers to be injured. It shows less-trained seafarers in low-paying jobs have a highly elevated risk for injuries from their occupation in shipping⁵. Well-trained seafarers are more likely to be aware of the risks involved in maritime operations and to take steps to mitigate those risks. The DMA is capable of assisting partner countries in the implementation of IMO regulation, e.g. the STCW-F convention as shown in Ghana, and to assist other countries in developing the content of their programmes for maritime training.

Global challenges in relation to intellectual property rights

With the increasing globalisation of trade and the digital economy, protection and enforcement of IPR becomes more complex. Jurisdictional issues arise when infringing activities occur across borders, making it challenging for intellectual property right holders to enforce their rights effectively. Cooperation among countries and with international organisations is crucial to develop mechanisms for cross-border enforcement and to address jurisdictional challenges. Furthermore, and as described above, establishing a robust IP infrastructure is an important framework condition for economic growth as it ascertains that intellectual property can be protected and that infringers can subsequently be punished.

In many developing countries, the IP system is less user friendly and with a much longer case-handling time than in Denmark. A citizen-oriented approach where the needs of the “customer” is in the centre is an important element of a well-functioning public IP system. Exchange of best practices related to outreach and awareness raising targeting the users of the system (SMEs in particular) are mandatory elements of the cooperation projects on intellectual property rights. At DKPTO, the focus is not exclusively on conducting the statutory tasks at a satisfactory level but as much on the added value of the services provided to the end-user. The IP system in Denmark thus also encompasses measures that facilitate the usage of the system for the end-users. Services are put in place targeting the SMEs to

⁴ From analysis conducted during safety investigations by the European Maritime Safety Agency (EMSA), it was determined that 53 pct. of all maritime accidents from 2014-2020 were related to human action.

⁵ Sagaro GG, Dicanio M, Battineni G, et al. Incidence of occupational injuries and diseases among seafarers: a descriptive epidemiological study based on contacts from onboard ships to the Italian Telemedical Maritime Assistance Service in Rome, Italy. BMJ Open 2021, bmjopen-2020-044633.pdf ([nih.gov](https://doi.org/10.1136/bmjopen-2020-044633))

facilitate their entrance to the IP ecosystem, enhance their understanding of the importance of IP rights and enable them to take qualified decisions regarding their IP.

A major challenge to the international IP system is the proliferation of counterfeit products and piracy, particularly in the digital realm. This includes unauthorised copying and distribution of copyrighted material, such as music, movies, software, and books. Counterfeiting and piracy not only harm the rights holders but also undermine consumer confidence, jeopardise public health (in the case of counterfeit medicines), and result in significant economic losses. Based on data for 2019, the OECD estimates that the volume of international trade in counterfeit and pirated products amounted to as much as USD 464 billion in that year, or 2.5 per cent of world trade⁶. For governments and business, the losses include illegal acquisition of IP, reduced returns to innovators and creators, lost tax revenue, and the diversion of public and private resources from more productive ends.

Globally, counterfeiting undermines legitimate businesses, resulting in financial losses and reduced economic growth. This can lead to job losses through decrease of demand for the legitimate products as well as damage to the brand reputation, which can result in a decline in consumer trust and loyalty, leading to reduced sales, and potential job losses for the company. This is at the core of the partner countries demand for cooperation on IPR, both in India and Brazil. For example, the federal government in Brazil has identified a stronger IP system as a precondition for attracting more foreign investment in the Brazilian technology sector. The Brazilian IP office (INPI) works actively and strategically to increase knowledge of the importance of protecting and enforcing IP among start-ups and entrepreneurs, thereby enabling them to take qualified decisions on such matters.

This ambition has since 2019 been reinforced by the Danish-Brazilian SSC initiative on Intellectual Property Rights, Innovation and Digital Government through capacity building and exchange of best practices. The SME organisation SEBRAE, a Brazilian autonomous social institution which aims at fostering the development of micro and small enterprises and stimulating entrepreneurship in the country, is engaged in this work. With an annual budget of almost DKK 10 billion and local offices in all the 26 states they are an important partner in the SCC.

The lack of understanding the significance of IP is also apparent in many knowledge- intensive institutions and at universities, where knowledge about IP is often limited. There is a growing interest among these institutions to improve their ability to advise their researchers on protecting their inventions and developing the inventions into marketable products thereby contributing to the growth of the Brazilian economy. The SSC initiative has also been engaged in enhancing the capacity of such stakeholders to address these challenges.

In sectors such as pharmaceuticals, food, and cosmetics, counterfeiting can pose serious health and safety risks to consumers. Substandard and fake products may lack proper quality control measures, potentially causing harm, exacerbating health issues, and increasing healthcare costs. This can disproportionately affect vulnerable populations and impede efforts to improve public health and well-being⁷. Counterfeiting also discourages innovation and creativity. Without adequate protection, inventors, artists, and entrepreneurs may be less motivated to develop new products and services, which can impact economic growth and hinder poverty reduction efforts. At the same time, it creates an uneven playing field by undercutting legitimate businesses and distorting market dynamics. This can discourage innovation,

⁶ Global Trade in Fakes : A Worrying Threat <https://www.oecd-ilibrary.org/docserver/74c81154-en.pdf?expires=1709617043&id=id&accname=guest&checksum=B78C237A166E0AD98123E0D2E96FD2D9>

⁷ P.44 in 2019 Mapping The Impact Of Illicit Trade EN.pdf (europa.eu)

investment, and entrepreneurship, limiting opportunities for economic growth and poverty reduction. It also hampers the ability of governments to collect taxes and generate revenue for social welfare programs. Lastly, counterfeiting often thrives in the informal economy, where vulnerable individuals may be forced to engage in illegal activities due to lack of opportunities or limited access to formal employment. This inhibits the transition to decent jobs in the formal economy and perpetuates poverty cycles, as individuals are unable to escape the informal sector and benefit from social protection measures.

The rapid advancement of emerging technologies, such as artificial intelligence, blockchain, and 3D printing, poses new challenges for IPR protection. These technologies enable easy replication, distribution, and modification of digital content, potentially leading to increased infringement and a need for innovative approaches to IPR enforcement.

The green transition requires an unprecedented expansion of innovative technologies on a global scale. IP is perceived as a key enabler for the development of technologies that can address the climate change crisis and open a global frontier of commercial activity. A 2022 German industry study⁸ suggested that the global value of new, green, and sustainable technologies exceeded EUR 4 trillion in 2020 and that revenues from this sector could grow closer to EUR 10 trillion by 2030. According to the EPO, the strong European IP system could facilitate a remarkable growth in green technologies in coming years. Already, the number of patent filings in this area is rising rapidly, notably within low-carbon energy technologies, plastic recycling, and battery technology. Denmark is proportionally the European leader with an 18.5 per cent of total patent filings coming from technology areas that are classified by the EPO as climate change mitigation technologies, and could share its best practices.

Brazil as well as India have strong aspirations of making their economies more knowledge intensive. Robust mechanisms for protection and enforcement of IP are important for developing countries as it improves the investment climate and enables them to obtain their share of the global investments in green technologies:

- It encourages innovation by providing legal protection and incentives for innovators and inventors to invest in research and development of green technologies,
- It attracts foreign direct investment (FDI) by assuring the investors that their intellectual property will be protected, leading to increased funding for green projects and initiatives in middle- and lower-income countries,
- It facilitates technology transfer from developed to developing countries, enabling them to access and adopt environmentally friendly technologies and practices,
- It encourages collaboration and partnerships between different stakeholders, promoting the exchange of knowledge and expertise in green technologies, and
- It promotes capacity building and human capital development by investing in training programs to develop experts who can support the green transition, manage intellectual property, and ensure compliance with international standards.

Many countries, especially developing nations, face challenges in building the necessary capacity to effectively implement and enforce IPR laws. Lack of awareness and understanding of IPR among businesses, individuals, and even policymakers can hinder the protection of intellectual property rights and limit their potential benefits.

⁸ Hvad er vejen frem for Green Tech i Tyskland? | Heinrich-Böll-Stiftung | Tel Aviv - Israel (boell.org)

Addressing these global challenges requires international cooperation, capacity building, effective enforcement mechanisms, and a balanced approach that considers both the interests of right holders and the broader societal goals of innovation and access to knowledge.

2.2 The evolving context in the SSC countries

The FP includes the ongoing SSC projects in China, India, Indonesia, Kenya, Ghana and Brazil. Selection of countries and prior phases of the SSC projects have been approved by the MFA in accordance with procedures and guidelines at the time. All SSC countries have been selected through a “matchmaking” process in accordance with the SSC guidelines in coordination between the agencies and the MFA, including the embassies. For matchmaking it is a prerequisite that the areas of strengths of the Danish authorities respond to the demands and development needs of the individual SSC-countries. This requires that the partner countries and their authorities have a certain base-level in terms of organisational capacity in order to be able to successfully adapt the experiences and solutions that the Danish authorities can contribute with to their local context. Countries with poorly developed public administration systems would require more comprehensive assistance and solutions applied in Denmark might not be the most appropriate.

In the following, each of the current partner countries is briefly presented, including their national plans and ambitions in relation to the thematic areas of the FP.

China (maritime sector)

China’s maritime sector has for several decades been considered as one of the key strategic sectors for economic development and poverty alleviation. By enabling China to take part in global value chains, millions have been lifted out of poverty. Huge investments in port infrastructures, shipyard facilities and ships have been made both by the Chinese state and by private stakeholders, and China is today perhaps the biggest maritime nation in the world. The country’s already substantial maritime industry is still growing, and the influence of China in international maritime affairs appears to be growing with it and may continue to do so for the coming years. Chinese companies are increasingly dominant across the entire global maritime supply chain, controlling the world’s largest shipping fleet by gross tonnage and constructing almost half of the world’s vessels in 2022 (measured in compensated gross tonnage). China also hosts seven of the ten busiest ports in the world for ocean going shipping. China is also hosts some of the world’s busiest inland waterways.

The enormous maritime activity in China has caused severe pollution and led to significant environmental degradation and health problems. Emissions of hazardous substances from ships stand as one of the principal contributors to air pollution in coastal areas. Invasive species from ship’s ballast water are entering Chinese waters in fast speed and GHG emissions from maritime transport activities in China is furthermore the highest in the world.

While China continues to pursue economic growth and development for the maritime sector as well as strengthening its possibilities to enhance trade with the rest of the world, the Chinese authorities are increasingly aware of the negative environmental and health impacts the enormous maritime activity generates. China has with its more recent Five-Year Plans on the overall economic and social development introduced goals regarding the improvement of the marine environment and reducing emissions from shipping. These concerns are most prominently addressed in the most recent 14th Five-Year Plan (2021-2025) as well as in the 14th FYP (2021-2025) on green transportation. China has also introduced several pieces of regulation on curbing pollution from ships. China has also recently taken a more proactive role in the IMO on reducing GHG emission from shipping.

The maritime SSC has since 2015 promoted cooperation with Chinese authorities through the development of best practises and cooperation on international as well as national regulation in order for China's maritime transport sector to become more sustainable. The SSC has focused on improving safety in the maritime sector as well as reducing the impact on the surrounding marine environment. In this context, China and Denmark have implemented activities such as regular joint inspections of ships in Chinese waters as well as knowledge sharing on control of ships' sulphur emissions and ballast water discharge. Recently the SSC has also moved towards a greater focus on the decarbonisation of the maritime sector. Chinas has in several areas been inspired by Denmark e.g. when establishing its emission control areas to lower harmful ship emissions and the Chinese authorities are also listening carefully to arguments on the need for shipping to become carbon neutral in 2050.

Shipbuilding and technology development also plays an important role for the green transition of shipping and other maritime activities and the industry involvement in the maritime SSC has been very successful not least due to the Danish competences, products, and services in the field of green maritime technology and solutions. These Danish areas of expertise are seeing an increased demand in the shipbuilding industry in China. Additionally, as part of their bilateral relations, China and Denmark have implemented an annual Joint Working Group where the maritime industry of both countries participate to present and discuss new ideas and developments in marine equipment with a particular focus on energy efficiency and green fuel implementation. Furthermore, a regular dialogue on future standards of marine equipment related to the green transition has been established with the goal of acceleration the implementation, while ensuring safety remains a high priority.

Maritime safety and efforts to avoid accidents attract considerable attention in China, as the level of activity in Chinese waters, port and inland waterways continues to rise. From Chinese side, there continues to be a high-level request to learn from Danish experience. Maritime safety in Chinese waters is crucial for safety of life and property at sea, not only for Chinese ship owners and seafarers, but also for all the international stakeholders involved in shipping activities in Chinese waters. A particular challenge has been to reduce the risk of collision between the many small fishing boats active close to China's coastline and the big oceangoing ships calling or departing the big ports in China since these collisions have led to loss of a substantial number of fishermen throughout the years. Seafarers and workers on board thousands of ships navigating along Chinese coastline and on the inland waterways have also been exposed to significant risk caused by collisions and poor vessel conditions. A more recent maritime safety challenge has appeared from accidents with ships servicing offshore wind farms caused by harsh weather conditions. Therefore, it is of great importance that there is an efficient and strong enforcement of international safety regulation on vessels, which is an area, where Denmark and China can learn from each other and share knowledge on best practices. If safety is improved in Chinese waters, it will greatly benefit all crewmembers and assets sailing in Chinese waters.

India (maritime sector and IPR)

India is the most populous country and the fifth largest economy in the world. However, India's size and global importance is not reflected in its **maritime** capacity. India is not considered to be an influential maritime country in the international community. However, the country has some strongpoints on flagged global gross tonnage (approx. half of Denmark's), owned gross tonnage (approx. a third of Denmark's), labour share of seafarers (globally dominant), and number of ship recycling facilities, whereas the latter is often criticised for not adhering to global and EU standards with regards to social and economic aspects.

In recent years, Prime Minister Modi has expressed new visions on becoming a global maritime power and a sustainable one at the same time, and the country therefore expects to increase its maritime position in the next decades. This is seen in e.g. the Amrit Kaal Vision 2047 and Maritime Vision 2023, issued by

Prime Minister Modi, which describes the country's ambition to become a leading blue economy in the world, while "[committing] to the promotion of the use of renewable sources of energy in the maritime sector"⁹.

India aims to become a global maritime power through a number of concrete actions and focus pillars. These include a focus on skill development of Indian seafarers who are in strong competition with other seafaring nations, building strong, green and resilient maritime infrastructure through eg. new and improved mega ports, improving framework conditions for the maritime sector in India and provide incentives for (green) investments in e.g. green builds and retrofitting.

As stated in the Maritime India Vision 2030 paper, it is important to focus on, among other things, skill development of seafarers in order to reach the status of a leading maritime nation. Developing appropriate curriculums for seafarers, building strong international collaboration with maritime stakeholders and institutes around the world, the average Indian seafarer will get better opportunities to work on both national and foreign flagged ships, e.g. Danish ships, with proper social and economic conditions. Moreover, improved skill sets of seafarers also play a pivotal role in realising the green transition of the maritime sector. Seafarers should be prepared to handle new fuels and new digital solutions, where the latter has its own goals of enhancing the efficiencies in the supply chain, helping to reduce overall logistics costs, and reducing the carbon footprint of the maritime sector.

India recognises the pivotal role of a robust **intellectual property rights** ecosystem in fostering innovation, economic growth, and improving the lives of its citizens. With aspirations to become the world's third-largest economy, the Indian government, through the National IPR Strategy of 2016, is committed to advance its patent granting system, promoting growth in IP filings, strengthening the IP-ecosystem and strengthening IP enforcement mechanisms and awareness efforts for the purpose of sustainable economic growth.

As India experiences a surge in IP filings, particularly in the fiscal year 2023, the need to balance timeliness with the quality of examination becomes increasingly crucial. Danish expertise can play a pivotal role in refining and elevating India's IP system, by offering valuable insights and practices and benefit from the implementation of quality management systems and targeted staff training. This strategic approach aligns with India's ambition to position itself as a leading global IP system.

The Cell for IPR Promotion and Management (CIPAM) works on creating awareness among enforcement officers, and High Courts across the country have started establishing dedicated IP benches for resolution of IP cases. The National Intellectual Property Awareness Mission (NIPAM) has successfully introduced over a million schoolchildren and students to the realm of IP, providing avenues for obtaining IP rights. This concerted effort aligns with India's vision of fostering a vibrant, innovation-centric landscape and further positions the nation as a key player in the global intellectual property arena.

India continually strives to enhance its national legal and regulatory IP framework. By leveraging Danish competencies, India can make their IP legislation more dynamic, adaptable, and aligned with international best practices. The collaborative exchange of expertise contributes to the evolution of a forward-looking and globally competitive IP environment in India leading to economic growth, job creation and subsequently poverty reduction.

In the first phase of the cooperation on intellectual property rights, which will end in September 2024 focus has primarily been on capacity building related to quality management and streamlining of processes targeting the IP office, knowledge exchange on awareness and outreach, IP enforcement and

⁹ Secretary T.K. Ramachandran, Ministry of Ports, Shipping and Waterways in *Propelling India's Maritime Vision*.

commercialisation of IP developed by public institutions. In the first phase, the cooperation has primarily been at the central level with the Department for Promotion of Industry and Internal Trade and the Indian Intellectual Property Office as primary partners. In the second phase of the project additional partners like the Ministry of MSME's, the National Research and Development Corporation and the Capacity Building Commission will be engaged. Their engagement in the project will make it possible to conduct capacity building initiatives locally. As an example, the Ministry of MSME's runs +100 IP facilitation centres located all over India and is interested in enhancing the capacity at this level through the SSC project. Enhanced capacity on the local level will be of benefit to local SME's the local labour market and to the local economy.

Indonesia (maritime sector and IPR)

Indonesia is a great **maritime** nation. It is estimated that from 2012 to 2020, its blue economy grew with 10.5 per cent per annum, and it is predicted that the blue economy will constitute 12.45 per cent of Indonesia's national GDP by 2045, which implies that there will be a growing demand for maritime services. Over the last two decades, Indonesia has witnessed an exceptional economic growth, and more than half of its population has risen out of poverty. This has also created opportunities for growth in the maritime sector.

Despite the overall positive economic development and projection for the blue economy, Indonesia faces a list of challenges. Indonesia is the world's second largest fishing nation with a strategic location between the Indian and Pacific Ocean. A challenge for Indonesia is to protect and develop the livelihood of the millions of fishermen in the country due to lack of earnings, safety issues but also increasing environmental issues affecting the fishing industry.

It is estimated that 45 per cent of world trade passes through Indonesian waters, which creates many opportunities for the country at the time as it creates challenges for example regarding environmental complications such as oil spills from international ships, that are not prosecuted due to lack of enforcement from the Indonesian authorities. As the country has a major shipping fleet and a geographic location close to multiple strategic waterways, Indonesia is an important player in decarbonisation of the maritime sector. Most of the Indonesian fleet is old, inefficient and it will require a concerted development, including within energy efficiency measures and retrofitting, and considerable time for it to be ready for the green transition of the maritime sector as required by the IMO GHG Strategy to achieve net-zero emission goal by or around 2050.

In Indonesia, there are many different stakeholders at sea and Maritime Spatial Planning (MSP) is thereby an important governance tool in order to have a better overview of the many different stakeholders and interests at sea, and MSP contributes greatly to cross-sectoral cooperation and co-existence. Currently, large infrastructure projects are affecting the environment in Indonesian waters, the coastal communities and biodiversity in the oceans.

Former President Joko Widodo has committed to turn Indonesia into the "Global Maritime Axis," given the country's strategic position in the global sea trade. It is expected that the new administration, elected in February 2024, will pledge to boost the maritime sector by enhancing east-west connectivity, prioritise maritime infrastructure, strengthening the country's navy, and thereby maximising profits from all economic activities related to the sea, including shipbuilding and fishing.

In Indonesia there is a great demand for maritime cooperation, with a focus on Denmark's practices and solutions for the green transition of shipping, a demand for training of seafarers and fishermen focusing on safety, as well as safety in ports, and a demand for cooperation on maritime spatial planning (MSP),

including sustainable use of marine resources. This will result in enhanced maritime governance in Indonesia and legislative framework for the industry thus levelling the playing field for international shipping, increasing environmental initiatives and minimising the risk of environmental impacts caused by accidents and pollution from shipping. All in which will contribute to creation of jobs and support Indonesia's blue economy. However, seafarers and fishermen remain to be a vulnerable group working under poor conditions with a lack of sufficient training and with the risk of exploitation due to lack of responsibility by ship-owners and lack of enforcement of labour laws. Many fishermen in Indonesia remain uneducated, and the government of Indonesia is working on subsidising educations for them in order to become a seafarer, and thereby help them creating a better livelihood.

Indonesia is actively engaged in strengthening **intellectual property rights** to foster innovation, attract investments, and propel economic development. The Directorate General of Intellectual Property (DGIP), operating under the Ministry of Law and Human Rights, serves as the primary authority overseeing the registration and protection of patents, trademarks, copyrights, and other intellectual property assets. As a member of the WTO, Indonesia adheres to the Agreement on Trade-Related Aspects of Intellectual Property Rights (TRIPS), demonstrating its commitment to international IPR standards.

The DGIP has received a growing number of patent applications. Foreign applicants accounted for 80 per cent of the granted patents in 2022, but there is an untapped potential to be realized. Denmark's advanced IPR practices can play a pivotal role in elevating Indonesia's IPR system. By leveraging Danish competencies, Indonesia can enhance its IPR infrastructure and fortify institutional, technical, and administrative capacities leading to improved framework conditions for potential investors while at the same time providing more certainty to knowledge-intensive businesses in Indonesia, creating a better environment for foreign companies trading with Indonesia.

While Indonesia has been active in addressing IPR concerns, enforcement remains a challenge. Stakeholders report the lack of enforcement actions and a reluctance to raid retailers. Danish expertise can contribute to enhancing the understanding among the relevant government bodies of the importance of proper IP enforcement and the societal implications of a weak IP enforcement infrastructure. Best practices on legislation, investigation techniques are also to be shared. Such collaborative efforts can lead to more effective legal frameworks, facilitating actions against counterfeit products, especially in the burgeoning e-commerce sector.

Kenya (maritime sector)

The Government of Kenya has taken a keen interest in developing the potential of the maritime sector to ensure economic development and poverty reduction, and is therefore committed to ensuring that the agencies in the sector are facilitated in terms of relevant skills, competencies, and knowledge. In addition, key parts of the Kenyan policies are to advance a clean maritime environment by improving the compliance and enforcement of IMO instruments concerning reduction of emissions from ships.

One of Kenya's flagship programmes is to develop and review the institutional and regulatory framework in its maritime sector and the blue economy. Numerous strategies underpin the blueprint for the development of the blue economy and the maritime sector in Kenya to advance appropriate maritime education and training, decent work for Kenyan seafarers, and maritime transport in safe waterways. The State Department for Shipping and Maritime Affairs sees the entire blue economy value chain as a promising area for creation of employment opportunities in Kenya. The maritime sector is expected to add 5,000 direct jobs to the Kenyan economy addressing the unemployment crisis facing the youth in Kenya.

The Kenyan government is expanding the Port of Mombasa with several berths to accommodate larger vessels, while the Port of Lamu is built to become the leading transshipment hub for the region. With the expansion of the Port of Mombasa and the opening of Port of Lamu, larger and more modern vessels are likely to call port. Therefore, it is important to ensure adequate training of harbour pilots as they assist the ship to moor safely and efficiently. Efficient pilot operations further contribute to a cleaner marine environment as reduced waiting time for the vessels calling port, reduces emissions from the vessels.

A SSC between Denmark and Kenya is expected to focus on enhancing education and training of seafarers, fishermen, and pilots in the Port of Mombasa and the Port of Lamu through a strengthened operational and administrative setup. Another area of cooperation will be capacity building to enforce regulations and standards for port and flag state obligations, as well as skills improvement for enforcing compliance regarding climate and environmental impact from ships. More particularly, in terms of emissions of nitrogen oxides and sulphur, and ballast water treatment. Finally, it will also focus on energy efficiency targeting the short sea segment, national fleet and smaller fishing vessels, by looking into fuel reduction and route optimisation.

Ghana (maritime sector)

Despite being a smaller country, Ghana is one of the leading maritime nations on the African continent. About 90 per cent of Ghana's growing international trade is by sea, and the coast provides the livelihood of an estimated more than 2 million people engaged in, or depending on, fishery. Additionally, Ghana's main ports in Tema and Takoradi are in a development process to handle larger and more complex vessels. The maritime domain is thus central for Ghana's continued economic development.

Ghana has expanded significantly in port infrastructure in recent years. Especially with the inauguration of the Meridian Port Services (MPS). The port is a joint public/private venture between APM Terminals, Africa Global Logistics and the Ghana Ports and Harbours Authority. According to MPS, the port terminal is estimated to create between 452,000 and 549,000 indirect jobs, as a result of increased trade and better infrastructure in the country.

Ghana has taken a lead role as a green shipping nation in the region. This was demonstrated in February 2023 when Ghana Maritime Authority, in partnership with the DMA and the IMO, hosted an unprecedented high-level green shipping conference in Accra.

In late 2023, Ghana launched the National Integrated Maritime Strategy (NIMS). The goal of the NIMS is to strengthen Ghana's framework of maritime governance, and it will address sea crimes such as illegal, unreported and unregulated (IUU) fishing, and help improve the livelihoods of Ghana's coastal communities. The strategy has been underway for a while and has clearly outlined the country's strategic focus areas, including maritime security, economic development, and environmental protection. The Maritime SSC in Ghana is working directly with the two latter, whilst the Danish embassy also hosts a large Maritime Security programme.

Since the beginning of the SSC, there has been an ongoing focus on navigational safety, efficient port operations and IMO compliance. All three elements have been carried into the third phase, whilst a significant focus on green shipping (both on the technical and the policy level) and green port management has also been added.

The SSC has resulted in Ghana implementing new procedures for pilots and tugboat masters, which has enhanced safety and efficiency of port management. Moreover, the GMA has introduced a Corrective Action Plan, which will guide the follow up from the most recent IMSAS, as well as prepare for the

upcoming audit cycle. The SSC has furthermore developed an online navigational platform, which produces notices to mariners and ensures increased navigational safety.

Brazil (IPR)

Brazil has the fifth largest landmass, fifth largest population and has the twelfth largest economy in the world. It is one of the global giants of mining, agriculture, and manufacturing. As a prospective member of the OECD (Organisation for Economic Co-operation and Development), Brazil is actively seeking to boost its capacity for industrial innovation to drive further economic growth and attract investments. To harness this economic growth and diversify Brazil's economy with more knowledge-intensive sectors, stronger protection of IP is seen by the federal government as a key priority.

Similarly, successive federal governments of Brazil have continued to work to expand the efficiency, transparency and reach of its public services to all citizens of the vast country to integrate them better in the rising prosperity and provide them with welfare, security, and economic opportunity. Since 2015, this ambition has been supported by the impressive growth of digital government services, accessible through mobile and portable devices. The growing awareness of the power of the digital transformation has fostered an interest to explore how Brazil could harness its potential to provide increased environmental sustainability and advance the effort against climate change.

Brazil's National Institute of Industrial Property (INPI) has stated its ambitions in the 2023-2026 strategic plan, which aims to establish the institute as a regional reference office in terms of performance and reduce its median patent examination to two years, a metric on par with the best Asian and European IP offices. For this to materialise, further fine tuning of the workflows and organisation is required, which is described in the INPI strategy and will be actively supported by the DKPTO.

On digital government, Brazil has made impressive headway by digitalising more than 4,000 public services and creating many solutions that has expanded the reach of government to assist the vulnerable segments of the population, as evidenced during the COVID pandemic. Such a development would bring even more digital services to Brazil's most remote areas, also by expanding digital government in the country's more than 5,000¹⁰ municipalities but will also spur opportunities to use better data to promote environmental sustainability. A key example of this intersection is the land-use registry system in Brazil, known by its abbreviation CAR, which is a crucial instrument to fight forest deforestation of the Amazon and Cerrado biomes in the country. The system, however, is currently not operational due to poor data infrastructure and data verification issues. SSC activities will bring experiences from Danish specialists in these areas to help advance Brazil's ambitions of a stronger protection of the Amazon.

The collaboration originally derived from a Brazilian desire to clear a huge backlog of patent applications (at one point 140,000) and to modernize the Brazilian IP office. The DKPTO has passed on much experience to INPI around case management, management and quality assurance, which has contributed to the institution's remarkable progress in reducing its backlog. The next step in INPI's development is to transform itself into a more outward-looking and citizen-oriented institution that meets the needs of the users and is in much closer contact with research and knowledge-intensive institutions to drive an innovation agenda in Brazil's industrial development in the years to come.

2.3 Danish priorities and the role of the SSC

As described in Denmark's strategy for development cooperation "the World We Share", Denmark aims to "focus and expand the strategic sector cooperation through comprehensive, integrated programmes

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where Danish strengths are greatest, such as energy, climate, environment, water, food, shipping and health”, and Denmark aims to “further engage the private sector in contributing to the green transition and providing solutions for the Sustainable Development Goals (SDG)”.

Through the cooperation on IPR and the maritime sector, the FP with MIBFA will contribute to partner countries’ attaining the SDGs by supporting capacity development and improvements in selected areas of the regulatory frameworks. Specifically, the FP will contribute to integrate climate change measures into national policies, strategies and planning (SDG 13.2), especially in the maritime sector where the cooperation will focus on the transition to greener shipping. The FP will contribute to economic growth (SDG 8.1) and decent jobs (SDG 8.5) by working with partner institutions to improve framework conditions in the private sector and through training related to safety and the working environment in the maritime sector. The cooperation will furthermore contribute to develop effective, accountable and transparent institutions (SDG 16.6) and promote a universal, rules-based, open, non-discriminatory and equitable multilateral trading system under the WTO (SDG 17.10).

In addition to contributing to SDG 8 and 13 as described above, the cooperation in the maritime sector will furthermore contribute to skills development (SDG 4.4) and to preventing marine pollution (SDG 14.1). The green transition of the maritime sector can facilitate international trade sustainably and efficiently and enhance the sector’s social and environmental impact. Denmark and its maritime sector are globally leading in the green transition of shipping and the digitalisation of maritime operations, attracting significant international demand for Danish expertise and experiences, which contributes to a sustainable, environmentally friendly, and digitally driven transformation in shipping. The SSC concretely contributes to promoting maritime safety through increased use of digital solutions and ensuring fair competition. The SSC projects also support the realisation of national and international environmental and climate goals, including those outlined by the IMO.

In line with Denmark’s green agenda ambitions, global SSC guidance suggests the FPs should establish relevant greening targets. Climate and environmental aspects related to developing a greener shipping sector, managing port waste, reducing maritime pollution and protecting the marine environment are important components in the current and upcoming SSC projects in Ghana, India, Indonesia and China. With these and upcoming SSC projects, the climate and environmental aspect will constitute approximately two thirds of the cooperation through the DMA, which corresponds to approximately 50 per cent of the overall FP portfolio of both agencies. This leads the FP to a score of 50 per cent in relation to the OECD/DAC environment and climate markers.

The cooperation on IPR contributes to the development of knowledge-intensive industries, achieving higher levels of productivity (SDG 8.2) and a strong IP infrastructure will further enhance scientific research, boost the technological capabilities (SDG 9.5) and contribute to industrial diversification (SDG 9.b). The DKPTO has a pronounced customer-focus as well as a strong focus on awareness and outreach to all customer segments. Through SSC projects, the DKPTO assists sister authorities in developing countries in enhancing their capacity related to the protection and enforcement of IP rights, benefiting local businesses and knowledge-intensive companies exporting to relevant markets.

The mandate of the MIBFA is to create favourable and competitive framework conditions, ensuring that the Danish business community continues to generate substantial growth and prosperity in the future. Through the SSC projects implemented by the DMA and the DKPTO best practices are shared with the partner countries, and framework conditions are improved, thereby improving the investment climate and the foundation for economic growth in the partner countries.

The FP is a part of the MIBFA’s strategic ambitions to ensure favourable conditions for sustainable growth and fair competition in the new geopolitical reality and to promote the green and digital transition.

In a world marked by geopolitical changes, the ability to navigate international markets is highly dependent on favourable conditions for growth and competition. The MIBFA leads the current development of the Government's Globalisation Strategy for the Danish business sector, aiming to reduce companies' vulnerability to global risks and identify new business opportunities in a changing global landscape. As a stepping-stone to the overall globalisation strategy, the MIBFA has recently developed a note on the strategic purpose of the SSC. Through improvement of the framework conditions and by creating a level playing field for the private sector, the SSC projects contribute to further engaging the private sector in the green transition and enhances the possibility for private sector engagement, which can foster sustainable, stable, and secure supply and value chains. In the geopolitical reality where supply chains face pressure, and access to import and export markets may be restricted at times, the SSC plays an important role in building trust and reducing risks for governments and companies. It is a core priority of MIBFA and the Danish Government to contribute to the global green and digital transition. The twin transition presents both risks and new business opportunities for the private sector. The SSC allows Danish authorities to support partner countries in their efforts to build attractive framework conditions for the development and promotion of new green and digital solutions.

Poverty and human rights

Danish development cooperation must fight poverty and inequality and promote democracy, sustainable development, peace and stability. The FP will operate with a multidimensional poverty concept, which does not reduce poverty to a question of income only. Poverty will be considered broader and includes access to resources in a wider sense, such as education, health, natural resources (including water and land), energy, jobs, rights (including influence on decision-making processes), as well as personal security. When designing and implementing the individual SSCs, the MIBFA will carefully assess how SSC-activities contribute to improvements on the different dimensions of poverty and also make sure unintended negative consequences are avoided.

In the SSC projects under the FP, MIBFA and its agencies will uphold good governance practice of the public sector in terms of citizen's participation, non-discrimination, transparency and accountability, while promoting the same values and practices to their partner institutions. Some of the issues addressed under the FP are particularly relevant in relation to furthering equal access to public services and a broad-based growth contributing to poverty reduction through the creation of decent jobs.

The Maritime Labour Convention entered into force in 2013 and has so far been ratified by 104 states, which means that port states and flag states have an obligation to control that the convention is respected, for example in relation to minimum age of seafarers employed, their employment and their working conditions, and education. Ensuring safe and decent working conditions for seafarers is an important industry issue and of the activities in Ghana and Indonesia.

The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers – ratified by 164 states – is another important element in this. Denmark can play an important role in promoting and facilitating the implementation and control of these conventions, thereby ensuring a level playing field globally. In a cooperation with the private sector, the DMA has for example introduced a pilot project for testing the introduction of digital certificates of the crew, which facilitates the control that the port authorities should undertake. International cooperation is required if such a digital certification system is to be widely adopted. In SSC China introduction of digital certificates for seafarers has been an activity throughout the phases. It is also one of the upcoming activities in SSC India.

Example – SSC in Ghana

The Maritime SSC in Ghana works on supporting the implementation of The International Convention for the Safety of Life at Sea (SOLAS) and the STCW-F focusing on the safety onboard fishing vessels. This engagement seeks to help the Ghanaian partners in creating frameworks that allow for safe environment onboard vessels in the Gulf of Guinea, where many of the seafarers, particularly onboard fishing vessels, are from different LDC's in the region.

Furthermore, the SSC is collaborating with the Danish Geodata Agency on mapping out safe routes on Ghana's largest lake, Lake Volta. The lake provides livelihood and daily transportation of goods and people across several different regions in the country, but due to navigational hazards there are numerous accidents every year, which results in the damage of property and people, including accidents with fatal consequences. The collaboration with the Danish Geodata Agency aims to address this issue by providing an online navigational platform accessible for all local users of the lake.

Although proprietary rights are not explicitly included in UN human rights conventions, Article 17 of the Universal Declaration of Human Rights states that “Everyone has the right to own property alone as well as in association with others. No one shall be arbitrarily deprived of their property.” Securing IP rights contributes to a state's obligation to prevent infringements and these rights. One of the focus areas under this FP is the utilisation of intellectual property systems among SMEs. It is not only in Europe, that SMEs are vital for employment and growth. In Brazil, for example, they contribute with around 52 per cent of the formal jobs in the private sector and in India the SMEs provide employment to approximately 120 million people¹¹ and contribute with around 30 per cent of the GDP and about 48 per cent to export earnings. As SMEs are major contributors to employment generation as well as job creation locally, they contribute significantly to increasing incomes and economic growth and stability.

For SMEs, protection of IP is of pivotal importance. If their IP is not properly protected, they run the risks of having it stolen, thereby losing the opportunity of capitalising on their innovation. However, protection of intellectual property is rarely given proper attention by the SMEs. Lack of knowledge combined with a perception that IP protection is costly, complex, and cumbersome, leads to SMEs not getting their immaterial assets properly protected.

The DKPTO will, where relevant, include these aspects when addressing outreach of the national patent offices and access to the IP system.

2.4 Results and lessons from on-going and previous phases of support

The SSC projects have contributed to a number of specific results in relation to strengthening national capacity and systems and changing framework conditions.

Overall SSC experience and lessons learned

In 2020, the independent evaluation of the SSC confirmed that the SSC delivers relevant and effective results, although the long-term effects and outcomes are still to be verified. The evaluation found that the programme has in a short time succeeded to mobilise Danish public sector expertise, which would not have been accessible on commercial terms or otherwise and initiated relevant contributions to the SDGs. Based on the preliminary results, the evaluation considered the programme in many ways to be punching above its weight compared to the resources invested. The evaluation also found that the SSC

¹¹ Figures from respectively the Brazilian Micro and Small Business Support Service and the Indian Ministry of MSME's

programme contributes to stronger bilateral relations and cooperation between Denmark and SSC partner countries.

During the first phase of the maritime SSC in China, a number of visits and seminars were organised focusing on controlling harmful emissions from shipping. These activities inspired China to establish Emission Control Areas (ECAs), and furthermore to introduce monitoring facilities to ensure low sulphur content in marine fuel on board ships or exhaust gas cleaning systems on board, and also the appropriate enforcement measures. On several occasions, partner authorities have referred to these activities as a significant inspiration.

Sharing experiences and best practises with regard to port state control of ships to ensure that they comply with maritime safety, environmental, and energy efficiency regulations has constituted an important activity throughout the whole SSC China project. Several visits have been organised for Port State Control (PSC), where officers from the DMA have visited China to discuss PSC issues such as ship emission supervision, control of ship deficiencies compromising safety, how to conduct ship drills and evaluate crew's qualifications. Port State Control Officers (PSCOs) from the DMA and China Maritime Safety Administration (MSA) also perform joint inspections on ships in Chinese ports and share valuable experiences in that regard.

Denmark often ranks at the top of the so-called white list of Paris MoU governing PSC practises in European and Northern Atlantic waters and has thus one of the lowest detention rates of ships under Danish flag in the world. China MSA is therefore keen on continuing cooperation and to draw inspiration within this important area.

The SSC in China has ensured a platform for a close Sino-Danish bilateral dialogue concerning negotiations in the IMO on GHG emission reductions from shipping. Several successful seminars with China MSA have been organised since 2021 and a practise has been established, where Danish and Chinese negotiators at technical level meet on-line in advance of each IMO Intersessional Working Group meeting to discuss all the relevant topics and submissions on the agenda. For example, Denmark and China met in April and June 2023, in advance of the important IMO Marine Environment Protection Committee (MEPC) 80, where the new IMO strategy on GHG was adopted. Without giving full credit to the enhanced dialogue in the SSC context for China's support for the historic ambitious 2023 GHG strategy adopted at MEPC80 in July 2023, the constructive bilateral dialogue has undoubtedly played a role. After the adoption of the IMO 2023 GHG strategy, important bilateral discussions are now held on the appropriate measures to be adopted in the IMO to ensure that the level of ambition in the strategy – both with regard to emission reduction midterm targets in 2030 and 2040 and the ultimate goal of carbon neutral shipping in 2050 – is fulfilled.

The DMA's experience with the maritime SSC in Ghana has resulted in Denmark becoming a go-to partner for advice, with high-level public officials seeking out advice from the DMA, such as optimisation of local maritime operations. The many years of consistent and fruitful engagement has created a deep trust between partners, which has resulted in easy access to ministers and even the president. This has resulted in Ghana becoming active participants in various green shipping fora, such as the Zero Emission Shipping Mission.

During the first phase of the SSC in India, it has been clear that it is important to include more partners in the collaboration to make sure to reach sufficient end-users. For some of the planned activities with either no or low progress, it has been necessary to go through an intermediary to initiate these activities. Spending time on relation-building with relevant institutions is not only a good investment; it is a prerequisite when working with India.

The Danida Fellowship Centre (DFC) has been offering training courses in relation to IP rights and is together with the DMA in the process of developing training modules for the maritime sector. Due to Covid-19, the DFC training activities have been limited in the period 2020-2022. There is only one Danida research programme of relevance for the SSC projects under the MIBFA, which is the project Port Effectiveness and Public Private Cooperation for Competitiveness (PEPP II) in Ghana. The possible synergies from this project have been positive.

The SSC projects have contributed to raising awareness of Danish green solutions and the private sector's potential contribution to the SDGs. The general experience from SSC projects in other sectors furthermore provides the following experience:

- Establishing relations takes time and requires close cooperation with the embassy and presence in the country,
- The wider impact of the SSC project, largely depends on cooperation with bigger partners, sharing the same agendas,
- Local partners can request support in many different areas, but to ensure results it is important that the SSC projects remain focused on selected intervention areas,
- Frequent administrative challenges due to slow partner procedures and high employee turnover at partner authority.

Experiences from SSC implementation so far show that there is a risk that the issues addressed by the SSC projects become too dispersed and changes focus too often due to changes in priorities from the Danish side or from the partner side. The focus and the incremental results obtained through a long-term cooperation with a constant and consistent agenda in accordance with the thematic areas selected for the FP is an important prerequisite for contributing to changes in the usually very large partner authorities. This will be ensured when formulating new SSC project phases by aligning to the thematic priorities indicated in this FP document.

Another lesson learned is the fact that the higher middle-income cooperation countries often have highly qualified institutions with very competent staff, and the SSC project should not only focus on sharing Danish knowledge but acknowledge the fact that both sides may learn as a result of the partnership. Experience indicates that an equal partnership is the best foundation for the cooperation.

Examples of previous results

The SSC projects in China, Brazil, and Ghana are in their third phases and based on the activities and cooperation with local partners during the past years, valuable experiences have been made, while the cooperation with India, Indonesia and Kenya is more recent.

The experience of the IPR and maritime SSC projects largely confirms the overall findings of the SSC evaluation. The SSC is a relevant tool that has substantial potential to contribute to several SDGs in the partner countries and at the same time strengthen Danish diplomacy and contribute to the engagement of the private sector.

The SSC projects have contributed to strengthening the IPR institutions in Brazil and India, and have contributed to an increased engagement of the partner countries in the green shipping agenda both through an enhanced international engagement and through domestic initiatives. Better compliance with the requirements of Port State obligations under the IMO has been an important goal and progress in relation to this has been seen in China and Ghana.

In Brazil, the strong dialogue and cooperation between DKPTO and its partner – Brazil's National Institute of Industrial Property (INPI) – have helped bring about organisational changes in INPIs

approach to its users, reflected in its 2023-2026 Strategic Plan. Traditionally, INPI has communicated with users of Brazil's IP system exclusively through official written publications such as the Official Gazette. Inspired by the experience-sharing with DKPTO's various dialogue-based customer services in Denmark, INPI will adopt and test a new approach towards communication, including follow-up telephonic calls and online interaction between INPI examiners and INPI users for queries during the application process. Further, INPI will change its external communication practices to align closer with DKPTO's user segmentation strategy, which divides IP users into several groups and adapts and differentiates written and oral communication to identified groups. Together with the planned improvements in patent and trademark examinations, such strategic efforts are aimed at transforming INPI into a modern public authority that interacts horizontally with its users and plays an even more active role in Brazil's innovation environment. With this transformation it can better promote government priorities, such as attracting foreign investments and scaling Brazil's research and innovation in green technologies in the country.

The Danish-Brazilian cooperation on Intellectual Property, Innovation and Digitalisation has brought about a change in the self-perception of INPI, which is reflected in the organization's 2023-26 strategy. From being a static entity struggling with a huge backload of cases, the organization has set itself on a transformational course with ambitions to become a leading IP authority in Latin America that can contribute to the development of IP offices in neighboring countries. INPI is strategically highlighting several elements that they have been introduced to by the DKPTO, such as internal quality management, analytical external communication and a much more customer-oriented approach towards end-users. Danish best practice on these matters has served as inspiration.

As an example, INPI has never before communicated with its users via media other than the official state gazette. Now, with the support of the DKPTO, the organization is starting several pilot projects to contact users to facilitate case processing and clarify questions in the application process. It is quite a remarkable change for a Brazilian authority and reflects the far more active role that INPI sees itself in.

The Danish-Indian cooperation on Intellectual Property is about to finalise phase 1. An important lesson learned has been, that the Indian IP infrastructure is different. Far more public stakeholders/ministries are for instance actively involved in IP awareness raising in India than is the case in Denmark. It has not come as surprise, given the difference in size of the two countries, however, it took some time to create the full overview and subsequently establish the relevant contacts. In phase 2 – which is to start in October 2024 - more stakeholders are to be engaged in the SSC initiative. This will make the deliverables more comprehensive.

In the efforts to remove harmful shipping emissions, China has drawn significant inspiration from Denmark, both when establishing its emission control areas, from enforcement of the relevant regulation and furthermore from Danish competences and technologies such as within the area of exhaust gas cleaning (scrubbers). The extensive bilateral dialogue between Danish and Chinese institutions that has been established in the last couple of years in relation to GHG reductions from shipping has beyond doubt had a significant influence on China's decision to support the goal in the 2023 IMO strategy of shipping becoming carbon neutral by and around 2050.

On a technical and operational level, Denmark has supported Ghana in producing a legislative framework for the handling of ballast water and sulphur emissions from ships. This is part of an effort towards implementing green IMO regulation through the MARPOL Annex XI, thus ensuring a cleaner climate and environment in the ports.

Through the technical peer-to-peer cooperation of the SSC projects, Denmark has gained a better access to relevant authorities for addressing specific issues both in connection with the SSCs and sometimes also outside the SSC framework.

The SSC projects often address very specific issues which may be moved forward as a result, but apart from this, the cooperation contributes to setting an agenda (e.g. in relation to green shipping), which can influence the partner authority, and which also influence overall bilateral relations and the perception of Denmark in general within the given topic. In the case of Ghana, the SSC contributed to the organisation of a Green Shipping Conference in February of 2023. This was a major, international stakeholder event, which had the goal of increasing ambitions amongst participating African coastal states before the climate negotiations in IMO later that year. Senior management from several African coastal nations attended the conference, as well as international organizations and the Secretary General of the IMO. After the event, several African nations co-wrote a submission to the IMO, reiterating the importance of working towards climate neutral shipping.

2.5 Alignment with SSC principles and global results

In accordance with the guidelines (SSC Guiding Principles), The MIBFA FP should be designed following the logic of a global standard framework for formulation of objectives and outcomes for all SSC programmes. This standard and the MIBFA alignment to it in this FP are briefly presented below:

Through the strategic sector cooperation, the Danish authorities support national partners addressing their own legislative, regulative and policy challenges and needs through promotion of Danish sustainable solutions. The long-term objective (the standard) for the global SSC programme is:

To promote a socially just green transition and contribute to sustainable growth and resilient development for people in partner countries through Strategic Sector Cooperation.

It should be emphasised that the SSC aims at developing capacity to improve the sector framework conditions, which includes policies, legislation, regulation and their implementation. This is reflected in the global intermediate objective of the SSC, which is *to contribute to conducive framework conditions in partner countries focusing on the green and inclusive transition and selected development priorities through contributions from the strategic sector cooperation*. Defining relevant framework conditions and the national capacity gaps for the effective administration of these are therefore a priority in the formulation of the country-level SSC-projects.

In line with the SSC Guiding Principles, the MIBFA FP focusses on areas where Denmark has special strengths and shows international best practice, e.g. in relation to green shipping and in applying digital solutions.

The FP outcome 1 contributes to the SSC global Outcome 1 (*Strengthened partner countries capacity to develop, implement and enforce conducive framework conditions for green transition and selected development priorities*) through its country level projects which support strengthening of partner countries' capacities within the thematic areas. The MIBFA will base its approach to capacity development on lessons learnt from the SSC programme, international best practice, with integration of HRBA and non-government actors, as summarised in the textbox below. The SSC projects will primarily be targeting organisational capacity development in relation to specifically identified framework conditions. For example, the SSC projects will provide advice and promote change processes that relate to structures, systems (including digital) and procedures and in some cases policies. Individual level competencies will be strengthened through peer-to-peer collaboration, in-country training and training and study visits in Denmark.

The FP outcome 2 contributes to the SSC global Outcome 2 (*Increased climate ambitions and ambitions for green transition and sustainable development through strong bilateral relations and green diplomacy*) by strengthening the embassies' network at country level in relation to IPR and the maritime sector. Embassies, sector advisers and the Danish agencies engaged in the SSC projects will be responsible for sharing knowledge, networks, and lessons between the SCC projects and the Danish bilateral diplomacy efforts, which will enable linkages to broader Danish policy agendas.

The FP outcome 3 contributes to the SSC global outcome 3 (*Enhanced engagement of the Danish private sector in identifying sustainable development solutions and opportunities*). The potential to demonstrate public-private solutions has been an important factor in the selection of the thematic focus areas of the FP. The SSC projects will aim to enhance the engagement of the Danish private sector in identifying sustainable and innovative development solutions.

The FP's approach to Capacity Development

- The overall aim of capacity development of the SSC is to strengthen the ownership, engagement and effectiveness at national and local level in the partner countries which is necessary to make sustainable improvements.
- The SSC aims to support planning and implementation processes through which partner organisations and stakeholders in partner countries adapt, strengthen and maintain the capability to define, plan and achieve their own sector development objectives on a cross-sectoral, holistic, inclusive and sustainable basis.
- Capacity development is often addressed at three different levels, namely the enabling environment, the organisational level and the individual level. Interventions at each level are often mutually supportive.
- For the enabling environment the SSC works directly or indirectly with laws and policies by engaging and bringing together public or private stakeholders and related partners and civil society.
- At the organisational level the MIBFA provides advice and promotes change processes that relate to structures, systems (including digital), procedures and policies that determine sector institutions and other stakeholders impact, accountability and effectiveness.
- At the individual level, the SSC aims to develop and strengthen the skills, experience and knowledge that allow each person to perform.
- In the interests of capacity development sustainability, efforts also aim to enable partner organisations and stakeholders to sustain newly acquired behaviours and practices, by facilitating capacity retention, modernisation, utilisation and institutionalisation over time.
- Capacity development can contribute to changes in specific institutional capacities, but can also contribute to wider systems-strengthening efforts by supporting complementary and/or inter-dependent capacities (either simultaneously or in collaboration with other enabling actors)).
- Capacity development is always undertaken with due respect to the national context, priorities and the resources available for the FP. Capacity development is often undertaken with the involvement of both public and private sector, both in Denmark and partner countries.

3. Framework Programme Objectives and Theory of Change

In line with the long-term objective of the overall SSC programme, the objective of the FP is:

Green transition and sustainable economic growth enhanced in partner countries through a strengthened integration into the world economy and a level playing field.

The objective is well aligned to the mandate for the MIBFA in Denmark, which is to create competitive and innovative framework conditions for private sector-driven growth. It also aligns with the MIBFA's strategic objectives to promote sustainable green growth through economic integration and fair competition.

The overall FP objective provides a common reference for the SSC partnerships managed by the DKPTO and the DMA. As described in Section 2.1 above, the protection and enforcement of IPR, the conditions for furthering safe shipping and the greening of the shipping industry require a conducive regulatory and institutional environment, which is promoted through the SSC projects. This, in turn, can further domestic and foreign investments in the green transition – and beyond – increased economic development and jobs in the relevant industries.

For such economic development to be sustainable and fair, it requires particular focus on the social impact of economic activity. This is why the FP pays particular attention to the employment conditions of seafarers, and IP-awareness raising among SMEs. By sharpening focus on these areas, the FP seeks to mitigate the risks of unintendedly contributing to social inequality, in so far as it ensures that a wider part of the population benefits from the economic development.

With the important focus on jobs in the maritime sector in partner countries, the SSC projects under this FP will address aspects related to transparent and orderly employment conditions for seafarers. Such conditions include seafarers' safety at sea and in ports, as well as their right to proper management of working time and contracts.

Large and well-resourced companies generally have the best prerequisites for registering and enforcing their patent rights. Through the SSC, the aim will be to enhance the understanding of the importance of IP protection amongst SMEs who often do not have the knowledge and the resources to enforce their rights.

In line with the SSC Guiding Principles, the FP has three outcomes, which are different in nature. Financed by official development assistance, Outcome 1 is the principal outcome and the basis for unfolding the following two. The three outcomes combined deliver the programme objective. Outcomes 2 and 3 cannot stand alone and must support the transition and development priorities of Outcome 1.

The three outcomes of the FP reflect the global SSC outcomes:

Outcome 1: Strengthened framework conditions conducive for (a) green and safe shipping and b) innovation and technology exchange.

The SSC projects will as a main component contribute to this outcome by strengthened awareness, systems and competencies of partner institutions in relation to these two thematic areas.

More specifically, the FP will *contribute to* strengthening framework conditions conducive for increased innovation and technology exchange by developing capacities within specific aspects of the IPR system, where Denmark has an internationally recognised leading position, including the following thematic areas:

- Intellectual property examination and registration capacities, which includes supporting the national IP offices in aligning their legal framework to international standards, introducing tools and systems for more efficient registration and case handling and strengthen the staff competences in relation to these areas.
- Intellectual property enforcement mechanisms, which includes aligning the regulatory framework with international standards, strengthen the public enforcement capacity and improve the inter-agency cooperation on enforcing IP rights.
- Utilisation of intellectual property systems amongst SMEs, which includes a strengthening of the outreach to consumers and to potential users of the IP system and enhancing the framework conditions for IP commercialisation.

In relation to green and safe shipping, the FP will *contribute to* strengthening awareness, systems and competencies of maritime authorities in partner countries and other relevant partner institutions in relation to areas where Denmark has specific advantages, including the following thematic areas:

- Emission reductions and pollution from the maritime sector, which includes cooperating on implementing green IMO regulations and standards, sharing best practices and policies on climate-friendly technical solutions in the shipping industry, sharing best practices on limiting ballast water and sulphur emissions.
- Strengthened safety for ships, seafarers and fishermen, which includes sharing best practices on Port State Control and enforcement, strengthening the education of seafarers on safety and other relevant IMO regulation and in handling of alternative (greener) fuels.
- More efficient shipping and maritime governance, which includes furthering transparent seafarer contract management, training of pilot and tugboat masters and introducing digital solutions to governance systems.

Table 1: Overview of FP Outcome 1 intervention areas

Outcome area	Thematic areas	SSC project-level outputs
Strengthened framework conditions conducive for (a) innovation and technology exchange (DKPTO)	Intellectual property examination and registration	Gaps between national regulations and legal framework and international standards and recommendations are identified, assessed and actions to address these are identified.
		Improved tools and procedures for IPR registration and case handling
		Strengthened staff competences
	Intellectual property enforcement mechanisms	Gaps between national enforcement mechanisms and international standards and recommendations are identified, assessed and actions to address these are identified.
		IP enforcement capacity strengthened
		Inter-agency cooperation improved
	Utilisation of intellectual property systems among SMEs	Outreach to consumers strengthened
		Outreach to IP system users strengthened
		Framework for IP commercialisation strengthened
Strengthened framework conditions conducive for (b) green and safe shipping	Emission reductions and pollution from the maritime sector	Green IMO regulations and standards implemented
		Knowledge of green technical solutions increased

Outcome area	Thematic areas	SSC project-level outputs
(DMA)	Safety for ships, seafarers and fishermen	Practices on ballast water and sulphur emissions improved
		Port State Control obligations implemented
		Seafarers educated in IMO regulations, including on safety
	Efficient shipping and maritime governance	Seafarers educated on handling of alternative fuel
		Transparent seafarer contract management
		Pilot and tugboat masters trained
		Digital solutions to governance systems introduced

The major activities of the SSC projects under the FP are under outcome 1, but the overall objective of the FP will also be supported through high-level bilateral policy dialogue and in international organisations and fora, as well as through demonstrating public-private partnerships and private solutions practised in Denmark. These activities are undertaken in cooperation between the MIBFA, and its agencies, and the MFA, and its embassies. In line with the global outcomes for the SSC, these aspirations are expressed through outcome 2 and 3 as follows:

Outcome 2: Increased engagement of partner country authorities in bilateral discussions with Denmark and in international fora in relation to protection of intellectual property rights and promotion of green and safe shipping.

With this outcome, the importance is emphasised of not limiting the cooperation to technical peer-to-peer exchange of best practice, but also pursue diplomatic opportunities to advocate and further the same solutions within IPR and green and safe shipping. This takes place through high-level meetings with partner country authorities, but also in international organisations, including the IMO and WIPO. For example, specific working groups are established for addressing climate-friendly shipping solutions in the IMO. These organisations develop standards and recommendations for the national levels, which the SSC projects subsequently will support the adoption of.

SSC projects under the FP may also support international conferences in the partner countries, which aim at sharing best practices as well as advocacy for specific solutions and the green transition.

Outcome 3: Increased awareness of the role of the private sector in the green transition through exposure of technical solutions and models for engaging the private sector.

Addressing framework conditions for private sector growth is central to the MIBFA, and the private sector can contribute to inclusive and green growth by engaging in public-partner partnerships and by introducing innovative and more efficient solutions, including through digital services. These include for example public-private partnership for testing and introduction of the digital certificate for seafarers enabling port state authorities to more efficiently verify the seafarer qualifications on ships entering their harbours, which is important for safety and environmental protection. Digital solutions may also be important for providing improved access to registration, protection and enforcement of IPR.

The Theory of Change of how the three FP outcomes bring about the changes envisaged and contribute to the overall objective is indicated below.

Theory of Change for MIBFA FP

If the MFA and the MIBFA select countries and relevant partner authorities that want to move forward on the agendas of improving the IP infrastructure and for green and safe shipping but have regulatory and institutional capacity constraints that match the cores competences of Danish authorities			
And if the MIBFA - and other involved Danish authorities - use learning-based capacity development approaches to share their core expertise and best-practice knowledge with partners and facilitate them in identifying new approaches to strengthening key framework conditions in one or more of the thematic areas of the FP in an inclusive and equitably manner, and as context relevant		And if Danish embassies, the MIBFA, and the MFA make use of the insights, processes, and networks obtained through the SSC projects to inform Danish bilateral diplomatic initiatives to promote	
Then, awareness, systems and competencies of partner country institutions across the thematic areas of the FP will be strengthened (output 1)		Then there will be an increased information and dialogue with partner country patent offices and maritime authorities at technical and political level (output 2)	Then there will be an increased exposure of private sector technical solutions and models for engaging the private sector (output 3)
Which will contribute to strengthened framework conditions conducive for (a) innovation and technology exchange and (b) green and safe shipping in the partner countries (outcome 1)		Which will inform or contribute to increased engagement of partner country authorities in bilateral discussions with Denmark and in international fora in relation to protection of IPR rights and green and safe shipping (outcome 2)	Which will contribute to an enhanced awareness of the role of the private sector in the green transition (outcome 3)
And this will contribute to green transition and sustainable economic growth being enhanced in partner countries through a strengthened integration into the world economy and a level playing field.			

SSC and FP overall critical assumptions include that:

- Partner countries' commitment to the just green transition is maintained during the FP
- Partner countries, despite of political changes and changes in staff and leadership, remain committed to the international partnership approach of the SSC projects
- Partner countries stay committed to funding and supporting the mandates of the maritime authority, the patent office and other key partner institutions
- Despite staff turn-overs in key institutions both in Denmark and in the partner countries, knowledge capacity and skills relevant for the FP are sufficiently institutionalised.

4. Results framework

Monitoring and reporting of the FP will be based on the results framework below, which should inform the results frameworks of future SSC-projects. The outputs of the SSC-projects are diverse and may not all be captured in the FP results framework, but all SSC-projects should contribute to the FP-level output

and outcome indicators. The MIBFA, the MFA, and its embassies, are jointly responsible for results especially, related to outcomes 2 and 3. The results framework and targets will be revisited during the mid-term review.

Project/Programme Objective		Green transition and sustainable economic growth enhanced in partner countries through a strengthened integration into the world economy and a level playing field.	
Outcome 1		Strengthened capacity for furthering framework conditions conducive for (a) innovation and technology exchange and (b) green and safe shipping	
Outcome indicator		Number of regulatory and institutional systems addressed or improved in partner countries within (a) IPR and (b) green and safe shipping.	
Baseline	Year	2024	0
Target	Year	2028	6
Outcome 2		Increased engagement of partner country authorities in bilateral discussions with Denmark and in international fora in relation to protection of intellectual property rights and green and safe shipping	
Outcome indicators		<ol style="list-style-type: none"> 1. Number of international standard fora that the partner country is engaged in relation to setting or enforcing international standards related to IPR and green and safer shipping 2. Number of partner institutions' public declarations of new initiatives and/or targets in IPR and green and safer shipping 	
Baseline	Year	2024	0
Target	Year	2028	6
Outcome 3		Increased awareness of the role of the private sector in the green transition through exposure of technical solutions and models for engaging the private sector.	
Outcome indicator		Number of PPP models and green technologies introduced in partner countries in relation to the FP.	
Baseline	Year	2024	0
Target	Year	2028	10
Output 1.1		Strengthened awareness, systems or competencies of partner institutions in relation to: <ul style="list-style-type: none"> • IP examination and registration capacities • IP enforcement mechanisms • Utilisation of IP systems among SMEs 	
Output indicator		<ol style="list-style-type: none"> a. Number of improvements in partner institution systems or capacities addressed by the SSC projects (composite of specific indicators at SSC project level). b. Number of publications/notes, road maps or action plans jointly developed. 	
Baseline	Year	2024	
Target	Year 1	2025	
Target	Year 2	2026	
Target	Year 3	2027	
Target	Year 4	2028	
Output 1.2		Strengthened awareness, systems or competencies of partner institutions in relation to: <ul style="list-style-type: none"> • Emission reductions and pollution from the maritime sector • Strengthened safety for ships, seafarers, and fishermen • More efficient shipping and maritime governance 	

Output indicator		c. Number of verifiable improvements in partner institution systems or capacities addressed by the SSC projects (composite of specific indicators at SSC project level).	
		a. Number of publications/notes, road maps or action plans jointly developed.	
Baseline	Year	2024	
Target	Year 1	2025	
Target	Year 2	2026	
Target	Year 3	2027	
Target	Year 4	2028	
Output 2		Increased Danish policy dialogue with partner country institutions	
Output indicator		Number of high-level meetings between the Danish embassy/MIBFA and partner country institutions where international or national initiatives or targets linked to the FP work are on the agenda (annually).	
Baseline	Year	2024	
Target	Year 1	2025	
Target	Year 2	2026	
Target	Year 3	2027	
Target	Year 4	2028	
Output 3		Increased exposure of private sector technical solutions and models for engaging the private sector.	
Output indicator		Number of events exposing commercial solutions in which the FP has contributed with technical knowledge (annually).	
Baseline	Year	2024	
Target	Year 1	2025	
Target	Year 2	2026	
Target	Year 3	2027	
Target	Year 4	2028	

5. Emerging project portfolio

The MIBFA has been engaged in the SSC since its inception through the DMA and the DKPTO. The DMA currently has five SSC projects (Ghana, China, Kenya, India, and Indonesia) and the DKPTO has two projects (Brazil and India). The DKPTO is also engaged in the DMA's SSC project in Indonesia.

In line with the SSC Guiding Principles, the FP enables the MIBFA to develop and manage a portfolio of projects over four years, based on agreed objectives, outcomes, outputs and overall budget. The FP is established on the basis of the existing SSC projects and includes future project phases, which are not yet fully defined.

Table 2 below provides an overview of the current SSC projects, and the projects are further described in Annex 1. There are currently six sector counsellors posted at the Danish embassies in India (two), Brazil, China, Indonesia and Ghana. From 1 June 2024, a sector counsellor will be posted in Kenya.

The two SSC-projects under the DKPTO (Brazil and India) work with more efficient administration of patenting procedures and outreach activities. In Brazil, there is furthermore a component on digitalisation involving the Danish Agency for Data Supply and Infrastructure. In India, there is also a component on IP commercialisation/trading. Brazil is a mature project in phase 3, whereas India is a phase 1 project. Discussions are underway to prepare an IPR component in the Indonesia SSC.

The five projects managed by the DMA include three projects in inception phases (Kenya, India, and Indonesia) and two mature projects in Ghana (phase 3) and China (phase 3). Improved environmental management and reduced emissions from shipping (Green Shipping) is a common component across the SSC projects. Three projects (Indonesia, India, and China) furthermore include a component on navigational safety and marine planning. China and Ghana also include aspects related to Port State Control. Two of the SSC-projects have components relating to education (India and Indonesia), the SSC project in India furthermore has a component of ship recycling and a component on digitalisation, and the SSC project in Indonesia has a component on MSP and digitalisation.

In terms of country selection, the current SSC-projects are undertaken in three upper middle-income countries (China, Brazil, and Indonesia) and three lower middle-income countries (India, Kenya, and Ghana). The SSC-projects in Ghana and Brazil are expected to be phased out after three project phases to free capacity to pursue engagement in new countries. This is based on the assessment, that the results in Ghana and Brazil are sustainable, and that further collaboration can be maintained via multilateral fora and informal peer-to-peer dialogue. In case the possibility of extending to phase 4 is introduced in the new guidelines, this might be considered for Brazil. The free capacity will be used to pursue cooperation in four new countries.

For the selection of new countries, the FP is guided by the strategic objectives of the Danish Government's development priorities, The World We Share, and the Globalisation Strategy. The main objective of The World We Share is to combat poverty and inequality, and foster sustainable, green development. The Globalisation Strategy is focused on reducing societal vulnerability to global risks stemming from increasing geopolitical tensions that put pressure on supply chains, create market barriers, and intensify global competition. The SSC shall help achieve the objectives of Danish development priorities and the Globalisation Strategy by strengthening Danish authorities position in the Global South as trustworthy and equal partners who are willing to and capable of meeting the needs and interests of partner countries. Therefore, the selection of countries shall match the demand in partner countries with Danish developmental interests and sectoral expertise areas, within areas such as the green and digital transition. The criteria for selecting the new countries include:

- The country should express a clear demand for Danish support both at national level and at the level of the potential partner institution,
- The thematic focus areas of the FP and the competencies offered by the MIBFA and its agencies should be relevant in the national context, and the institutional capacity with partner institutions should be sufficient to ensure active engagement and sustainability of the results,
- Danish bilateral or regional interest should be considered, and Sub-Saharan Africa and the Middle East and North Africa should be considered a priority,
- The country should be relevant in relation to Danish interests and there should be a Danish embassy in the country.

Table 2: Project phases in SSC MIBFA FP 2024 – 2028

Country and phase	Time period	Status	Thematic Focus	Partner Authority
<i>The Danish Patent and Trademark Office</i>				
India, Phase I	Jan. 2021 – Sept. 2024	Current	Intellectual Property Rights	Office of the Controller General of Patents, Designs and Trademarks (CGPD™), Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry
India, Phase II	Oct. 2024 – Sept. 2027	Future	Intellectual Property Rights	Office of the Controller General of Patents, Designs and Trademarks (CGPD™), Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry
India, Phase III	Oct. 2027 –	Future	Intellectual Property Rights	Office of the Controller General of Patents, Designs and Trademarks (CGPD™), Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry
Brazil, Phase III	July 2023 – July 2026	Current	Innovation and Digitalisation	National Institute for Industrial Property of Brazil (INPI), Secretariat of Digital Government (SGD), Secretariat of Management and Innovation (SEGES)
<i>Danish Maritime Authority</i>				
India, Inception	May 2023 – May 2024	Current	Green shipping	Ministry of Ports, Shipping and Waterways (MoPSW)
India, Phase I	June 2024 – May 2027	Future	Green shipping	Ministry of Ports, Shipping and Waterways (MoPSW)
India, Phase II	June 2027 –	Future	Green shipping	Ministry of Ports, Shipping and Waterways (MoPSW)
China, Phase III	Jan. 2024 – Dec. 2026	Current	Green shipping, green shipbuilding and maritime safety	Ministry of Transport (MoT)/China Maritime Safety Administration (MSA) Ministry of Industry and Information Technology (MIIT)
Ghana, Phase III	April 2022 – March 2025	Current	Green shipping and maritime safety	Ghana Maritime Authority, Ghana Ports and Harbours Authority, Ghana Ministry of Transport, Volta Lake Transportation Company
Indonesia, Inception	July 2021- April 2024	Current	Green shipping	Coordinating Ministry of Maritime Affairs and Investment, Ministry of Transportation, Ministry of Marine Affairs and Fisheries
Indonesia, Phase I	May 2024 – April 2027	Future	Green shipping	Coordinating Ministry of Maritime Affairs and Investment, Ministry of Transportation, Ministry of Marine Affairs and Fisheries, Ministry of Law and Human Rights
Indonesia, Phase II	May 2027 –	Future	Green shipping	Coordinating Ministry of Maritime Affairs and Investment, Ministry of Transportation, Ministry of Marine Affairs and Fisheries, Ministry of Law and Human Rights

Kenya, Inception	April 2019- July 2024	Current	Maritime environment and maritime safety	Kenya Maritime Authority; Kenya Ports Authority; Bandari Maritime Academy; Kenya Fisheries Service
Kenya, Phase I	Aug. 2024 – July 2027	Future	Maritime environment and maritime safety	Kenya Maritime Authority; Kenya Ports Authority; Bandari Maritime Academy; Kenya Fisheries Service
Kenya, Phase II	Aug. 2027 –	Future	Maritime environment and maritime safety	Kenya Maritime Authority; Kenya Ports Authority; Bandari Maritime Academy; Kenya Fisheries Service

It is assumed that the transition to the FP financial management will take place 1 October 2024. Project phases that are terminated before the initiation of the FP are indicated in italics. These projects are not included in Table 3, below.

6. Budget

Figures in the indicative budget below are preliminary and subject to parliamentary approval. This budget overview reflects the expected support as indicated in the 2024 Finance Act. The current SSC projects only include funding of activities under outcome 1 of the FP whereas future SSC project phases could also include budgets for activities related to outcome 2 and 3. The allocation of funds in pursuit of outcomes 2 and 3 must always have the realisation of outcome 1 as the prime objective.

Table 3: Disbursement budget for SSC FP 1.10.2024 – 30.9.2028 (DKK)

	2024	2025	2026	2027	2028	Total 2024-2028
<i>The Danish Patent and Trademark Office</i>						
(India, Phase I)						
India, Phase II	700,000	3,000,000	3,000,000	3,000,000		9,700,000
India, Phase III					2,300,000	2,300,000
Brazil, Phase III	4,075,266	3,083,409	1,075,334	-	-	8,234,008
Two new countries			3,000,000	5,000,000	5,000,000	13,000,000
<i>The Danish Maritime Authority</i>						
(India, Inception)	450,000					450,000
India, Phase I		2,600,000	2,600,000	2,600,000		7,800,000
India, Phase II					2,000,000	2,000,000
China, Phase III	2,556,542	2,637,562	1,806,196			7,000,000
Ghana, Phase III	2,800,000	1,500,000				4,300,000
Indonesia, Phase I	2,600,000	3,700,000	2,100,000	2,500,000		10,900,000
Indonesia, Phase II					2,500,000	2,500,000
Kenya, Phase I	1,000,000	2,000,000	2,000,000	2,000,000		7,000,000
Kenya, Phase II					2,000,000	2,000,000
Two new countries			3,000,000	5,000,000	5,000,000	13,000,000
Projects, total						90,184,008
Communication	150,000	100,000	100,000	100,000	150,000	600,000
Results monitoring, learning and preparatory studies*		500,000	500,000			1,000,000

Mid-term review			600,000			600,000
Total						92,384,008

* Preparatory studies with the aim of identifying thematic focus and pilot phase design in two new partner countries.

The budget includes DKK 6 million for pilot phases in four new countries as well as DKK 20 million for two years of phase 1 implementation in those four countries. That is one country to replace Brazil, one country to replace Ghana, and two additional countries to be decided during the programme period. Alternatively, the funds to replace Brazil can be used to extend the cooperation with Brazil into a phase 4.

7. Governance and management arrangements

The FP will follow the Guiding Principles management arrangements, Administrative Manual and Financial Annex, relevant Danish Government policies/strategies and MFA's Aid Management Guidelines. The MIFBA, the DMA, and the DKPTO, are overall responsible for implementing the FP, working closely with Danish embassies and the MFA. The MIFBA and the MFA will engage at two levels in the governance and management of the FP:

The Strategic Management Group (SMG), with a mandate to guide the FP's strategic direction, address sector developments, and issues emerging in regard to objectives, and approve use of unallocated funds (subject to Aid Management Guidelines (AMG) procedure). The SMG will also guide and advise to maximise the impact of Denmark's international engagement (bi- and multilateral) in the sector and related matters and ensure all stakeholders are adequately informed and guided. The SMG is composed of high-level representatives from the MIBFA, the Danish Authorities, and the MFA, with the Chair rotating between the MIBFA and MFA. The SMG will meet annually in April/May. The TORs for the SMG will be developed in collaboration between the MIBFA, the DMA, the DKPTO, and the MFA.

The Programme Management Group (PMG) is responsible for overseeing overall FP implementation and progress, review project progress with respect to results, compliance, and challenges in implementation. The PMG will also approve new projects, new project phases, and phasing out of projects, in accordance with this FP. New phases and new projects will be assessed and decided based on the focus and considerations defined in this FP document (based on project documents formulated in accordance with AMG, including description of objectives, results frameworks, risks, ToC, budgets, work plans, etc.). The PMG is composed of the DMA, the DKPTO, MIBFA, and MFA senior staff involved in FP management and implementation with the DMA as Chair. The PMG meets bi-annually, as follows: In February/March, to review the annual progress report and financial expenditure report, and address deviations and challenges in implementation of individual projects; in October/November, to review and approve next years' programme planning and budget and to review the capacity and contributions of all involved stakeholders. The TORs for the SMG will be developed in collaboration between the MIBFA, the DMA, the DKPTO, and the MFA.

The MIBFA will organise and facilitate all meetings and follow-up of the SMG. The DMA will organise and facilitate all meetings and follow-up of the PMG. Meeting documentation will be circulated by the DMA 14 days in advance of the meeting and summary of meetings will be circulated within one week and finalised within 2 weeks from the meeting.

The selection of new countries will be based on the relevance and interest from partner countries, based on internal and external hearings of the MFA, including the embassies, Danish authorities and partner countries' authorities, which will be approved by MFA senior management. Preparation of new projects and new phases will be discussed in the SMG well in advance. Proposals for such must be agreed upon in the Project Steering Committee (see below) and submitted for initial screening, discussion, and recommendations for approval from the PMG, before submission to the SMG. New and adjusted outcomes will be discussed with partners and a new project document and work-plan agreed upon. The new phases or new projects must be described in project documents aligned with the requirements in the AMG.

As defined in SSC's Administrative Manual/Guiding Principles, the **Project Steering Committees** for the individual projects are composed of the DMA and/or the DKPTO, the relevant Danish Embassy, partner authority and Sector Counsellor as Secretary, co-chaired by the Danish Ambassador/Deputy Ambassador and a high-level partner representative. The Project Steering Committee is a key forum for equal partnership in decision-making related to the specific SSC-project, and should be given priority. The DMA and/or the DKPTO is responsible for operational management, and administration of the individual projects. National non-public stakeholders may participate as relevant in project steering committees.

A mechanism (a task force and meeting structure) will be established at embassies to jointly monitor, share lessons, and coordinate activities for the projects to contribute to each of the FP's 3 outcomes. That mechanism will be responsible for monitoring progress, agreeing, and coordinating activity plans, and compiling monitoring data for results reporting relevant to the three FP outcomes at project/country level. It will be chaired by the Embassy and will include the DMA and/or the DKPTO, the sector Counsellor, the secretary, Trade Council, relevant embassy diplomatic/development staff and other relevant members identified. It will meet on a needs-basis that ensures timely input to annual progress reports and work plans.

Annual FP planning, budgeting, and reporting cycle: The DMA will submit a consolidated FP workplan and budget for the coming year in October/November for discussion and approval in the PMG. The work plan and budget will describe planned FP-level activities and highlight significant project-level activities that impact on overall FP progress and expected results, priorities and budgets, and main deviations from plans. Proposed new phases and projects will be reflected in the work plans.

In February/March, the MIBFA will submit to the PMG the annual FP progress report and financial expenditure report, highlighting deviations and challenges in implementation of individual projects with significance for overall progress and results of the FP. The annual progress and expenditure reports will be reviewed as basis for directions on adjustments or approval by the PMG. Based on the annual progress report, financial expenditure report and work-plan and budget subsequent annual transfer of funds from the MFA to the MIBFA will be decided.

The FP will establish **processes for systematic sharing of knowledge and lessons**. There will be regional meetings (virtual) between the MIBFA, the DMA, the DKPTO, the MFA and relevant Embassies with focus on sharing information and knowledge on issues, challenges, and opportunities, across all three FP outcome areas. Generally during implementation, the MIBFA and the DMA and/or

the DKPTO, will facilitate relevant opportunities for Embassies to engage at high-level with partner authorities; and in connection with Danish high-level visits to the countries, the MFA/Embassies will engage with the MIBFA and the DMA and/or the DKPTO early-on regarding relevant opportunities in connection with such visits; all will explore opportunities through the DFC to enhance learning outcomes.

8. Financial management, planning and reporting

The MIBFA, will provide an **Annual Progress Report (APR)** that assesses the FP's progress, developments, risks, and lessons in relation to the FP Results Framework, Theory of Change, and a synthesis of progress across the outcomes and outputs in the individual projects. The synthesis shall be structured in terms of outcomes and main areas of work defined under the FP with input from specific embassy and Trade council. The report will address assumptions to the Theory of Change, risks, and learning, as basis for any adjustments to individual projects. The DMA will be responsible for compiling the draft APR based on input from the Project Steering Committees. The draft report will be sent to MIBFA for quality assurance and approval. MIBFA will submit the final APR to the MFA. The Annual Progress Report is main basis for discussion of progress in the PMG and SMG and for reporting on MFA's Results Framework Interface (RFI).

The MIBFA, the DMA and the DKPTO will follow the MFA Guidelines for Financial Management and the SSC Annex on financial implications for a Danish Authority engaging in Danish officially financed Development Assistance. Budgeting and financial accounting and reporting to MFA will be at program level in similar format as the FP budget (see Chap. 6) and at project-level, including output-based reporting at project level. MIBFA, the DMA and the DKPTO should be able to provide accounting for use of inputs including staff time at output-level. The funds will be disbursed by MFA to MIBFA annually in one tranche based on approved reporting. Standard best-practice accounting procedures apply.

Disbursements are subject to approval by the granting authority in the fiscal year in which the payment is made.

9. Monitoring, learning, and risk management

The MIBFA is responsible for **monitoring** of the projects under the FP based on the three FP outcomes, the project specific results frameworks, risks matrix, and guided overall by Danida Aid Management Guidelines (AMG) with input from the DMA, the DKPTO, specific embassy and Trade council. MIBFA will ensure internal quality assurance systems for preparing project documents, annual and mission reporting on new and on-going SSC projects and others. MIBFA will establish an outcome/output-based monitoring system adequate for meeting the monitoring, learning and reporting requirements across the SSC projects and FP results framework. The DMA and the DKPTO will be responsible for reporting on the result framework indicators. The QA system, learning, and competence development will include a focus on poverty reduction.

MFA will commission a **mid-term review** of the FP in 2026 with focus on results progress, lessons learned; organisational management capacity of the MIBFA and partner authorities; and lessons on

cooperation and dialogue with main relevant private sector actors; and implementation of programme monitoring and learning system; operationalisation of poverty reduction in the capacity development efforts. The mid-term review will also revisit the result framework and targets. The DMA will adequately in time for the mid-term review undertake an outcome harvesting- and lessons learned study across the projects of the FP in close cooperation with DKPTO. For each project the outcome harvesting will focus on capturing broader results on improved framework conditions in the relevant sectors, bilateral relations and climate diplomacy, green commercial effects, and poverty and effects on beneficiaries.

The MIBFA will annually review and update the risk assessment for discussion in the PMG and SMG meetings if needed. The main contextual risks that all projects share is the risk of delays and changes after national elections and new priorities of incoming governments. The mediation measures is a high level of flexibility in project implementation and a long time horizon (up to ten years) that builds trust in technical relations and between the participating institutions that allows continuation of capacity building. Restrictions on travelling and meetings could result in project delays as was the case during 2020-2021 Covid pandemic. Mitigating measures will contain increased use of online meetings and workshops. Risks at the level of the individual projects will be identified and monitored based on the project documents.

MIBFA and the embassies will collaborate with the **DFC** to maximise results of the FP and support joint identification of learning needs, co-creation of opportunities, and coordinated or joint evaluation of results (e.g. via outcome harvesting). The FP will take advantage of the learning opportunities provided by DFC within different technical areas and cross-cutting areas like change management, leadership, nudging, innovation, communication, public-private partnerships etc. The learning activities can include webinars, longer learning programmes combining stays in Denmark with online pre- and post-activities, tailored learning programme, digital learning, regional courses, communities of practice etc. The DMA, the DKPTO, and embassies will collaborate with the DFC to ensure that learning opportunities, research-to-policy support and networking initiatives offered by the DFC, and research project funding managed by the DFC, are leveraged by and remain supportive of the individual projects, including by integrating relevant the DFC initiatives as part of these projects.

To this end, the DMA will ensure that possibilities for relevant collaboration are considered under the individual projects and discussed across the FP annually in the PMG, and that the DFC is included, as relevant, in the formulation of new phases under each project, and the evaluation of such phases upon their conclusion. Decisions on collaboration are made at project level, with Sector Councillor as initiators. The MIBFA and DFC will strive to make memorandums of agreement at an overall programme level and at project level and to up-date these through annuals meeting for information and lessons sharing.

10. Closure and exit

The process for closure and exit and/or transition to other forms of partnerships will follow the procedures defined in the SSC guidelines and Danida's AMG. All projects are likely to end at the end of a third phase, corresponding to approximately 10 years, but can be ended any time decided by the SMG.

Any project entering phase 3 should include, as part of the project documentation for approval, an outline strategy for transition that ensures sustainability of main project results after project completion. The strategy should describe how results are planned to be sustainable within the partner authority systems,

for instance, through focus on particular partner reform processes that the partner is committed to sustain, and relevant plans for how project results will be transferred to be managed by the partner. It should also describe how the SSC project's synergies with the wider Danish engagement in the country will be sustained, for instance, through contribution to other Danish aid and business instruments and/or further commercial or investment cooperation in that country.

One year before the termination of the FP, the PMG - and later the SMG - should assess and agree on the possible next phase of FP. A final FP results report based on AMG's format should be submitted by MIBFA for discussion and approval by the SMG. The closure of accounts should follow the principles in the AMG.

Annexes:

Annex 1: Project contexts and summaries

Annex 2: Process Action Plan for the FP Formulation

Annex 3: Partner Assessment (TBC)

Annex 4: Risk Matrix (TBC)

Annex 5: Plan for communication of results (TBC)

Annex 6: Summary of recommendations of the appraisal (TBC)

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Annex 1: Project contexts and summaries

Current Phases

India

Project title	Strategic sector cooperation between India and Denmark in the field of intellectual property rights
Project period	01 January 2021 – 31 December 2023 + no-cost extension: 01 January 2024 – 30 September 2024
Country	Republic of India
Main sector development issues	<ul style="list-style-type: none"> - Difficulties in enforcing IP - Low rate of commercialization of IP - Transparency in examination/case handling
Thematic focus	Intellectual property rights (IPR)
National partner authority (recipient country)	Office of the Controller General of Patents, Designs and Trade Marks (CGPDTM), Department for Promotion of Industry and Internal Trade (DPIIT), Ministry of Commerce and Industry.
Danish authorities engaged	The Danish Patent and Trademark Office (DKPTO), Ministry of Industry, Business and Financial Affairs
Other Danish partners	
Objective	To strengthen the protection of intellectual property rights (IPR) in India for the benefit of innovation and sustainable economic growth.
Main components (outcome areas)	<ol style="list-style-type: none"> 1) Exchange of best practices and mutual capacity building 2) Training of staff and stakeholders 3) Awareness raising and outreach 4) Commercialization of IP
Results	<ul style="list-style-type: none"> - Publication of a jointly developed “IPR Awareness Manual for Industries (2021 – and updated in 2023) - Conducted video conference (including Q/A session) between large Danish enterprises and CGPDTM (2021) - A joint report on policy options to strengthen commercialization of IP was published in conjunction with the execution of a large IP Commercialization conference in India with huge participation from industry and public institutions (2022) - Report with recommendations and timelines for the QMS-implementation at CGPDTM (presented for top management in 2023)
Significant implementation issues or delays	<p>The lack of physical interactions in 2021 due to Covid-19 was a major challenge with a direct impact (delay) on the implementation. Furthermore, the replacement of the IPR Counsellor, which resulted in a period of more than four months without an IPR Counsellor present in India, which again had a major dampening effect on the progress, especially with the partner ministry (DPIIT), where DKPTO relations were less established.</p> <p>Furthermore, there have been major delays in the quality management systems (QMS) implementation due to lack of allocated human resources at the Indian IP office.</p>
Danish priorities, interests, and coherence	<p>Improvement of IP framework conditions in India.</p> <p>Transparency, harmonisation, and quality in the examination of patent and trademark applications in India for the benefit of Danish industry with a market in India.</p>

	Good relations to the Indian stakeholders. Access to relevant information and stakeholders.
Main other relevant instruments, engagements, and initiatives managed by the Embassy	
Instrument	Main relevant linkage to SSC project (in a few words)
SSC projects on Maritime, Health, Water, Environment, Agriculture, Finance and Government collaboration on energy (INDEP)	To some extent all of the SSCs depend on bringing Danish knowhow and technology to India, which requires clarity on IP protection – there is thus an indirect linkage between the other SSCs and the IPR SSC.
Green Strategic Partnership between Denmark and India	Strong IP protection is a prerequisite for achieving many of the ambitions in the GSP as these are founded on using Danish skills and technologies in India.
International Solar Alliance	New technologies on green hydrogen. The IPR SSC has not been involved but linkage is similar to projects above.
SDG Grants	Has not yet been used for the project, but has been considered previously.
DFC courses	Partners and other stakeholders in the ecosystem have been on the DFC course “Fostering innovation and commercialisation of IPR”, which has had a positive impact on the exposed organisations and helped achieve the overall goal of the project. The course is currently under revision, but there is considerable interest from the Indian IP ecosystem for it to continue.
Lists all projects in India funded by development aid	

Project title	SSC between Denmark and India on green shipping
Project period	Current: 31 May, 2023 to 31 May, 2024 Phase 1 (expected): 1 June, 2024 to 31 May, 2027.
Country	India
Main sector development issues	In agreement between both countries, the following list of issues have been identified as the most urgent issues at hand concerning shipping: <ul style="list-style-type: none"> • Green shipping • Regulatory partnership • Ship recycling • Digitalisation • Utilising Indian Talent These issues need to be developed to live up to SDGs 8, 9, and 17.
Thematic focus	Green transition in shipping throughout the whole value chain, from regulations to training of maritime personnel.
National partner authority (recipient country)	Ministry of Ports, Shipping and Waterways (MoPSW) DG Shipping
Danish authorities engaged	Danish Maritime Authority Ministry of Industry, Business and Financial Affairs Ministry of Environment
Other Danish partners	Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping Danish Maritime Danish Shipping
Objective	Strengthened relationship between Denmark and India concerning one of Denmark’s strongest sectors and India’s prioritised and fast-growing shipping sector. The objective is, equally, to further the green transition on shipping.

Main components (outcome areas)	<ul style="list-style-type: none"> Enhanced green shipping Establishment of a regulatory partnership between DMA and DG Shipping (FutureLab) Enhancement of regulatory procedures in India with regards to ship recycling facilities. Strengthened Port State Control and Maritime Accident Investigation leading to the prevention of future accidents. Safer navigation and more efficient shipping through the use of new technical solutions will improve safety at sea, save energy and lead to less pollution. Enhancement of seafarers' skills in terms of ensuring safe handling of new green innovation, green fuels, energy efficiency measures, etc., thereby creating a more attractive Indian seafaring workforce and help achieve the green transition of the maritime sector. Increasing the opportunities of positive change of the maritime condition framework for India.
Results	The project is still in its preliminary phase, so no results have been achieved yet.
Significant implementation issues or delays	None so far.
Danish priorities, interests, and coherence	It is of utmost importance for Denmark to have an ambitious climate strategy and to have large economic powers onboard. In particular, shipping is a key industry in Denmark, which is why this sector is particularly important to achieve the goals of green transition. Thus, having India included in the works towards a green transition of shipping is pivotal and deserves much focus.
Main other relevant instruments, engagements, and initiatives managed by the Embassy	
Instrument	Main relevant linkage to SSC project (in a few words)
SSC project 1 Energy	Green transition requires access to green energy, so in order for Indian ships to run on zero-emission fuels, such as ammonia, the availability of green electricity from e.g. off-shore wind is pivotal.
SSC project 2 IPR/Digitalization/Innovation	Digitalisation of the shipping sector is indeed a necessity for the development of the shipping sector, which will complement the green transition. Digitalisation can increase efficiency, thus improving the sector altogether.
Sustainable Agricultural Supply Chain	N/A
SDG Grants	N/A
Green Front Mission	N/A
Research projects	A pre-feasibility study could be valuable for the SSC, which would probably require external research projects.
DFC courses	The new maritime course in development is very relevant for the project, and many others could be relevant too (TBA).

China

Project title	Maritime Strategic Sector Cooperation between Denmark and China
Project period	3 years : 1 January 2024 – 31 December 2026
Country	China
Main sector development issues	<p>The project has a focus on enhancing cooperation between Denmark and China in the following four areas:</p> <ul style="list-style-type: none"> Maritime safety

	<ul style="list-style-type: none"> • Digitalisation • Green shipping • Green shipbuilding and green maritime technologies and solutions <p>These focus areas address SDGs 8, 9, 13 and 14.</p>
Thematic focus	Maritime Safety, Green Shipping, Green Maritime Technologies and Shipbuilding
National partner authority (recipient country)	Ministry of Transport (MoT)/China Maritime Safety Administration (MSA) Ministry of Industry and Information Technology (MIIT)
Danish authorities engaged	Danish Maritime Authority Danish Ministry of Industry, Business and Financial Affairs
Other Danish partners	Danish Maritime Danish Shipping Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping
Objective	Enhance safe and environmental friendly maritime practices and solutions in China in order to protect seafarers as well as sustained livelihoods for coastal communities and life below water.
Main components (outcome areas)	<ul style="list-style-type: none"> • Increased maritime safety leading to the prevention of future accidents and reduced risk of pollution. • Safer navigation and more efficient shipping through the use of new technical solutions will improve safety at sea, save energy and lead to less pollution. • Improved implementation of the goals in China's 14th Five-Year Plan (2021-2025), related to the improvement of the marine environment and reducing emissions from shipping.
Results	<p>The strategic sector cooperation (SSC) is aimed at further strengthening environmental and safe maritime practices and solutions in China. The project has addressed China's aspirations for increased environmental protection as reflected in the 14th FYP through authority-to-authority cooperation on green shipping, green shipbuilding, green maritime technologies and maritime safety.</p> <p>Denmark and China have significantly enhanced the bilateral dialogue about the work in the IMO on GHG reductions from shipping. A tradition has been established to organise meetings between DMA and MSA experts in advance of the scheduled MEPC/ISW-GHG meetings. Even though there has been a gap in the level of ambition, and each side does not see eye to eye on all issues on the IMO GHG agenda, China is listening to arguments put forward on a higher ambitions level and a need to introduce binding regulation that can drive the shipping industry faster towards carbon neutrality. Without giving full credit to the enhanced dialogue in the SSC context for China's support for the historic ambitious 2023 GHG strategy adopted in the IMO in July, the constructive dialogue has undoubtedly played a role.</p> <p>DMA and MSA has held useful and informative webinars on digitalisation of the sector and especially regarding digital certificates for seafarers and digital ship certificates. From both sides there were significant interest in continuing the dialogue on digitalisation of certificates and explore next steps for more concrete cooperation in particular with regard to digital certificates for seafarers with specific focus on development of standards for such solutions and in the long-run sign a MoU on digitisation.</p> <p>Regarding safety, a close cooperation with China MSA on Port State Control and expert-to-expert dialogue has been established. A webinar was held in May 2022 and PSC officers from the DMA visited China in June 2023 in order to</p>

	<p>hold seminars and carry out joint inspections onboard ships. In particular, the visit illustrated that both sides gain a lot of knowledge and experience for discussing PSC-issues, and for the DMA PSC officers it is important to have access to inspect Danish ships in Chinese ports.</p> <p>Additionally, the visit by Danish Maritime Accident Investigation Board to China 30 October – 2 November 2023 clearly illustrated the value of SSC. MSA was very interested in learning more about DMAIB more modern accident methodology approach and both sides gain significant experience both from sharing information about implementing new technology into accident investigations and from concrete accident cases.</p> <p>The cooperation with China's Ministry of Industry and Information Technology (MIIT) was further enhanced by signing of a new, updated MoU on green maritime technologies, green shipbuilding and offshore equipment in December 2023. Three very successful meetings have been held in the Sino-Danish Joint Working Group in which authorities as well as industries share valuable knowledge about green maritime technology developments as drivers for decarbonisation of shipping. A joint industry driven working group on development of international standards for maritime decarbonisation has been established. MIIT and the Chinese shipbuilding industry clearly wishes to continue the cooperation Danish Authorities and the Danish industry - a wish that was expressed during a visit by a MIIT vice-minister and his delegation to Denmark in September 2023.</p> <p>Synergies between SSC and Trade Council activities have been put to use. The most prominent example of this is DMA and the Embassy's assistance to Maersk in order to obtain permission by China Ministry of Transport in April 2022 as the first international shipping company to perform cargo relay operations. This involves transporting containers by its own ships between Port of Shanghai and three Northern Ports in China – containers that afterwards are transferred to one of Maersk's ships navigating on one of the major international liner routes to Europe or the US West Coast.</p> <p>China is the most important market for Danish Shipping and one of the most important markets for the Danish marine equipment industry, and the industry continues to acknowledge that the good relations between authorities via the SSC play an important role e.g. by clearing misunderstandings which can hinder maritime export of Danish green solutions to China.</p>
Significant implementation issues or delays	Due to restrictions related to the covid-19 pandemic, implementation of phase 2 of the SSC China project was delayed and the project extended from May 2023 to December 2023. The relations to the Chinese partner authorities did not deteriorate however, due to great efforts and flexibility from both sides in implementing activities online, where possible.
Danish priorities, interests, and coherence	Both Denmark and China are nations with major maritime clusters. In order to contribute to a stable operation of the international shipping sector and to ensure the global supply-lines it is important to address common issues such as maritime safety, digitalisation and the green transition together. Furthermore, China is the largest shipbuilding nation in the world which is a major opportunity for Danish companies in the equipment manufacturing sector to provide the solutions needed for the green transition in China.
Main other relevant instruments, engagements, and initiatives managed by the Embassy	
Instrument	Main relevant linkage to SSC project (in a few words)

Green work programme between Denmark and China	The maritime sector is one of the focus areas in the new partnership between China and Denmark on sustainable green cooperation.
Trade Council initiative or focus	The SSC programme works closely with TC at the embassy to find opportunities to introduce Danish expertise and green technical solutions within the maritime sector in China.

Ghana

Project title	Maritime Strategic Sector Cooperation between Denmark and Ghana – Phase 3
Project period	1 April 2022 – 31 Marts 2025
Country	Ghana
Main sector development issues	Making the maritime sector in Ghana greener and safer, as well as improving port management and navigational safety
Thematic focus	Strategic sector cooperation (SSC) focusing on green shipping, navigational safety and improvement of maritime framework conditions through increased compliance and civilian maritime capacity development in Ghana.
National partner authority (recipient country)	Ghana Maritime Authority, Ghana Ports and Harbours Authority, Ghana Ministry of Transport, Volta Lake Transportation Company
Danish authorities engaged	Danish Maritime Authority, Danish Environment Protection Agency, Danish Geodata Agency
Other Danish partners	DanPilot, North Sea College
Objective	Improved framework conditions for the maritime sector in Ghana that contributes in establishing favourable prerequisites for a free competition and an international maritime level playing field that benefits both Ghana and Denmark. Furthermore, contributing to Ghana's increased engagement with the green agenda and making the Port of Tema a recognised Green Port and the preferred transshipment hub in Sub-Saharan Africa.
Main components (outcome areas)	Outcome A: Ghana has increased its focus on green shipping on a strategic and an operational level Outcome B: Ghana has ensured better port management including a sustainable strategy for waste management at the Port of Tema, as well as improved maritime safety through safe and efficient pilot and tug boat operations. Outcome C: Enhancing navigational safety on Lake Volta Outcome D: Ghana has improved its compliance with IMO regulation, particularly focusing on STCW-F
Results	Green shipping conference for high level participants from 21 African countries in February 2023 Two week train-the-trainer course on safety for fishermen in August 2023 Green port management study trip to three ports in Denmark by delegation from GMA and GPHA in November 2023 GMA senior management visits to Denmark in October 2022, March 2023 and October 2023 to participate in high level forums on green shipping and meeting with Danish private sector Visit to Ghana by DMA senior expert on IMO compliance in November 2022
Significant implementation issues or delays	<i>DanPilot reached out shortly after the commencement of the third phase to inform that they would not be able to complete their activity in 2023 due to being short staffed. The activity was thus moved to 2024.</i> <i>The project has been without a sector advisor at the embassy from February to October 2023 and without a project manager at DMA from October 2023 until February 2024.</i>

	<i>The workshop on Sulphur emissions and ballast water management under Outcome A has been rescheduled several times due to various reasons.</i>
Danish priorities, interests, and coherence	The third phase of the project has had a much greater focus on greening the maritime sector in Ghana, in comparison with the previous two phases. This was a result of Danish government interests.
Main other relevant instruments, engagements, and initiatives managed by the Embassy	
Instrument	Main relevant linkage to SSC project (in a few words)
SSC project 1 Energy	
SSC project 2 IPR/Digitalization/Innovation	
Sustainable Agricultural Supply Chain	
SDG Grants	
Green Front Mission	
Research projects	DFC currently has one research project focusing on port efficiency in Port of Tema, managed by Anette Skovsted Hansen from University of Aarhus
DFC courses	The Embassy regularly sends colleagues from partner authorities to Denmark on DFC courses. Recently, five colleagues were granted a pledge of scholarship for a two-year Master's program at a Danish University in 2024.

Indonesia

Project title	Strategic Sector Cooperation on Maritime Affairs and IPR
Project period	3 years (2024-2027)
Country	Indonesia
Main sector development issues	Climate, environment, and digitalisation
Thematic focus	Green transition of shipping including regulation, safety in ports, safety and education of seafarers and fishermen, blue economy
National partner authority (recipient country)	<ul style="list-style-type: none"> • Coordinating Ministry of Maritime Affairs and Investment • Ministry of Transportation • Ministry of Marine Affairs and Fisheries • Ministry of Law and Human Rights
Danish authorities engaged	Danish Maritime Authority, Danish Patent and Trademark Office,
Other Danish partners	North Sea College, SIMAC, DTU
Objective	To support sustainable use of marine resources, a green transition of shipping, contribute to a safe and sustainable shipping environment and strengthen the framework conditions for the maritime sector in Indonesia
Main components (outcome areas)	<ul style="list-style-type: none"> - Improvement of Indonesia's planning of sustainable use of marine resources through MSP - Strengthening Indonesia's work on green shipping and reduction of GHG emissions, including regulation on a strategic and an operational level - Ensured better port state control and strengthened safety for seafarers and fishermen
Results	None so far. Still in the inception phase
Significant implementation issues or delays	N/A

Danish priorities, interests, and coherence	A green transition of shipping resulting in reduction in GHG emissions and pollution, improved safety in ports and of seafarers and fishermen, increased sustainable use of marine resources through maritime spatial planning.
Main other relevant instruments, engagements, and initiatives managed by the Embassy	
Instrument	Main relevant linkage to SSC project (in a few words)
SSC project 1 Energy	The Danish Energy Agency has several large programmes and intensive cooperation with the Indonesian authorities including Coordinating Ministry of Maritime Affairs and Investment. There are several overlaps in areas of cooperation with maritime, when it comes to new energy sources for shipping, onshore power supply, electrification of ferries etc.
SSC project 2 Environment	The Danish Environmental Protection Agency has been present in Indonesia for several years and has just started a phase 2 of their SSC. There are several synergies to the maritime area in regards to the marine environment, green shipping and PSC, including prevention of oil spills.
Sustainable Food and Agriculture	The Danish Veterinary and Food Administration has a Strategic Sector Cooperation on Food loss and Waste, where several of the same stakeholders are involved especially regarding elements on fisheries and the Blue Economy Roadmap of Indonesia, where there could be synergies with SSC Maritime and IPR.
SDG Grants	The Embassy has previously received grants to support the maritime cooperation with Indonesia and has for 2024 applied for grant to support the work on Indonesia Blue Economy Roadmap
Green Front Mission	The Embassy is a green front mission with an extra responsibility and clear focus on climate initiatives. An example are several of the public diplomacy events but also the strong commitment from the Embassy to plays a key role in the negotiations with the Indonesian government on the Just Energy Transition Partnership (JETP) to mobilize 20 billion USD for a green transition of the Indonesian energy sector.
Research projects	The Embassy has existing research projects (via DFC) on other SSC programmes, and is be able to facilitate projects on maritime and IPR.
DFC courses	The Embassy sends participants to DFC courses on all SSC projects, where SSC Maritime and IPR can benefit from that experience.

Kenya

Project title	Maritime Strategic Sector Cooperation between Denmark and Kenya – Phase 1
Project period	1 august 2024 – 31 July 2027 (3 years)
Country	Kenya
Main sector development issues	Climate, environment, safety
Thematic focus	Strategic Sector Cooperation aiming at improving maritime framework conditions through civilian maritime capacity development with a focus on maritime pollution, protection of the marine environment and maritime safety.
National partner authority (recipient country)	Kenya Maritime Authority; Kenya Ports Authority; Bandari Maritime Academy; Kenya Fisheries Service

Danish authorities engaged	Danish Maritime Authority, Danish Environment Protection Agency
Other Danish partners	DanPilot, SIMAC
Objective	The objective of the maritime SSC between Kenya and Denmark is to improve maritime framework conditions through civilian maritime technical capacity building in Kenya. This includes a focus on maritime pollution, protection of the marine environment, maritime education and maritime safety.
Main components (outcome areas)	Outcome 1: A well-regulated framework for responsible and sustainable economic exploitation of the maritime domain and a larger degree of implementation and enforcement in line with international conventions and standards ensuring safe, environmentally and economically responsible vessels. Outcome 2: Education and training of seafarers, fishermen and pilots in Port of Mombasa and Port of Lamu is enhanced through a strengthened operational and administrative setup Outcome 3: Green transition of shipping including international regulation.
Results	None so far
Significant implementation issues or delays	<i>Still in the inception phase</i>
Danish priorities, interests, and coherence	Improvements in environmental and safety standards, increased focus on climate change mitigation
Main other relevant instruments, engagements, and initiatives managed by the Embassy	
Instrument	Main relevant linkage to SSC project (in a few words)
SSC project 1 Energy	
SSC project 2 IPR/Digitalization/Innovation	
Sustainable Agricultural Supply Chain	
SDG Grants	
Green Front Mission	
Research projects	DFC currently has one research project focusing on port efficiency in Port of Tema, managed by Anette Skovsted Hansen from University of Aarhus
DFC courses	The Embassy regularly sends colleagues from partner authorities to Denmark on DFC courses. Recently, five colleagues were granted a pledge of scholarship for a two-year Master's program at a Danish University in 2024.

Brazil

Project title	Strengthening IPR protection and advancing digital green government in Brazil.
Project period	September 2023 – July 2026
Country	Federative Republic of Brazil
Main sector development issues	Intellectual Property Rights / Digital Government
Thematic focus	Intellectual Property Rights / Digital Government
National partner authority (recipient country)	National Institute for Industrial Property of Brazil (INPI) Secretariat of Digital Government (SGD) Secretariat of Management and Innovation (SEGES)

Danish authorities engaged	Danish Patent and Trademark Office (DKPTO) Agency for Data Supply and Infrastructure (SDFI)
Other Danish partners	Selected municipalities Consultants
Objective	Strengthen protection of intellectual property rights in Brazil and advance digital and green innovation in government in Brazil
Main components (outcome areas)	<ul style="list-style-type: none"> A. Strengthen examination, registration, and protection of intellectual property rights in Brazil B. Advance innovation and IPR commercialization in Brazil and in the Latin American region C. Advance digital government and green innovation in public services in Brazil
Results	Current phase only initiated in September 2023
Significant implementation issues or delays	None so far.
Danish priorities, interests, and coherence	Strong framework for bilateral commercial activity through enhanced intellectual property protection. Increased institutional transparency through better digital government.
Main other relevant instruments, engagements, and initiatives managed by the Embassy	
Instrument	Main relevant linkage to SSC project (in a few words)
SSC project 1 Energy	Green data for digital government.
SSC project 2 IPR/Digitalization/Innovation	-
Sustainable Agricultural Supply Chain	Strong reliance on verifiable data, as also a priority in Outcome C.
SDG Grants	None at present.
Green Front Mission	Focus on IP as driver for green innovation and data as an enable for a green transition.
Research projects	None at present
DFC courses	Several general courses, including customized programs on data and digital government and IP and commercialization.

Future Phases

TBD

Annex 2: Process Action Plan for the FP Formulation

Version 17.01.2024

Action/product	Deadlines	Responsible/involved units	Comment/status
Identification			
<i>Coordination and update meeting</i>	Bi-Weekly	GDK, EM, agencies, consultant	By Teams
<i>Start-up meeting</i>	Week 39	GDK, EM, SFS, PVS, consultant	Initial PAP Clarify stakeholders and engagement (MFA, embassies, external) EM/agencies' international strategy EM procedure for programme approval.
<i>Revised PAP</i>	3.10	Consultant, GDK	
<i>Briefing mail to relevant embassies (Brazil, India, Ghana, China, Kenya, Indonesia)</i>	5.10	GDK, consultant	Heads-up on process and expected embassy involvement, including PAP
<i>Clarify formats and document needs for FP</i>	6.10	GDK, EM, agencies, consultant	Discuss deliverables based on consultant's proposed draft document template
<i>Meetings with sector advisers</i>	Week 41	GDK, EM, consultant, (agencies)	Individual meetings with SSC advisers presenting the current projects
<i>Prepare note with overview of existing portfolio</i>	20.10	Consultant	Documentation required: SSC project documents, background documents and progress reports.
<i>Discussion of development challenges and lessons learned</i>	9.11	GDK, EM, agencies, consultant, (SSC advisers)	<i>Development challenge</i> <i>Contributions to development policy priorities</i> <i>Contributions to outcome 2 and 3</i> <i>Danish strongholds and relevant thematic issues to include in the FP.</i> <i>Experience and lessons learned from existing SSC projects</i>
<i>Consult commercial and other stakeholders / experts in Denmark</i>	December	GDK, Consultant	TC, DI, other industry association, research institutions?
<i>Draft identification note</i>	20.11	Consultant, EM, agencies	
<i>Comments to draft Identification Note</i>	8.12	GDK, EM, agencies	
<i>Discussion of theory of change and results framework based on draft identification note</i>	13.12	GDK, EM, SFS, PVS, consultant	
<i>Identification Note for embassies</i>	18.12	Consultant	
<i>Meeting with embassy management in Brazil, India, Ghana, China, Kenya, Indonesia</i>	Mid-January	GDK, EM, agencies, Consultant	<i>Comments to identification note.</i> <i>SSC role in relation to embassy priorities and national context</i> Including commercial agenda, development and green diplomacy.
Formulation			

<i>Prepare draft project summaries for Annex 1 - existing SSC projects and outline of new SSC phases</i>	12.1	EM, SFS, PVS and SSC advisers	Based on template provided by consultant
<i>EM/agencies input to FP Document</i>	12.1	EM, SFS, PVS	Contents and format to be agreed
<i>First draft FP document</i>	22.1	Consultant	
<i>Internal discussion of first draft FP document</i>		EM and agencies	
<i>Approval of first draft FP document in EM, SFS and PVS</i>	10.3	EM and agencies (if approval needed)	
<i>Comments to first draft FP document</i>	10.3	EM and agencies	
<i>Submission of 2nd draft FP document to Programme Committee</i>	12.3	GDK, consultant	Adjusted to PC meeting schedule
<i>Danida Programme Committee meeting</i>	9.4	GDK, EM	
<i>Discuss PC recommendations</i>	12.4	GDK, EM, Consultant	
<i>3rd draft FP document for appraisal</i>	6.5	Consultant	
Appraisal/quality assurance process			
<i>Quality assurance: Appraisal start</i>	10.5	ELQ	Consultant to prepare draft ToR for appraisal
<i>Draft appraisal report</i>	3.6	ELQ	
<i>Comments to draft appraisal report</i>	10.6	GDK, EM, consultant,	
<i>Final appraisal report</i>	17.6	ELQ	
<i>4th draft FP Document based on appraisal recommendations</i>	5.8	Consultant	
<i>Comments to 4th draft</i>	13.8	GDK, EM, agencies, embassies,	
<i>Approval of final FP document in EM, SFS and PVS</i>	22.8	EM, agencies	
<i>Final FP document submitted to Council for Development Policy</i>	26.8		Adjusted to Council meeting schedule
Approval			
<i>Meeting in Council for Development Policy</i>	12.9	GDK, EM	Adjusted to Council meeting schedule
<i>Minister for Development Cooperation's approval of FP</i>		ELQ submits proposed Framework Agreements and minutes of CDP meeting	After Council for Development Policy meeting