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TECHNICAL CO-OPERATION
COMMITTEE
54th session
Agenda item 15

TC 54/15
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REPORT OF THE TECHNICAL CO-OPERATION COMMITTEE ON ITS FIFTY- FOURTH SESSION

1 GENERAL

Introduction

1.1 The Technical Co-operation Committee held its fifty-fourth session from 15 to 17 June 2004 under the chairmanship of Captain Moin Ahmed (Bangladesh).

1.2 The session was attended by delegations from the following Member Governments:

ALGERIA	JAPAN
ARGENTINA	LEBANON
BAHAMAS	LIBERIA
BANGLADESH	MALTA
BELIZE	MARSHALL ISLANDS
BRAZIL	MEXICO
CANADA	MOROCCO
CHILE	MOZAMBIQUE
CHINA	NETHERLANDS
COTE D'IVOIRE	NIGERIA
CUBA	NORWAY
CYPRUS	PAKISTAN
CZECH REPUBLIC	PANAMA
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA	PERU
ECUADOR	PHILIPPINES
EGYPT	POLAND
ERITREA	PORTUGAL
FRANCE	REPUBLIC OF KOREA
GABON	RUSSIAN FEDERATION
GERMANY	SAUDI ARABIA
GHANA	SERBIA AND MONTENEGRO
GREECE	SIERRA LEONE
GUATEMALA	SINGAPORE
HONDURAS	SPAIN
INDONESIA	SWEDEN
IRAN (ISLAMIC REPUBLIC OF)	TURKEY
ITALY	UKRAINE
	UNITED KINGDOM

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UNITED REPUBLIC OF TANZANIA
UNITED STATES
URUGUAY

VANUATU
VENEZUELA

and the following Associate Member of IMO:

HONG KONG, CHINA

1.3 The session was attended by observers from the following intergovernmental organizations:

INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO)
MARITIME ORGANIZATION FOR WEST AND CENTRAL AFRICA (MOWCA)
SOUTH PACIFIC REGIONAL ENVIRONMENT PROGRAMME (SPREP)
PORT MANAGEMENT ASSOCIATION OF WEST AND CENTRAL AFRICA (PMAWCA)

by observers from the following non-governmental organizations:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL FEDERATION OF SHIPMASTERS' ASSOCIATIONS (IFSMA)
INTERNATIONAL LIFEBOAT FEDERATION (ILF)
INTERNATIONAL PETROLEUM INDUSTRY ENVIRONMENTAL CONSERVATION
ASSOCIATION (IPIECA)

WORLD MARITIME UNIVERSITY

Secretary-General's Opening Statement

1.4 The Secretary-General, in his welcome address, commented on the significance of the new arrangement approved by the Council and the Assembly under which the Committee will convene two full fledged three-day sessions during a biennium. This is to give the Committee the opportunity and ample time to debate the various important technical co-operation items on its agenda and provide the Council and the other technical committees with sound advice on all the aspects of the Organization's business.

1.5 He reiterated his remarks made to the Council and the Assembly last year, namely that for the Organization to address the maritime agenda with efficiency and realism, it should derive its strength from the co-operation of all its members. The technical co-operation programme was the catalyst for the enhancement of standards of any Member State in need and no effort would be spared to ensure that the ITCP continued to play, soundly and effectively, an ever-increasing role in the Members' quest for enhanced safety, security and environmental protection.

1.6 He drew the attention of the Committee to the first-ever comprehensive report to be produced covering the complete 2002-2003 biennium which appraised the results of technical co-operation activities on an individual annual basis.

1.7 In addition, the Committee was also given a more extensive perspective of IMO's TC delivery than in the past, with the provision of a significant range of information on regional overviews and activities implemented together with a relevant financial analysis. Therefore, the Committee now had a complete picture for 2003 and also for the biennium as a whole.

1.8 The biennial report, which stood as a record of the Organization's achievements in helping developing countries improve their ability to comply with IMO rules, regulations and standards concerning maritime safety, security and environmental protection, reflected IMO's stewardship of TC funds and programme delivery for 2002-2003, and pointed increasingly to the fact that the Organization had delivered a larger volume of technical assistance activities than ever before.

1.9 The Secretary-General noted that IMO had so far established 30 partnership arrangements on technical co-operation with international, regional and national administrations and institutions. These arrangements made a significant contribution to the delivery of ITCP activities and, in some cases, served to build the capacity of regional organizations themselves.

1.10 He stated that, following the International Workshop on Partnership Building held at IMO Headquarters in June 2003, the Assembly adopted resolution A.965 on the Development and Improvement of Partnership Arrangements for Technical Co-operation in order to ensure the long-term and sustainable delivery of ITCP activities. The resolution requested the Secretary-General to continue to develop and improve partnerships and to strengthen the role of the Regional Co-ordinators in the development and delivery of the ITCP. To give effect to this request, appropriate measures were being put in place to strengthen the role of the Regional Co-ordinators in Africa in the development and implementation of the technical co-operation programme.

1.11 In the context of regional presence, he informed the Committee that on 9 September 2003 he had opened the new IMO regional office in Manila, Philippines, which was the fourth IMO Regional Office. The importance Philippines attached to this new regional office was apparent in the signing by the President of the Republic of the Philippines of an MoU with IMO.

1.12 He stated that, although several Member States and international organizations remained important sources of financial support, the resources of the TC Fund are increasingly being relied upon as the main source to finance the core technical co-operation activities of the IMO. This was due in part to the trend of multi- and bilateral donors to concentrate their resources on such core issues as poverty alleviation and the fight against the devastating effects of the spread of HIV/AIDS.

1.13 Therefore, the ITCP's overall financial position continued to be a matter of serious concern to all parties involved, including the membership and the Secretariat, and this was recognized by the Assembly last year when it requested the Committee prepare a long-term forecast of the ITCP's financial requirements and likely funding for the period up to 2007.

1.14 Accordingly, the Secretariat had prepared and submitted to the Committee a comprehensive analysis of the ITCP's past and current funding profile, together with preliminary assumptions for the future. This initiative was intended to generate discussion on how the Organization can best achieve the objective of ensuring an equitable and sustainable means of funding the ITCP.

1.15 In calling on the Committee to consider the ITCP's financial position, the Secretary-General quoted from Assembly resolution A.944, on the Organization's Strategic Plan up to 2010, which identified the principal challenge as being the need "to ensure an equitable and sustainable means of funding the ITCP and to improve its delivery and effectiveness".

1.16 On the subject of the impact assessment exercise, the Secretary-General drew the Committee's attention to the report of three external consultants who assessed the assistance provided by IMO to developing countries during the period 2000-2003 in the fields of maritime legislation and maritime security, as well as those carried out in partnership with national and regional institutions.

1.17 He stated that the consultants' report provided some very useful recommendations on further development, management, execution and monitoring of the ITCP and, in its related response, the Secretariat proposed practical and achievable measures that would ensure their immediate implementation.

1.18 Voicing his deep concern over the slow progress of many ships and port facilities to meet the requirements of the amendments to SOLAS and the International Ship and Port Facility Security Code and mindful of the fact that quite a lot of countries needed assistance in the implementation of the new maritime security regime, the Secretary-General reported on the effective implementation of a technical co-operation programme launched in January 2002.

1.19 A total of 18 regional or sub-regional seminars/workshops and 65 national training courses or advisory missions had been organized covering all developing regions and countries in transition, and a total of some 3,320 people were trained through this process.

1.20 He stated that the Organization anticipated that there would be continuing requests for assistance after the 1 July 2004 deadline for implementation of the ISPS code and hoped to be able to continue providing assistance as required and requested.

1.21 On the establishment of the International Maritime Security Trust Fund following resolution 5 of the 2002 SOLAS Conference, he stated that Canada, Denmark, Egypt, Germany, Sweden, the United Kingdom and the United States had either made or pledged contributions to the Trust Fund and their total contributions amounted to some US\$585,000.

1.22 However, as the funds available for the programme were far from sufficient to address the anticipated demand by developing countries, he urged all potential donors and, in particular, governments and industry to contribute to the Trust Fund.

1.23 On the issue of the conversion of an IMO model course into a distance learning tool, the Secretary-General announced the successful completion earlier this year of a TCD-initiated pilot project activity undertaken by the World Maritime University which converted the IMO Model Course on "Marine Accident and Incident Investigation" into a self-paced, self-motivated training programme on a CD-Rom.

1.24 The programme consisted of eight learning modules of 23 lessons, with lesson quizzes and self-quizzes or case studies and was aimed at providing potential marine accident and incident investigators with a broad understanding of the purpose and objectives of marine incident investigation. It had already attracted much interest and positive feedback from both Member States and the industry towards the pilot activity, given the potential for global and easy use of such a training tool.

1.25 The Secretary-General stated that the Organization was considering the possibility of converting other IMO model courses, such as those on ship, company and port security officers, into e-learning, given the initial investment in an e-learning platform and methodology.

1.26 In reiterating his commitment to the success of the voluntary IMO Member State audit scheme, the Secretary-General stated that his vision of the scheme was of one which, rather than causing embarrassment to those to be audited by exposing their weaknesses, would, instead, bring Members closer together – the one helping the other in the pursuit of the common goals of enhanced safety and environmental protection.

1.27 He emphasized that technical assistance, in the form of, *inter alia*, training; exchange programmes; provision of experts; and participation of observers during the conduct of audits, would become part of the process of facilitating audit preparation, identifying the obstacles to completing the audit, the effective implementation of actions to address the findings of the audit; and any related capacity-building requirements.

1.28 In anticipation of its June 2005 session when it would be required to consider the financial impact of the capacity-building aspects of the scheme and make suggestions to finance a technical co-operation programme in support of the audit scheme, the Secretary-General stated that account should also be taken of the need to ensure the participation of maritime and auditing experts from developing countries in the audit process and arrangements should be provided for the training of internal auditors, who might subsequently become part of audit teams.

1.29 On the issue of the establishment of an International SAR Fund, the Secretary-General invited the Committee to concur with the view of the seventy-eighth session of the Maritime Safety Committee (MSC) that there was a need for such a Fund to assist developing countries in the establishment of an adequate SAR infrastructure wherever this is deemed necessary.

1.30 The MSC at its seventy-eighth session had requested TCC 54 to provide appropriate advice to the Council on the establishment of the proposed fund, and the Secretary-General expressed the hope that the Committee would take the appropriate action to fill the existing gap in IMO's work to establish and maintain the global SAR plan.

1.31 On the subject of attendance by the media of meetings of IMO bodies, the Secretary-General described his personal approach to the issue as being liberal as a result of his acceptance of the role of representatives of the specialized maritime press as one of partnership in both sides serving the same industry.

1.32 He expressed the hope that if an understanding could be reached, a system could be worked out to enable the building of the necessary climate of trust and co-operation which would mutually benefit the Organization and the shipping industry.

1.33 He commented that the new and important challenges facing the Committee reflected the increasingly substantive role it was playing shaping the future of IMO's technical co-operation work.

1.34 In concluding, he paid tribute to the Technical Co-operation Division for its focused attention to their role, hard work, dedication and commitment to the achievement of the twin objectives placed by the Assembly on top of IMO's agenda for the current decade, namely the human element and the implementation of the existing rules, regulations and standards. He wished the Committee every success in addressing the new challenges to create a safer, more secure and environment-friendly world.

Adoption of the agenda

1.35 The Committee adopted the agenda as it appeared in document TC 54/1.

2 WORK OF OTHER BODIES AND ORGANIZATIONS

2.1 The Committee had before it documents TC 54/2, TC 54/2/Add.1, TC 54/2/1, and TC 54/2/1/Add.1, which reported on the outcome of the twenty-third session of the Assembly, the ninetieth ordinary and twenty-second extraordinary sessions of the Council, the fifty-first session of the Marine Environment Protection Committee, the eighty-seventh and eighty-eighth sessions of the Legal Committee, the International Conference on Ballast Water Management for Ships, 2004, the twelfth session of the FSI Sub-Committee, the second session of the Joint MSC/MEPC/TCC Working Group on the Voluntary IMO Member State Audit Scheme and the seventy-eighth session of the MSC.

2.2 In introducing these documents, the Director, TCD, informed the Committee that the documents TC 54/2 and TC 54/2/Add.1 were largely for information and contained a summary of significant developments relating to technical co-operation matters that had come to light since the Committee's fifty-third session in June 2003. It included the outcome of the Assembly and relevant resolutions adopted relating to technical co-operation, in particular action taken to transfer a total of £2 million from the Printing Fund to the Technical Co-operation Fund for the 2004-2005 biennium. The Assembly, at its twenty-third session, adopted resolution A.965(23) on "Development and Improvement of Partnership Arrangements for Technical Co-operation" to which the Secretary-General had referred in his opening remarks. A copy of this resolution was attached at annex to document TC 54/2 and discussed under agenda item 5.

2.3 The Committee was informed that the Council, at its ninetieth session, had agreed actions requested of it by the Technical Co-operation Committee at its fifty-second and fifty-third sessions. The Council, in approving the 18 performance indicators for the Organization's Strategic Plan, agreed that the Committee should review the performance indicators relating to TC delivery and this was discussed under agenda item 8.

Establishment of an International SAR Fund

2.4 The Committee's attention was drawn to document TC 54/2/Add.1 which contained, *inter alia*, the outcome of the consideration by MSC at its seventy-eighth session of the sub-item "Follow-up to the 2000 Florence Conference" in relation to the establishment of an International SAR Fund.

2.5 The Committee recalled that, during its forty-ninth session in October 2000, information on resolution No. 2 "Establishment of an International SAR Fund" adopted by the Florence Regional Conference on Maritime Search and Rescue and the GMSS (16 to 20 October 2000) was provided at annex 1 of document TC 49/INF.4.

2.6 As indicated in document TC 54/2/Add.1, the MSC, having been briefed on the proposed establishment of regional MRCC's and MRSC's in the African region, including information on costs, agreed to invite the Council to consider the establishment of the International SAR Fund and requested the Secretariat to continue to develop the Pilot Project on the establishment and operation of the above-mentioned centres in East Africa.

2.7 The MSC also invited the Committee to take note of its views and provide advice to the Council on the establishment of a Fund. It appeared that the Fund was intended to provide financial assistance to enable countries to obtain the required communication equipment and training of personnel. The MSC noted that the cost of SAR assets such as boats, aeroplanes, helicopters, etc. should be borne by the Governments responsible for MRCC's and presumably the SAR Fund would not be used for this purpose.

2.8 A delegation sought confirmation of how the SAR Fund would operate and pointed out that the establishment of the Fund should not involve transfers from the TC Fund.

2.9 The Committee, concurring with the decision of the MSC, agreed to recommend to the Council that the International SAR Fund should be established within the framework of the ITCP as recommended by the Florence Regional Conference on Maritime Search and Rescue and the GMDSS. The Committee also recommended that the modalities of the Fund be brought to the attention of the Committee.

Third Workshop for MoU Secretaries and Directors of Information Centres

2.10 In addition to the information provided in the documents mentioned above, the Director, TCD, informed the Committee of the outcome of the third Workshop for Port State Control MoU's Secretaries and Directors of Information Centres which was held at IMO Headquarters in London from 9 to 11 June 2004. It considered, among other items on its agenda, "IMO's Integrated Technical Co-operation Programme (ITCP).

2.11 Among the recommendations adopted by the Workshop, the following relate to technical assistance:

- it recommended that the Organization consults and informs on a regular basis the PSC MoUs Secretariats about on-going and planned activities relevant to port State control;
- it recommended that PSC regimes which have already developed training courses should advise IMO with a view to considering making such material available to other PSC regimes through the ITCP, including the Paris MoU distance learning package;
- it noted with appreciation the intention of the Paris and Tokyo MoUs to meet with respective counterparts at IMO to discuss available training capabilities to which duly qualified and relevant representatives of other PSC regimes could be associated, subject to the financial support to be provided by the Organization; and
- it noted that the outcome of its considerations would be reported to MSC, MEPC, FSI and TCC in the appropriate form.

2.12 The Committee took note of the information provided.

Access of news media to the proceedings of institutionalized committees

2.13 The Committee was informed that the Council, at its ninetieth session, agreed, in principle, to the desirability of the Organization having guidelines to address the issue of requests from the news media to attend meetings of the various organs of the Organization. To this effect, the Council also requested the Committees to consider the draft guidelines contained in the annex to document C 90/37 (Cyprus) and to advise the ninety-second session of the Council accordingly. The Committee was also informed of the outcome of discussions on this matter at MEPC 51, LEG 88 and MSC 78 and was advised that a document (C 92/2/62) had been submitted by Denmark, New Zealand and Sweden on this matter to the forthcoming ninety-second session of the Council.

2.14 The Secretary-General reiterated the statement he had made on similar occasions in the recent past, namely that his personal approach to the issue was rather liberal and derived from his acceptance of the role of representatives of the specialized maritime press as one of partnership in both sides serving the same industry. He believed that a system could be worked out that would build the necessary climate of trust and co-operation to the benefit of the Organization and the shipping industry. This would enhance the transparency of the decision-making process of the Organization.

2.15 The delegation of France stated that the situation of the Committee was special since the media had never asked for access to its meetings. For the Committee and for other bodies also, access to the meeting did not seem to be the only answer to the problems of press coverage. Therefore, the delegation of France suggested that it would be useful to schedule press briefings, to which representatives of the news media would be invited, before, during and after meetings of the Committees as appropriate.

2.16 In view of the nature of the Committee's work in providing an oversight of IMO's technical co-operation programme and promoting its development and effective delivery, the Committee agreed to a proposal by the delegation of Cyprus that its meetings should be public unless it is decided otherwise and the Committee should pursue an amendment to Rule 9 of its Rules of Procedure.

2.17 With regard to the issue of briefing the news media, the Committee was informed that, at present, it is the usual practice that IMO's Public Information Services issue written press briefings which are distributed by electronic mail two or three days prior to a meeting of IMO's technical bodies as well as another as soon as possible after the conclusion of a meeting, therefore ensuring the accuracy of the information given to the outside world.

2.18 The majority of the delegations that spoke, supported the suggestion made by the delegation of France and the Committee agreed that press briefings should be organized at IMO Headquarters on the work of the Committees. The question of whether such briefings should be scheduled at the end of a Committee's deliberations, before a Committee meeting began or during the meeting would have to be examined in the light of the issues being discussed.

2.19 Although not directly related to the question of access of the news media, many delegations suggested that greater efforts should be made to increase awareness of the achievements of IMO's technical co-operation programme and its relevance to the enhancement of maritime safety, security and marine environment. It was thought that increased public awareness of IMO's technical assistance activities would encourage increased participation in, and broader support for, the ITCP.

3 INTEGRATED TECHNICAL CO-OPERATION PROGRAMME

3.1 Final report on the 2002-2003 biennium

3.1.1 The Committee had before it document TC 54/3, which provided a comprehensive report on the implementation of ITCP activities over the 2002-2003 biennium. The main aspects of the document were introduced by the Director, TCD, who noted that, in a departure from previous years, the Secretariat was reporting the results on a biennial scope, to allow a wider perspective of IMO's TC delivery and to conform to the ITCP planning schedule.

3.1.2 The Director recalled that the Committee had been briefed regularly regarding the production schedule for the document, with respect notably to certain elements, such as the

timing of finalized audited expenditure figures, which dictated the date of production. The value of the document as a record of TC activities over a given year rested on the accuracy of the baseline figures, which could not be produced in their final format, under the existing legacy finance system, by the stipulated document distribution date. Every effort had been made to produce the document in time for TC 54, without compromising its accuracy.

3.1.3 It was anticipated that the new integrated information management system, under the ERP (Enterprise Resource Planning System), would be of great assistance in reducing the time required for accurate baseline data preparation, with additional functionality to facilitate further refinements to the level of analysis for both financial and non-financial aspects of TC delivery.

3.1.4 The report synthesized the results achieved in the field, at the regional and global levels, during 2002 and 2003. The Committee's attention was drawn to one of the key outcomes for the 2002-2003 biennium, which was the remarkable and sustained increase in financial delivery against activities implemented through the Secretariat, or through partnerships with external bodies and programmes. Efforts taken by the Secretariat to address the issue of the low delivery of expenditure against programmed funds had been successful, to the extent that the aggregate expenditure levels against programmes and projects amounted to over US\$ 25.5 million over the biennium. There had been a sharp increase of some 37 percentage points in the volume of expenditure since 2001 alone, and, more radically, a 91% rate of increase between 1999 and 2003. The significance of the improvement became even more apparent when taken in the context of the comparative expenditure data for the past decade. This was an astonishing result for a small specialized agency, reflecting the key importance of technical co-operation in translating the essence of the Conventions and international instruments into reality at the regional and operational level.

3.1.5 The Director summarized the biennial achievements, noting that 210 missions had been carried out, with a preponderance of Maritime Safety and Security assignments; 18 packages of model primary or secondary legislation had been developed; 215 courses, seminars and workshops had been held at the national, regional and global levels, covering a wide range of topics, and again reflecting the priority given over the biennium to the issue of Maritime and Port Security. These activities resulted in the training of some 6,400 participants world-wide. These simple statistics gave a sense of the range of coverage which the ITCP had achieved over the past two years, on issues which were of paramount importance to so many if not all the developing regions.

3.1.6 Over the biennium, activities totalling some US\$ 25.5 million had been delivered at the regional and global level, compared with a total of US\$18 million for 2000-2001, which translated into an increase of 41.6% in terms of volume disbursed. In 2003, the results had translated into a delivery rate of some 69%.

3.1.7 The overriding proportion of the ITCP funding base for the biennium was provided by the GEF and the TC Fund respectively, which, between them, accounted for 71.7% of expenditure. Twenty-nine donors covered the remaining 28% of the programme. The significance of the "pyramid structure" of IMO's TC donor-profile, with a concentration of two primary sources at the top and a wide, fragmented base, had important implications for the long-term sustainability of the ITCP and the forward-planning of TC activities.

3.1.8 The Secretariat's intention was to place the biennial report on the IMO TC website. At the last session of the Committee, the Director had mentioned the desirability of publishing the report as a fund-raising tool, in the form of a booklet for presentation to donors and other interested parties. The Secretariat would be considering that option further.

3.1.9 In concluding his introduction, the Director, TCD, stated that the report gave the Committee a clear view of the results achieved during the 2002-2003 biennium. Notwithstanding the remarkable increase in expenditure, the Secretariat anticipated building on these results through the reforms introduced by the Secretary-General under the Change Management Programme. The Director commended the efforts of all the implementing agents within the Secretariat (MSD and MED) and in the regions, and partner organizations and governments who had all contributed to the notable achievements in delivering the ITCP. The Director also thanked all the donors for their commitment to the ITCP and encouraged them to continue, if possible, to increase their support to the ITCP.

3.1.10 Many delegations commended the Secretariat on the first biennial report on the ITCP, noting with appreciation the broad range of information made available, the transparency of the process, and the comprehensive nature of the document. Referring to the ITCP as “the spine” of TC, one delegation noted that the biennial report played a pivotal role in the multilateral work of some delegations by providing a single source of comprehensive data on the implementation of the ITCP. It was further noted that it was a useful tool which was prepared in accordance with best practices.

3.1.11 One delegation noted that the statistical analyses were particularly useful, and that Table 1 provided a valuable summary of all the deliverables for the biennium.

3.1.12 A number of delegations took the opportunity to summarize the range of activities undertaken in collaboration with IMO’s support during the 2002-2003 biennium. The benefit of these activities to the further strengthening and development of the countries and regions was much appreciated, and IMO was requested to maintain the level of co-operation.

3.1.13 The delegation of Egypt referred to the collaboration between IMO and the Arab Academy for Science, Technology and Maritime Transport (AASTMT), which was undertaken under a Memorandum of Understanding (MoU), recently renewed for two years, between IMO and the Ministry of Transport of Egypt.

3.1.14 The delegation for Chile, speaking in their role as Secretary of ROCRAM, referred to the ongoing MoU with IMO, now in its third biennium, which was benefiting from an increasing volume of funds from ROCRAM Member States, and under which some 11 activities were being implemented.

3.1.15 The representative of the South Pacific Regional Environment Programme (SPREP) commended the regional partnerships which IMO had established with SPREP and with the Secretariat of the Pacific Community (SPC), which had led to directly to further regional MoUs with, notably, the Basel Convention Secretariat and the Stockholm Convention Secretariat.

3.1.16 A number of delegations requested that the table of donors give the list of financial donors with their individual contributions in full, and it was agreed that future documents would include those details.

3.1.17 On the question of the timing of the biennial report, the Director, TCD, reiterated the difficulties encountered by the Secretariat in meeting the stipulated document deadline due to dependence on the availability of audited expenditure figures. It was anticipated that the scheduling would improve with the introduction of the ERP system, although in general it should be noted that the timing of the biennial report compared favorably with the production schedule of other agencies for similar reports. The Director suggested that the Committee might wish to

consider an alternative scheduling, in which the biennial report would be submitted to TCC in the second session of the biennium. The Secretariat supported maintaining the existing time-scale for a further year, and, if necessary, this issue could be re-considered at the Committee's next session to determine the results accruing from the ERP data-supply system.

3.1.18 The Secretariat provided clarifications on questions raised by delegations. Referring to the apparently relatively lower expenditure on TC activities in Latin America, it was made clear that, through the partnerships established with national and regional institutions, IMO was receiving considerable in-kind support which reduced ITCP expenditure in Latin America and the Caribbean. This did not mean that resources allocated to the region had been reduced, but rather that, because of the in-kind support, more was being achieved with less cash resources.

3.1.19 In response to an enquiry by one delegation, the Secretariat clarified that the support provided to certain countries on STCW compliance had been delivered prior to their incorporation in the "White List" by the MSC.

3.1.20 In response to the delegation of IPIECA regarding the recording of cost-sharing contributions that were not channelled through IMO, and also the inclusion of in-kind support which had been noted in the report as being solely from its constituent members, the Secretariat undertook to find the means of reflecting these in a more evident manner. It was also agreed that the omitted data would be included in the version of the biennial report to be posted on the IMO website.

3.1.21 In summing up, the Chairman expressed his gratitude to the delegations for their comments and to the Secretariat for the further clarifications it had provided. The Committee was most appreciative of the new document which gave a wider two-year perspective of the TC activities that had been implemented regionally and globally by the Secretariat. The Committee also appreciated the new presentation for the ITCP report, and welcomed the efforts made by the Secretariat to provide the Committee with a structured and clear analysis of the ITCP results.

3.1.22 The Committee found it encouraging to note the exceptional increase in the volume of assistance delivered over the period in question, and more especially to see that it confirmed a trend that had been sustained over the last four years. The results for the 2002-2003 biennium were clear evidence that the steps taken by the Secretariat had been instrumental in improving the levels of delivery.

3.1.23 Referring to the tremendous team-work which underpinned the results of the biennium, the Director, TCD, informed the Committee of the role played by MSD and MED as Implementation Agents and the support provided by the Administration Division. He also drew attention to the invaluable role played by the regional co-ordinators in the field and IMO's partner organizations and governments in achieving the remarkable results which had been recorded over the biennium in question.

3.1.24 In concluding the sub-item, the Committee (a) took note, with appreciation, of the information provided in the Final Report on the ITCP for the 2002 – 2003 biennium; and (b) thanked the many donors and recipients for their commitment to the ITCP, requesting them to maintain and, if possible, increase their support.

3.2 Technical Co-operation Fund: final report on the 2002-2003 programme

3.2.1 The Director, TCD, introduced document TC 54/3/1, which, at annex, provided a final report on the implementation of the ITCP activities financed or co-financed by the TC Fund

during 2002-2003. The Director stated that, during the period, the Fund had again provided priority assistance to Africa through regional and global programmes and that it had supported many aspects of IMO's mandate, including the enhancement of maritime security, which had been a priority for the ITCP as foreseen in Assembly resolution A.924(22) and in Resolution 5 of the 2002 SOLAS Conference.

3.2.2 The Director also stated that, as requested by the Committee at its fifty-third session, the Secretariat had re-examined its reporting practices on the delivery of technical co-operation activities. As a result, it had concluded that no changes were necessary in relation to the ITCP reports or to the reports of the regular Impact Assessment Exercises. However, the practice of presenting two TC Fund reports during a biennium presented considerable overlap with the ITCP reports, as well as much narrative repetition and, accordingly, it might be appropriate to limit those reports to a biennial one, through an amendment to the Rules of Operation of the Fund.

3.2.3 The Committee noted the information provided in the annex to document TC 54/3/1 and thanked all donors and recipients for their generous financial and in-kind support to the TC Fund activities.

3.2.4 The Committee agreed with the Secretariat's suggestion to limit the TC Fund reports to a single biennial report and approved a consequential amendment to the first sentence of paragraph 14 of the Rules of Operation of the Fund, as follows:

“14 The Secretariat will report biennially to the TCC and the Council on progress made in the delivery of those ITCP components that are being supported with TC Fund resources.”

3.2.5 On that basis the Committee decided to recommend to the Council that it endorse the above amendment at its ninety-second session, for immediate application.

3.2.6 On the proposal of several delegations, the Committee requested the Secretariat, when reporting biennially on the TC Fund, to refer the Committee also to the relevant Committee and Council documents on the annual financial status of the Fund. This is because the Secretariat would still continue to submit annual reports on the financial aspects of the TC Fund to the Committee through the ITCP reports and to the Council under its regular agenda item on resource management.

4 GLOBAL PROGRAMME ON MARITIME SECURITY

4.1 The Committee had before it documents TC 54/4 and TC 54/4/1. The Director, TCD, provided updated information on the on-going implementation of the global programme on maritime and port security and the status of the International Maritime Security Trust Fund.

4.2 The Committee was apprised of the milestones achieved since the launch of the Global Programme, *viz*:

- the awareness training package developed in 2002, revised in 2003 to incorporate the adopted maritime security regime, with a third update focusing more on the practical implementation and enforcement of the regime. The training package is available in the English, French and Spanish languages, as will be the third version;

- to date IMO had conducted 23 advisory missions, 18 regional and 42 national seminars/workshops on ISPS implementation and a total of 3,320 people had gone through the training events;
- in the first six months of 2004 alone, 39 advisory missions and national seminars/workshops were delivered;
- since the launching of the programme, a total of US\$2,525,304 had been spent and between January and mid June 2004 alone, US\$586,000 had been spent, which accounted for 83% of the total TC Fund allocation available for the whole of the biennium 2004-2005;
- the Secretariat (MSD) had developed a Train-the-Trainer programme that would assist Governments to strengthen their maritime security implementation through the provision of trained instructors capable of delivering quality training on the regional and national levels using the applicable IMO Model Courses. The programme will start in July 2004 and the target audience would be instructors from national maritime training institutions responsible for the conduct of maritime security training courses; and
- IMO is in the process of producing the training package, using videos, written materials and CD-ROM, to incorporate the relevant elements of the ISPS Code, the SOLAS amendments, the ILO/IMO Code of Practice on Security in Ports and Model Course 3.21.

4.3 Many delegations expressed their appreciation of the outcome and the great deal of work so far achieved and indicated that the training provided through regional and national seminars/workshops helped create a cadre of individuals who acted as catalyst for the implementation of the ISPS Code within their respective countries. Several delegations informed the Committee that, as a result of the training and advisory services provided, they would be on track to meet the 1 July 2004 deadline for the ISPS Code implementation.

4.4 The delegation of Egypt informed the Committee that it had established an Institute of Maritime Security under the umbrella of the Arab Academy for Science and Technology and Maritime Transport. So far, 5,000 persons had been trained from the Middle East.

4.5 The Committee was updated on the status of the International Maritime Security Trust Fund (IMSTF) (document TC 54/4/1) and informed that to date Canada, Denmark, Egypt, Germany, Sweden, United Kingdom and United States had either made donations or had pledged monies, totalling some US\$585,000. Funds actually received amounted to some US\$177,627.63.

4.6 The Committee expressed support for the appeal by the Secretary-General to Governments and industry to make contributions to the IMST Fund, as well as for the Secretariat's intention to develop a fund-raising strategy for the IMST Fund.

4.7 Two delegations queried the meaning of the phrase "dedicated source of financial support" as mentioned in SOLAS Conference on maritime security resolution 5: "Promotion of technical co-operation and assistance", operative paragraph 4 and suggested that this be re-addressed under the Committee's agenda item 9.

[In response the Secretariat clarified that the purposes, or general guidelines, of the IMST Fund had been submitted to the Council, at its 22nd extraordinary session, under cover of document C/ES.22/14/1 (paragraphs 3 and 6 to 8 refer).

The Secretariat then explained that the term “dedicated source of financial support” was intended to mean that the IMST Fund was to be used solely for the purpose of financing technical co-operation activities related to maritime security. It was further pointed out that the establishment of the fund was intended to attract “new money” from potential donors who were interested and amenable to supporting, as a matter of priority, IMO’s technical co-operation activities related to maritime security. It was understood from the outset that the Fund was intended to attract “new money” and not simply involve transfers from the TC Fund. Nevertheless, there would be a period of parallel financing of maritime security technical co-operation activities from the TC Fund and the IMST Fund. In this regard attention was once again drawn to the fact that the funds allocated to maritime security from the TC Fund were nearly exhausted and it would in future be necessary to draw on the IMST Fund as the only source of funding for technical co-operation maritime security activities as was envisaged when the IMST Fund was established.]*

4.8 The Committee concluded its discussions by noting, with appreciation:

- .1 the excellent delivery of the technical co-operation programme on maritime security;
- .2 the willingness of Governments and regional organizations to host and/or facilitate the seminars/workshops;
- .3 the revision of the seminar/workshop training package and the development of the train-the trainer programme;
- .4 the development of the special training package on port security incorporating the relevant elements of the ISPS Code, the SOLAS amendments, the ILO/IMO Code of Practice on Security in Ports and Model Course 3.21;
- .5 the generous contributions made or pledged by the donor countries mentioned in paragraph 4.5; and
- .6 appealed to Member States and maritime industry to contribute to the IMST Fund as well as urged those who had made or pledged contributions to the IMST Fund to encourage others to do the same.

5 PARTNERSHIP ARRANGEMENTS FOR TECHNICAL CO-OPERATION DELIVERY

5.1 The Committee had before it document TC 54/5 which provided information on the status of the IMO Regional Co-ordination scheme, as well as existing and planned partnership arrangements with regional/national organizations and programmes for the delivery of the ITCP. The document also provided information on progress made towards achieving the objective of

* This text reflects the intervention of the Secretariat made in response to the above-mentioned query, however, it was inadvertently not included in the draft report approved by the Committee. Therefore the text is included here in square brackets as the Secretariat felt it was important that the reader of this report should be aware of the information provided by the Secretariat.

decentralizing the implementation of the ITCP through the Regional Co-ordination scheme in Africa and through partnership arrangements with regional organizations and national governments and institutions in other regions.

5.2 With respect to the Regional Presence in Africa, the Director, TCD, informed the Committee that the three Memoranda of Understanding (MoUs), signed between IMO and the Governments of Kenya, Ghana and Côte d'Ivoire respectively for the establishment of IMO regional presence offices for Eastern and Southern Africa and West and Central Africa (Anglophone and Francophone) subregions respectively, expired on 31 December 2003 and that, by exchange of letters with the three host Governments, the MoUs were extended for a further period of two years, i.e. up to 31 December 2005. The Committee was further informed that arrangements were in progress to strengthen the Nairobi Office by the recruitment of a Principal Programme Assistant, pursuant to operative paragraph 4 of Assembly resolution A.965(23) requesting the Secretary-General to strengthen the role of regional co-ordinators in the development and implementation of the Technical Co-operation Programme.

5.3 The Committee noted that, in 2003, the three IMO Regional Co-ordinators in Africa carried out a total of thirty-four needs assessment and/or advisory missions in twenty-three countries, which resulted in fifteen of these countries requesting twelve different types of technical assistance from IMO. In addition to carrying out needs assessment missions, the Regional Co-ordinators represented IMO at various other regional and sub-regional meetings and continued to facilitate the co-ordination of the implementation of the ITCP in Africa as detailed in document TC 54/5.

5.4 With regard to the decentralization of the implementation of the ITCP through the regional co-ordinators' scheme and partnership arrangements with regional organizations, the Committee noted that IMO continued to work closely with the Port Management Association of Eastern and Southern Africa (PMAESA) and the Port Management Association of West and Central Africa (PMAWCA), and that arrangements were in progress to finalize and sign two MoUs with the two Port Associations during 2004. The signing of the MoUs will facilitate the planned delegation of the implementation of some ITCP activities to PMAESA and PMAWCA in co-operation with the IMO Regional Presence Offices in Africa.

5.5 The Committee noted that the IMO Regional Presence Office for Technical Co-operation for East Asia was officially opened in Manila, the Philippines, on 9 September 2003 by the current Secretary-General of IMO. Her Excellency Gloria Macapagal-Arroyo, the President of the Republic of the Philippines, signed the instrument to ratify the MOU between the Philippines and IMO. Ms. Brenda Pimentel was appointed the Regional Co-ordinator for East Asia subregion.

5.6 The Committee noted that since her appointment, Ms. Brenda Pimentel, the Regional Co-ordinator, had carried out needs assessments missions in Cambodia, Indonesia, Pakistan, and Philippines and had participated in seven regional or national training events. She had also visited the Secretariat of the Association of South-east Asian Nations to identify new linkage between the regional ITCP activities for 2004-2005 and ASEAN new maritime programmes.

5.7 With regard to the opening of the Regional Presence office in India for the South Asia subregion, the Committee noted that consultations were still underway between IMO, UNDP and the Government agencies concerned regarding the location of the office.

5.8 With respect to the establishment of partnerships with regional and/or national institutions, which was the second element of the regional co-ordination and delivery of the

ITCP, the Committee noted the activities delivered during 2003 through all such partnerships were summarized in paragraphs 4.2 to 4.20 of document TC 54/5. The Director, TCD, highlighted some of the developments which took place in 2003 as follows:

- The IMO/UNDP project providing funding for the Regional Maritime Adviser for the Caribbean came to an end on 30 June 2003 and the Organization, through the IMO regional presence/partnership scheme, had assumed funding for the post.
- A special Trust Fund called the “IMO/ROK Programme of Technical Co-operation” was established in June 2003. The Republic of Korea made a financial contribution of US\$401,321.07 to the Trust Fund to support the implementation of four ITCP activities covering Africa, Asia and ROCRAM-CA countries and the WMU fellowship programme during the biennium 2003-2004.
- The existing MoUs and co-operation between IMO and COCATRAM, ROCRAM, DIRECTEMAR (Chile), Prefectura Naval Argentina (PNA), US Coast Guard, Singapore, Hong Kong, China, ASEAN, PEMSEA, SACEP, SPC, SPREP and Tokyo MoU on PSC continued to function effectively in the implementation and delivery of the ITCP activities in Latin America, the Caribbean, Asia and the Pacific Islands regions.
- The MoU signed in 2002 between IMO and the Arab Academy for Science, Technology and Maritime Transport in Egypt was extended in October 2003 for two years. A focal point and website had been established by the Academy in order to effectively serve the MOU for the delivery of regional ITCP activities in the Arab/Mediterranean region.

5.9 The Committee noted the information on implementation of resolution A.965(23) on the “Development and Improvement of Partnership Arrangements for Technical Co-operation”. Since the adoption of the resolution in November/December 2003, IMO has signed an MoU with the maritime authority of Peru and has explored co-operations with the Australian Network of Maritime Education and Training Inc. for the Pacific Islands; the Government of the United States of America on maritime security for East Africa; the Government of Canada on ISPS Code implementation for the APEC and Caribbean region; and the Inter-America Development Bank (IADB) on port security. The report on the IMO Workshop on Partnership Building held on 9 and 10 June 2003 was made available (TC 54/INF.4) to the Committee and it was noted that it would also be made available in French and Spanish shortly.

5.10 In introducing document TC 54/INF.3, the delegate of Singapore highlighted the fact that, since the signing of the MoU on Third Country Training Programme with IMO, a total of 826 participants from 36 countries in Asia and Africa had attended 31 courses, with Singapore having contributed about US\$330,000 to the delivery of these courses. Several courses conducted in Singapore involved collaborations with the United States Coast Guard and Transport Canada. Singapore had also provided support for other bilateral and multilateral technical activities, which were aimed at enhancing the implementation of the IMO Conventions. In addition, Singapore had actively supported and participated in the new technical assistance initiatives within the ASEAN region by hosting IMO-ASEAN workshops and by taking the assignment as the lead country for two proposed IMO-ASEAN projects, i.e. a workshop to review the implementation of the ISPS Code and an implementation course on the OPRC Convention. In collaboration with the World Maritime University, the Singapore Maritime Foundation had established an Asian Maritime Lecture Series at the University and

would be hosting annual one-week field study trips for their MSc students to visit Singapore to learn about port developments and operations.

5.11 The delegation of Chile, speaking on behalf of the Secretariat of ROCRAM, informed the Committee that, in addition to the information set out in paragraph 4.9 of document TC 54/5, instructors had also been provided on a no-fee basis by the maritime authorities of Argentina and Chile for the activities carried out jointly by IMO and ROCRAM. Additionally, the delegation referred to further support provided by the Chilean maritime administration under its MoU with IMO – as indicated in paragraph 4.4 of document TC 54/5 – and underlined that his country was ready to continue and to increase such support for the ITCP's activities.

5.12 In conclusion, the Committee noted that the Partnership Arrangements for Technical Co-operation Delivery continued to function successfully and that, in line with the decisions of the Committee to further decentralize the delivery of technical co-operation activities, the volume of ITCP activities delegated to existing partnership arrangements with regional/national organizations had steadily increased and that it was envisaged that the volume of work delegated to the IMO Regional Co-ordinators and regional partners will increase during this biennium. The Committee expressed its appreciation to the Government of the Philippines and to the UNDP for their support in the establishment of the new IMO Regional Presence office for the East Asia sub-region in Manila.

5.13 The Committee took note of the information provided in the documents TC 54/5, TC 54/5/1, TC 54/INF.3 and TC 54/INF.4 as presented and reiterated its appreciation to the host countries of IMO Regional Presence offices, development partners for technical co-operation delivery and the various donors to the ITCP. The Committee expressed once again its firm support for the appeals made by the Secretary-General calling on all potential partners among IMO's Member Governments and the wider shipping and port communities to become partners to help IMO in achieving the objectives of the ITCP.

6 PROGRAMME FOR THE INTEGRATION OF WOMEN IN THE MARITIME SECTOR

6.1 The Committee had before it document TC 54/6, reporting on the activities implemented under the IMO Programme for the Integration of Women in the Maritime Sector (IWMS) in 2003. In presenting the document, the IMO Focal Point for Women in the Maritime Sector drew the Committee's attention to some salient issues.

6.2 The IWMS Programme was now funded solely from the TC Fund, notwithstanding the Secretariat's efforts to widen the donor base. While the programme focus retained human resources development and capacity-building as priority activities, in line with the Organization's overall strategic approach to technical co-operation, the funding covered primarily a small training programme for women. In addition, a series of regional seminars on the role of women in the maritime sector was being programmed for the biennium.

6.3 Since the Programme's inception in 1989, a great deal had been achieved in making gender-awareness part of the culture in technical co-operation, and indeed beyond, within the Secretariat. This had been particularly relevant to the programming of technical co-operation activities, through the ITCP. Aside from the training aspect of the Programme, the Secretariat was pro-active in its efforts to increase the number of women consultants recruited to undertake TC activities. Gender remained one of the considerations in the selection of appropriate consultants, taking into account levels of technical expertise and regional experience.

6.4 The Focal Point drew the Committee's attention to a draft resolution submitted on behalf of the participants of the Pacific Islands regional seminar on "The Role of Women in the Maritime Sector: Opportunities and Challenges". This regional seminar, conducted in October 2003, was hosted on behalf of the Pacific Islands by the Government of Samoa, and was held with the support of the South Pacific Regional Environmental Programme (SPREP), at their Secretariat premises, with the close collaboration of the Secretariat of the Pacific Community (SPC). Some forty representatives from fourteen island countries within the region had participated in the seminar.

6.5 The seminar programme had addressed three aspects of relevance to the region: the institutional perspectives; the personal experience; and the Samoan perspective. The guest speakers included a number of women holding senior posts in the maritime industry in the region, whose presentations provided an invaluable insight into the impediments which face women who are seeking to train or to work in the maritime sector. The working groups examined a number of issues in some detail, including Accessibility of maritime training for women; Accessibility of employment in the maritime sector for women; Role models and access to decision makers; and which advocacy systems would be helpful in assisting women further in the maritime sector.

6.6 One of the outcomes of the seminar was the establishment of a Pacific Women's Maritime Association, set up in the region to promote information and opportunities and the active participation of women in the maritime sector. In addition, the draft resolution before the Committee was the result of the deliberations and recommendations issued by the four working groups.

6.7 The draft Resolution invited national authorities to encourage the participation of women at all levels of technical and scientific education, leading on to specialized maritime training, with the long-term aim of promoting equal access by men and women to all professions within the maritime industry. Attention was also drawn to the importance of providing women candidates with practical maritime experience through the provision of on-the-job training opportunities.

6.8 A number of delegations expressed their thanks to the Secretariat on the clarity of the information provided in the report on 2003. The Secretariat was also commended on the ambitious nature of the fellowship programme.

6.9 The delegation of Canada informed the Committee that 25% of graduates from the Coastguard College (Canada) in 2003 were women, while that percentage had risen to 77% in 2004.

6.10 The delegation of Brazil referred to their national naval academies, where women currently represented 31% of students. One female officer had also recently graduated as a ship's Master.

6.11 The delegation of Nigeria cited the support given by the Minister for Transport of Nigeria for the establishment of a National Maritime Women's Association, and confirmed their country's commitment to the issue.

6.12 The delegation of the Netherlands informed the Committee that the 8th International Conference on Women's International Shipping and Trading Association (WISTA) would be held in Rotterdam, Netherlands, from 6 to 9 September 2004. (www.wista.nl)

6.13 A number of delegations expressed their support for the draft resolution on “Strategies for enhancing the role of women of the Pacific Islands in the maritime sector”. In his capacity as representative of one of the seminar co-sponsors, the delegate of the South Pacific Regional Environmental Programme (SPREP) thanked the Committee for their support in this matter, and informed the meeting that the resolution was being tabled at the Governing Councils of both SPREP and the Secretariat of the Pacific Community (SPC). Implementation of the resolution had already begun, one of the first results being the establishment of the Secretariat of the Pacific Women’s Maritime Association within SPC.

6.14 Given the specific context in which the resolution had originated, with the participation of 14 Pacific Island countries, the Committee acknowledged the outcomes of the regional seminar, by:

- .1 noting the establishment of the Pacific Islands Maritime Women’s Association;
- .2 noting the seminar resolution on “Strategies for enhancing the role of women of the Pacific Islands in the maritime sector”; and
- .3 supporting, through the ITCP Regional Programme for Asia and the Pacific, the general objective of enhancing the role of women of the Pacific Islands in the maritime sector, taking into account the resources available, and bearing in mind subparagraph 3.2.5 of the annex to Assembly resolution A.944(23), which states, *inter alia*, that “IMO will pay special attention to the shipping needs of small island developing States (SIDS)”.

6.15 The Chairman concluded that the Secretariat should be commended for the innovative and ground-breaking programme which had made a lasting imprint on the recognition of the role of women both within the Secretariat and within a number of maritime authorities across the developing regions. The role of women in the maritime sector was central to the general capacity-building and strengthening of resources in developing countries. The Secretariat should be encouraged to maintain its efforts under this Programme, and to continue reporting annually to the Committee on activities and results achieved

6.16 The Committee took note of the report on the implementation activities undertaken under the IMO Programme for the Integration of Women in the Maritime Sector (IWMS) from January to December 2003, and urged Member States to implement the decisions and resolutions adopted by IMO technical bodies with respect to the integration of women in the maritime sector.

6.17 The Committee also urged maritime authorities to encourage the acceptance and participation of women at all the levels of technical specialized maritime training, and to strengthen the national machinery for the employment of women in accordance with the stated goals of the Convention for the Elimination of All Forms of Discrimination Against Women (CEDAW).

7 IMPACT ASSESSMENT OF THE ITCP DURING 2000-2003

7.1 Introduction

7.1.1 The Director, TCD, introduced document TC 54/7 on the assessment of the impact of the technical assistance received by developing countries, through the ITCP, during the period 2000-2003. He recalled that this impact assessment exercise (IAE) had been authorized by the Committee in June 2003 (document TC 53/6 refers), had been carried out by three external

consultants – Mr. Admun-Odeke (Uganda and UK), Mr. Michael Julian (Australia) and Mrs. Ivette Ng de Jaén (Panama) – and had entailed documentary analysis at IMO and field consultations in four developing regions.

7.1.2 At the Chairman's invitation, Mrs. de Jaén, as Team Leader of the IAE consultants, introduced the "Report on the assessment of the impact of IMO's ITCP for 2000-2003", contained in the annex to document TC 54/7. Mrs. de Jaén recalled that, in accordance with the Committee's earlier decisions, the report covered two biennia (2000-2001 and 2002-2003) and examined IMO's support to developing countries on maritime legislation and maritime and security, as well as those activities delivered through partnership arrangements with national and regional institutions. Aside from the consultants' extensive documentary analysis and discussions with the Chairman of the Committee at IMO Headquarters, the assignment had included regional consultations in Accra, Ghana, Alexandria, Egypt, Managua, Nicaragua, and Jakarta, Indonesia, in which representatives of 20 beneficiary countries and 14 partner institutions had participated. Mrs. de Jaén then summarized the IAE team's principal findings, conclusions, lessons learned and recommendations, as set out in the report's Executive Summary contained in the annex to document TC 54/7.

7.2 General comments

7.2.1 The Committee expressed overall satisfaction with the quality and content of the report, which provided very useful recommendations for further improvements in the ITCP cycle. In response to general observations and questions by delegations on aspects of the IAE report, Mrs. de Jaén provided further comments and clarifications as indicated hereunder.

7.2.2 In reply to the delegation of Cyprus, which enquired whether the IAE consultants had considered the cost implications to recipients of providing feedback to IMO on the assistance received, Mrs. de Jaén stated that the team did not take this aspect into account in their report because they considered the cost to be minimal. However, since the current level of response from beneficiaries was on average 5%, the recommendation was intended to generate timely feedback and follow-up.

7.2.3 The representative of Argentina considered that beneficiaries should complete a questionnaire, at the end of any mission or training event and return it to IMO, in order to measure the effectiveness of the assistance. This could also record the number of persons trained and ready to work in that specific field of expertise and, in this regard, he regretted the absence of coherence between the training followed by some trainees and the work they eventually carry out.

7.2.4 The representative of Nigeria observed that the report did not take into consideration several internal legislation review activities, which took place during the period covered by the exercise, especially those related with the Shipping Act. He also mentioned that Nigeria would be requesting IMO technical assistance in this field. Mrs. de Jaén agreed that the wording of the report did not reflect the domestic activities in Nigeria, and only referred to those provided by IMO during this period.

7.2.5 The delegation of Chile recommended that, for future IAEs, the Secretariat should despatch, in advance, questionnaires relating to the topics covered by the exercises and expected outcome. Mrs. de Jaén stated that some questionnaires had been sent to countries not represented at the regional meetings with the consultants, particularly on the maritime security aspects, but this was nevertheless a useful proposal for the future.

7.2.6 The representative of Egypt expressed appreciation for the consultants' findings on the potential use of resources available at regional maritime academies such as the Arab Science Academy for Technology and Maritime Transport. He also agreed with the other recommendations that had no extra cost implications for beneficiaries. Mrs. de Jaén reiterated the team's view that the AASTMT is a valuable partner for the ITCP.

7.2.7 The delegation of the Russian Federation regretted the absence of a special section for the CIS and Eastern Europe countries. Mrs. de Jaén explained that assistance in the field of maritime security had been the only topic affecting that region during the period under review, and that was one of the reasons why a regional consultation had not been programmed. Nevertheless, the security issue had been addressed through a questionnaire sent to the beneficiaries, and the results thereof reflected in the related section of the report.

7.2.8 The delegation of Ghana commented on the recommendations made by the consultants, particularly those relating to the need for beneficiaries to provide feedback to IMO on the benefits of the assistance received, the need for draft reports to be shared with beneficiaries before being finalized and the selection of new consultants to ensure adequate succession planning.

7.2.9 The representative of Algeria highlighted the importance of the work in maritime legislation undertaken in the Maghreb countries, for non-Convention sized ships, which was about to be finalized. He expressed appreciation for the translation of the related instrument into Arabic, which will facilitate its adoption. Mrs. de Jaén recalled that this particular activity had been identified in the report as a successful example of IMO support in the legislation field.

7.2.10 The delegation of Vanuatu complimented the consultants for highlighting the need for external arrangements to be made to deal with the special needs of Pacific Island countries, particularly the reference to SPREP's special waste management scheme for the region. Mrs. de Jaén agreed with the comment and underscored the value of SPREP's contribution in this field.

7.2.11 The observer from MOWCA queried the absence of maritime-related regional organizations at the consultation in Accra. Mrs. de Jaén mentioned that the exercise had been tailored to enable the consultants to meet with individual country beneficiaries and IMO partners that had entered into formal arrangements with the Organization.

7.3 Secretariat proposals

7.3.1 The Director, TCD, introduced document TC 54/7/1, providing the Secretariat's initial response to, and proposals on, the IAE report's findings, conclusions, lessons learned and recommendations. In this regard, the Director welcomed the report's overall assessment that: (a) the recommendations of the first IAE, which was carried out in 2000, had been implemented successfully by the Secretariat and had had a positive effect; (b) the maritime legislation and maritime security activities of the ITCP for 2000-2003 had had a beneficial impact on the recipient countries; and (c) the execution of ITCP activities through the decentralized modality of partnership arrangements had proved to be an efficient and effective means for technical assistance delivery.

7.3.2 The IAE report had nevertheless identified some elements of the programme management cycle that merited further consideration or improvement. In the Secretariat's view these could be classified as: (a) matters on which no action was deemed necessary, for the reasons set out in document TC 54/7/1; (b) issues on which the Secretariat had already taken action; (c) relatively

simple matters that the Secretariat could address internally in the future; and (d) other concerns shared by the Secretariat and the IAE team, which required the Committee's further guidance and decision. It was on the latter aspects that the Secretariat had made eleven proposals contained in sections 5 and 6 of document TC 54/7/1, which it intended to implement progressively over the coming years. To the latter, the Secretariat now proposed a twelfth proposal concerning the use of maritime academies for the delivery of the ITCP, which was based on the IAE consultants' assessment that the partnership and MOU with the Arab Academy for Science, Technology and Maritime Transport was a model that might be followed elsewhere.

7.3.3 Mrs. de Jaén, on behalf of the three IAE consultants, expressed the view that the document prepared by the Secretariat addressed the substantive aspects of their report and explained that some comments, conclusions and recommendations will require additional work at later stages and were not expected to be addressed immediately.

7.3.4 The Committee considered the Secretariat's twelve proposals and, taking into account the comments and amendments suggested by delegations, approved them as indicated hereunder. In respect of proposal 6, one delegation expressed concern that it might generate pre-conditions for the provision of IMO technical assistance. On this point the Secretariat clarified that the proposal was directed specifically to the Secretariat and that its intent was merely to ensure that the Secretariat had a systematic mechanism to trigger the follow-up process.

Proposal 1 (paragraphs 15-16 of document TC 54/7/1 refer)

The Committee, at its 57th session (June 2007), and taking into account the experience gained by that time through the Voluntary IMO Member State Audit Scheme, should consider the possible inclusion of IMO support for the strengthening of national maritime administrations, as one of the topics to be covered by the IAE scheduled for early 2008.

Proposal 2 (paragraphs 17-19 of document TC 54/7/1 refer)

The Secretariat should examine the feasibility of modifying, as of the biennium 2006-2007, the format of the ITCP plan and subsequent implementation reports through, for example, the further refinement of data so as to permit a drill-down to the micro-management level (i.e. to the level of the activities of individual programmes and projects).

Proposal 3 (paragraph 21 of document TC 54/7/1 refers)

In collaboration with other Divisions, TCD should develop criteria for the provision of further assistance, following earlier support on the same topic.

Proposal 4 (paragraph 22 of document TC 54/7/1 refers)

The Secretariat should examine the feasibility of introducing 'exit interview' procedures, or similar arrangements, for the final production of IMO mission reports.

Proposal 5 (paragraph 24 of document TC 54/7/1 refers)

The Secretariat should develop guidelines to IMO consultants on the preparation of reports following needs assessment missions, similar to the existing guidelines for reporting on IMO-sponsored training activities.

Proposal 6 (paragraph 25 of document TC 54/7/1 refers)

Within the ERP system, the Secretariat should continue its work to establish a database of recommendations derived from IMO missions and training events, together with the systematic launching of a follow-up process twelve months after the conclusion of such support.

Proposal 7 (paragraphs 33-36 of document TC 54/7/1 refer)

The Secretariat should continue to pursue and monitor: (a) the conversion of further IMO model training courses; (b) mechanisms for the cost-recovery of such conversion; and (c) technological advances that may permit improved training provision at reduced cost.

Proposal 8 (on increased efforts to publicize IMO's technical co-operation work through various means, paragraph 37 of document TC 54/7/1 refers)

The TCD should examine this recommendation in greater detail with the Public Information Services and the Publishing Services of the Secretariat.

Proposal 9 (paragraph 38 of document TC 54/7/1 refers)

The Secretariat should continue the rationalization of the Roster of Experts and Consultants, taking into account the suggestions made in the IAE report.

Proposal 10 (paragraphs 39-41 of document TC 54/7/1 refer)

The Secretariat should review the current IAE methodology and, as appropriate, present revised proposals to the Committee at its 57th session (June 2007) with respect to the IAE scheduled for early 2008.

Proposal 11 (paragraphs 42-44 of document TC 54/7/1 refer)

The Secretariat should include a regional consultation in the CIS and Eastern Europe region with respect to the IAE scheduled for early 2008, taking into account that, at present, eight countries of the region are members of the European Union.

Proposal 12 (new)

The Secretariat should explore ways of making greater use of maritime academies in developing regions for the delivery of the ITCP activities.

7.3.5 In concluding this item, the Committee requested the Secretariat to keep it informed of the progress made in the implementation of the approved proposals. The Committee also expressed its appreciation to the Secretariat for co-ordinating the second IAE, to the three external consultants for the production of their comprehensive report, and to the officials of the various countries and partner institutions whose objective contributions during the field consultations had been fundamental.

8 PERFORMANCE INDICATORS FOR CAPACITY-BUILDING (RESOLUTION A.944(23))

8.1 The Director, TCD, introduced document TC 54/8 recalling that at its twenty-third session the Assembly had adopted resolution A.944(23) on the "Strategic Plan for the Organization (for the six-year period 2004 to 2010)", which set out: (a) the Organization's mission statement; (b) trends, developments and challenges to IMO; (c) strategic directions to achieve the mission statement; and (d) performance indicators, through which to monitor performance against the strategic directions. With respect to the strategic directions on technical co-operation, the Assembly established performance indicators 14 and 15 dealing, respectively, with "Delivery of technical assistance" and "Education outreach". In so doing, however, it recommended that indicator 14 should be reviewed by the Council "following the future ITCP impact assessment exercise". Accordingly, he explained that the dual purpose of document TC 54/8 was to give the Committee a first opportunity to consider the capacity-building elements of the Strategic Plan and to examine the performance indicators on technical co-operation, with a view to facilitating their further review by the Council, as recommended by the Assembly.

8.2 The document therefore provided an in-depth analysis of the Plan's technical co-operation aspects, from which it emerged that resolution A.901(21) had a direct link since it could be noted that, before the adoption of resolution A.944(23), the former had already defined the goals, strategies and performance indicators of IMO's technical co-operation mandate and work.

8.3 He noted that, in the Strategic Plan, the principal technical co-operation challenge for the Organization was to ensure an equitable and sustainable means of funding the ITCP and to improve its delivery and effectiveness. To that end, the main strategic direction required IMO to strengthen its capacity-building programmes, and this was to be achieved by: (a) developing partnerships; (b) ensuring the long-term sustainability of the ITCP; (c) meeting the emerging needs of developing countries; and (d) improving the delivery, utilization and effectiveness of the programme.

8.4 Other strategic directions were also relevant, including: (a) fostering global compliance with, and uniform application of, IMO's instruments; (b) raising awareness of maritime security measures and promoting their effective implementation; (c) paying special attention to the needs of small island developing States (SIDS) and least developed countries (LDCs); and (d) raising the profile of the safety, security and environmental records of shipping.

8.5 From its analysis, however, the Secretariat had concluded that in some important respects, the two performance indicators established by the Assembly, and their associated definitions, would not readily facilitate the measurement of progress in achieving the Strategic Plan's related objectives. In section 7 of document TC 54/8 the Secretariat had therefore proposed some adjustments to the Plan to improve the measurement of performance against its capacity-building directions and challenges and to reflect better the correlation between other strategic directions and performance indicators that also have a bearing on IMO's technical co-operation mandate and work.

8.6 In particular, the Secretariat proposed that the current indicators 14 and 15 be merged and renamed "Delivery of technical assistance and education outreach". This would gauge progress against the objective of strengthening IMO's capacity-building programmes, by measuring: (a) the percentage of planned ITCP activities that is actually delivered; (b) the volume of un-planned activities that is also delivered; (c) the proportion of spending on SIDS and LDCs; (d) the number of partnerships established; and (e) the number of persons trained. The new indicator would thus be a measurement of the development (i.e. planning), management, implementation and effectiveness of the Organization's technical co-operation activities.

8.7 The Secretariat also proposed that a wholly separate indicator should apply to the objective of ensuring the long-term sustainability of the ITCP, which was the principal technical co-operation challenge of the Strategic Plan. Given that the intention was to explore ways by which the ITCP could be funded on a predictable and durable basis, the Secretariat's proposal was that the new indicator be called "Sustainability of the ITCP", with its associated definition being the "Development and approval of an equitable and sustainable funding mechanism". The new indicator would thus be a measurement of IMO's performance in responding adequately to this overriding challenge.

8.8 The Committee welcomed the Secretariat's detailed analysis of the Strategic Plan's technical co-operation elements and of the correlation between them and, in particular, its comments and proposals on the existing performance indicators 14 and 15. The Committee considered that the proposals to modify those indicators – with a view to measuring better the

Organization’s performance against the Strategic Plan’s technical co-operation elements – could serve as a useful basis for the Council’s further review work, as recommended by the Assembly.

8.9 Accordingly, after taking into account the comments and suggestions made by several delegations, the Committee decided to advise the Council that, purely from a technical co-operation perspective, and if the performance indicators remain as they are to date, it would be desirable to:

- .1 merge the existing performance indicators 14 and 15 into a single, new indicator 14 entitled “Delivery of technical assistance and education outreach”; and
- .2 establish a wholly separate performance indicator entitled “Sustainability of the ITCP” in order to address the overriding technical co-operation challenge placed on the Organization by the Assembly.

8.10 On that basis, and taking into account also a suggestion by the Secretary-General, the Committee recommended to the Council that the proposed new performance indicators and their related definitions should be articulated as follows (the table under section 7.1 of document TC 54/8 also refers):

Performance indicator		Definition
14	Delivery of technical assistance and education outreach	(a) Percentage of planned activities delivered
		(b) Volume of un-planned activities delivered
		(c) Proportion of spending allocated to SIDS/LDCs
		(d) Number of partnerships with Governments, organizations and industry
		(e) Number of trainees in IMO institutions and IMO-sponsored workshops
15	Sustainability of the ITCP	Development and approval of a mechanism to ensure equitable and sustainable funding

8.11 With specific reference to the Plan’s strategic direction on SIDS and LDCs, the Committee noted that the Assembly’s intent had been to ensure that the particular circumstances and needs of such nations were taken into account in the development of global instruments and standards. Therefore it was not, strictly speaking, a technical co-operation matter. Considering, however, that the Plan identified performance indicator 14(c) as being related to this strategic direction, the Committee decided to invite the Council to clarify the matter and to determine whether 14(c) should remain as one of the definitions of the proposed new indicator 14 set out in the above table.

8.12 In respect of other comments and proposals in the Secretariat’s document, the delegation of the Netherlands, supported by others, noted that the Plan provided an overall strategy and policy for IMO covering the wide range of issues dealt with by the Organization, including the technical co-operation aspects. Consequently, in forwarding advice to the Council on other aspects of the Secretariat’s analysis, it would be prudent for the Committee to indicate that such advice was given solely from the technical co-operation point of view.

8.13 On that basis, the Committee took note of the Secretariat’s further comments on the correlation between the Strategic Plan’s other technical co-operation elements and pertinent elements of resolution A.901(21) and decided to invite the Council to consider the following

possible additions to the Plan's strategic directions (the table in section 7.2 of document TC 54/8 refers):

Strategic direction	Summary description	Performance indicators to be added to the strategic direction	
		No.	Title or definition
3.1.2	Fostering global compliance of IMO instruments and promotion of their uniform implementation	14	Delivery of technical assistance and education outreach
3.1.3	Strengthening capacity-building programmes	1	Accession to conventions

9 FINANCING THE ITCP

9.1 Developments on resource mobilization

9.1.1 The Director, TCD, introduced document TC 54/9 providing information on recent financial contributions in support of the ITCP, WMU and IMLI, which had been made either directly by Member States or through partnership arrangements. The Committee took note of the information provided, expressed its appreciation to the Governments and institutions that had made such contributions and called on all potential partners to support the Organization's technical co-operation activities.

9.2 Long-term forecast of the financial position of the ITCP

9.2.1 The Director, TCD, introduced document TC 54/9/1 recalling that, in resolution A.944(23), the Assembly had identified one of the challenges for IMO as being the need to ensure an equitable and sustainable means of funding the ITCP and to improve its efficiency and effectiveness. With a view to addressing that challenge in part, the Assembly had also requested the Secretariat to prepare a long-term financial forecast of the ITCP during the period 2006-2009, for final submission to the Committee, the Council and the Assembly in 2005.

9.2.2 In response to the Assembly's request, the Secretariat had prepared document TC 54/9/1 to provide initial information on the possible financial position of the ITCP in the future, and with a view to generating discussion within the Committee and enabling it to give appropriate further direction.

9.2.3 In this regard, the Director informed that, following the Secretariat's analysis of the historical development of ITCP funding, it could be assumed that the Organization's current reliance on the internal resources of the TC Fund, as a principal source of financing for the programme, was not sustainable. Furthermore, although IMO would continue to receive some external donor support, most development aid was not likely to be channelled through multilateral institutions such as IMO, although an increase in non-financial contributions was likely, particularly in respect of counterpart funding not channelled through IMO or expert services provided on a no-fee basis.

9.2.4 Against this background, therefore, the Secretariat had identified a number of questions (paragraph 46 of document TC 54/9/1 refers) concerning possible further action that the Organization might take in order to meet the challenge identified by the Assembly of establishing an equitable and sustainable means of funding the ITCP. The questions were meant to regenerate discussion on a topic that the Committee had addressed previously, although a way had not yet been found to ensure a predictable and durable means of funding the ITCP. In this regard, the

search for such a mechanism was a matter that Member States and the Secretariat would need to address together.

9.2.5 The Committee expressed its appreciation for the Secretariat's thought-provoking document and had a wide-ranging discussion on the issues raised therein, while also recognizing:

- .1 the importance of addressing those issues carefully but at the earliest opportunity in order to safeguard the future financial health of IMO's technical co-operation work;
- .2 that it is necessary to ensure technical co-operation financing on a predictable long-term basis so as to enable the Organization to face the future needs of developing countries;
- .3 that such long-term planning cannot be based solely on potential donations and will require, *inter alia*, innovative fund-raising measures; and
- .4 that the response to the challenge of ensuring an equitable and sustainable means of funding the ITCP must be a shared effort.

9.2.6 In order to provide the Council with initial views on this matter, delegations made the following suggestions covering the continuation of the Secretariat's existing resource mobilization practices, as well as some innovative means of financing the ITCP:

- .1 doing more with less cash resources (although these will always be required) by, among other means, leveraging further cost-sharing contributions and in-kind support and factoring them into the long-term financial forecast;
- .2 continuing the promotion of new partnerships, including with other UN institutions such as the ILO, UNEP and the GEF, organizations such as the IOPC Funds, donor institutions and industry organizations;
- .3 securing contributions from insurance companies, particularly in the light of the benefits they will likely derive from effective implementation of IMO's maritime security regime; and
- .4 charging an annual fee to NGOs in consultative status with IMO for the benefits derived from their participation in the Organization's work, which might be set at the level of the minimum assessment on Member States under the regular budget, or such other level as the membership might determine, and credited to the TC Fund.

9.2.7 Additionally, and in response to some of the Secretariat's specific questions and options for alternative means of ITCP financing, the following comments were made:

- .1 all delegations agreed, in principle, with the possible production and sale of IMO promotional materials, which could be marketed and sold through the Secretariat's Publishing Services and also through the maritime institutions of Member States;
- .2 there was also general agreement that there should be no supplementary assessment exclusively for technical co-operation;

- .3 on the other hand, while some delegations were prepared to consider regular budget financing for the ITCP, or for a percentage thereof, other delegations did not consider this to be an option;
- .4 however, still other delegations considered that the application of a different formula for Member States' possible contributions towards ITCP financing (e.g. on the basis of national GDP) might provide a way forward in ensuring support for enhancing the capacity of developing countries to implement IMO's standards;
- .5 one delegation proposed a combination of regular budget and TC Fund financing exclusively for the core activities of the ITCP, with other activities being funded on a cost-recovery basis or through increased partnership arrangements; and
- .6 another delegation considered that partial or full cost-recovery by IMO for the delivery of assistance would go against the principles of technical co-operation, as this would instead be a charge for services rendered.

9.2.8 The observer from IPIECA confirmed that the Association was ready to continue its dialogue with IMO to revitalize the possible establishment of a public-private partnership based on matching contributions for ITCP activities related to preparedness and response to oil pollution. In this respect, he informed that it would first necessary for the Association to identify priority regions to be supported and this would be determined soon.

9.2.9 In concluding this agenda item, the Chairman thanked delegations for their helpful insights and contributions to the debate, which was but a starting point. On that basis, he invited Member States to submit written comments and proposals to the fifty-fifth session of the Committee, based on the Secretariat's initial document (TC 54/9/1) and the observations and suggestions made during the present session. The results of the Committee's further deliberation of this important issue could then be forwarded to the Council, at its June and November sessions in 2005, with a view to the Council, and subsequently the Assembly, taking them into account during their consideration of the Organization's work programme and budget for the 2006-2007 biennium.

10 INSTITUTIONAL DEVELOPMENT AND FELLOWSHIPS

10.1 In presenting the information on the sub-items on the World Maritime University and the IMO International Maritime Law Institute as contained in documents C 92/15(a), C 92/15(b) and C 92/15(c), and C 92/16(a), C 92/16(a)/Add.1, C 92/16(b), C 92/16(b)/Add.1 and C 92/16(c) respectively, the Secretary-General advised the Committee that these documents would be submitted for the approval of the Council when it convened the following week. He wished to keep the Committee informed of the developments taking place at these institutions.

World Maritime University

10.2 Referring to the sub-item on the World Maritime University (WMU), the Secretary-General updated the Committee on the outcome of the last Board of Governors meeting which had been convened latterly in Malmö. The Board of Governors had noted the University's remarkable progress on a broad front in 2003, with particular respect to academic reform and development, international recognition and collaboration, research and consultancy, and student enrolment.

10.3 A total of 1,983 alumni had graduated from 142 countries and territories worldwide, and the demand for places at the University far outstripped the University's existing capacity in terms of the necessary resources. The TC Fund continued to fund six fellowships for 2003 and 2004, respectively.

10.4 The Committee noted the increasing sponsorship of Professorial Chairs at the University which was a significant factor contributing to its high academic capability, international reputation and financing. The six Professorial Chairs, which had now been fully deployed, were sponsored and funded by Inmarsat Ltd., the International Transport Workers' Federation, the Nippon Foundation (three) and the Government of Canada.

10.5 During the year under review, the University had been contracted by IMO for a pilot project on the conversion, into an inter-active distance-learning tool, of the IMO model course on marine accident and incident investigation. The pilot project was funded by reserves allocated from the TC Fund, and copies of the CD-ROM were distributed to Government delegations attending TCC 54.

10.6 The University's financial reports reflected projected income in 2004 of US\$8.9 million, up from the income of US\$8.4 million in the previous. Expenditure was estimated at US\$8.7 million for 2004, a rise over the US\$7.9 million disbursed in 2003.

10.7 The Secretary-General thanked the President of the Nippon Foundation, Mr. Yohei Sasakawa, for the steadfast and generous support given to the WMU since 1983. After Sweden, the Foundation is the University's largest and staunchest donor. The Foundation had helped to train a total of 219 WMU graduates from 27 countries in the world and was sponsoring another 58 nationals from countries in Asia and the Pacific, Africa, Europe, the Middle East and Latin America and the Caribbean to complete their studies at the University in 2004.

10.8 The Committee was advised that over 80% of the Foundation-sponsored WMU graduates subsequently returned to their home countries to assume decision-making positions in their respective Government Administrations while the rest held senior positions within the maritime industry.

10.9 The Committee noted that since the issue of document C/ES 22/17 which reported on the implementation of Assembly resolutions A.933(22), A.934(22) and A.935(22) on sustainable financial support for the three IMO-affiliated training institutions, further contributions received by WMU included the receipt of multi-year funding commitments from the Government of the Republic of Korea (US\$200,000 per annum) and the Government of the Federal Republic of Nigeria (US\$25,000 per annum). There was also a significant increase in user funding in 2004, with a quarter of the intake being financed by their sponsors, compared to an average of ten per cent in earlier years and a continued rise in University-generated income, which enabled WMU to finance an increasing number of students who might not otherwise have had access to advanced professional education and training.

10.10 Although these positive developments demonstrated clearly the growing international reputation of WMU, the Secretary-General urged all Member States and the maritime industry to commit themselves to providing a more broadly-based and long-term financial support to the WMU.

10.11 On the subject matter of the appointment of the Chancellor of the University, the Committee was reminded that, at its 90th session, the Council had re-appointed Mr. W.A. O'Neil as Chancellor of the University for a one-year period to 30 June 2004. The tenure of that appointment was now on the point of expiry, and the Council would be considering the appropriate action to take at its meeting the following week.

IMO International Maritime Law Institute

10.12 Referring to the report of the IMLI Governing Board on the Institute's operation and academic activities in 2003, the Secretary-General stated that the Institute presently had a total of 302 graduates from 98 States and territories and demand for places in its course remained high.

10.13 The Committee was informed that, at the recent graduation ceremony in Malta, the IMO International Maritime Law Institute Award for Meritorious Contribution Towards the Progressive Development and Codification of International Maritime Law was conferred for the first time on the Chairman of the IMLI Governing Board, Mr. O'Neil. The award was for his inspiring and dedicated leadership at the helm of the Institute's Governing Board, and for his contribution to the global maritime community as Secretary-General of IMO.

10.14 The Secretary-General recorded his appreciation of the continuing support from those donors whose contributions resulted in sufficient income to cover the Institute's budget for the academic year 2003/2004.

10.15 The Committee was also advised that the Governing Board noted with great appreciation that funds from the TC Fund authorized by the Council for the year 2003/2004 permitted the award of seven full fellowships to students from developing countries. The importance of such support could not be overemphasized, as it enabled students from countries which do not enjoy technical assistance from international donors to attend IMLI. Such support also enhanced the activities of IMO's Integrated Technical Co-operation Programme.

10.16 On the issue of the status of implementation of resolution A.934(22) on "Sustainable Financial Support for the IMO International Maritime Law Institute", the Committee was informed of support secured by the Institute which included ten scholarships from the Nippon Foundation of Japan for the financial year 2004/2005; a commitment from the TC Fund to provide six scholarships in the financial year 2004/2005; a pledge from the Government of Switzerland, through the Swiss Agency for Development and Co-operation, to continue its financial support during the financial year 2003/2004 together with a direct financial support, amounting to £21,270 per annum, for a further three years until the 2006/2007 financial year; two scholarships from the Ports and Shipping Organization of Iran in 2003/2004; two scholarships from Saudi Aramco of Saudi Arabia in 2003/2004; a scholarship each from Kenya Ports Authority, the Joint Dock Labour Council of Nigeria, the National Maritime Authority of Nigeria and the Government of Tanzania in 2003/2004; and an *ad hoc* contribution of £4,600 from the Commonwealth Fund for Technical Co-operation for 2003/2004.

10.17 The Government of Malta, in addition to providing IMLI's premises at no charge, paid the final instalment towards its commitment to partially subsidize the recently completed extension to the premises and further contributed up to £6,214 *per annum* towards the Institute's maintenance and servicing costs.

10.18 On the issue of the appointment of the Chairman of the IMLI Governing Board, the Committee was reminded that, at the 90th session of the Council, Mr. O'Neil was re-appointed as

Chairman of the Board for a one-year period to 30 June 2004. The tenure of that appointment was now on the point of expiry and the Council would be considering the appropriate action to take at its next session the following week.

IMO International Maritime Academy

10.19 The Director, TCD, introduced the Academy's academic activities for 2003 and its future academic programme. The Committee was provided with a list of the courses held in 2003 as well as its programme for 2004.

10.20 The Committee was advised that the Academy was in the process of conducting the twelfth FSI and PSC course, and the course on the handling of hazardous bulk liquids in port. Both these courses would end in July and August 2004 respectively.

10.21 The Director informed the Committee that an experienced IMA course lecturer of many years standing had been appointed in May 2004 as IMO Course Co-ordinator, on an interim basis, to oversee the conduct of these model courses.

10.22 The delegate of Italy informed the Committee that IMA had conducted only four model courses in 2004, because the Government of Italy was able to provide a reduced amount of financing in 2003. He stressed that the emphasis was on the delivery of IMO training courses, and the Italian Authorities had decided to increase funding considerably in the near future.

10.23 The delegate of Italy drew attention to the inclusion of a new 40-hours module on maritime security in the forthcoming FSI and PSC course.

10.24 On the matter of resolution A.935(22), the delegate of Italy informed the Committee that, since the adoption of the resolution at the twenty-second session of the Assembly, only IMO had provided assistance and support to IMA. The Academy was still awaiting support from other sectors of the maritime community.

10.25 The Secretary-General thanked the Government of Italy and other donors of IMA, namely, the Province of Trieste, the European Union, the International Hydrographic Organization and the Regione Autonoma Friuli Venezia Giulia, for their sustained support which had enabled the Academy to continue its invaluable work.

10.26 The delegate of the International Hydrographic Organization informed the Committee that the IMA model course on nautical cartography had been awarded international recognition by the International Advisory Board on Standards of Competence for Hydrographers and Nautical Cartographers, in May 2004. It was the first course on this topic to receive international recognition.

Fellowships and other training activities

10.27 The Director, TCD, introduced the report on training activities administered by IMO, ranging from the award of *ad hoc* fellowships to the development and delivery of IMO Model Courses.

10.28 The Committee was informed of the considerable progress made by the IMO STCW Model Course Programme in 2003, with the translation into French and Spanish and publication in both languages and English of nine model courses and the development and implementation of the Oil Pollution Preparedness and Response training programme.

11 VOLUNTARY IMO MEMBER STATE AUDIT SCHEME

11.1 The Committee had before it two documents prepared by the Secretariat: (a) TC 54/11, which reported on the outcome of the ninetieth regular and twenty-second extraordinary sessions of the Council, the twenty-third session of the Assembly, the second meeting of the Joint MSC/MEPC/TCC Working Group on the Voluntary IMO Member State Audit Scheme, and the fifty-eighth session of the General Assembly of the United Nations; and (b) TC 54/INF.2 which contained information on the establishment of ICAO's International Financial Facility for Aviation Safety (IFFAS) Governing Body.

11.2 The Committee's attention was drawn to paragraph 7 of document TC 54/11 which stated, *inter alia*, that consideration of capacity-building matters was essential and that technical assistance (a) would become part of the process with a view to facilitating the preparation of the audit, the identification of obstacles to completing the audit, the effective implementation of actions to address the findings of the audit and any related capacity-building; and (b) it could take the form of training, exchange programmes, provision of experts and participation of observers during the conduct of audits. The Committee was informed that, as indicated in subparagraph 14.1.10 of document C 92/13/Add.1 (Report of the second meeting of the Joint MSC/MEPC/TCC Working Group on the Voluntary IMO Member State Audit Scheme), it would be requested to consider the Group's report at its fifty-fifth session (June 2005), from its perspective, and provide comments to C 94 or C/ES.24, as appropriate.

11.3 The Committee noted, however, that it will consider the new ITCP for the biennium 2006-2007 at the fifty-fifth session and it would have to consider the funding implications of the capacity-building aspect of the Draft Framework for Member State Audit.

11.4 The Committee noted the information on the establishment of ICAO's International Financial Facility for Aviation Safety (IFFAS), as requested by the Committee at its fifty-third session. It included at annex a copy of the Administrative Charter of the IFFAS.

11.5 The Committee noted the information provided by the Secretariat that ICAO had, by year end 2003, received contributions totalling approximately US\$1.6 million, thereby enabling them to start considering financing projects from IFFAS.

11.6 The Committee requested the Secretariat to submit a document to its next session containing information on (a) financial implications to the new ITCP regarding the Voluntary IMO Member State Audit Scheme; (b) on issues related to the strengthening of capacity-building by countries; and (c) on financial and practical developments concerning the operation of IFFAS by ICAO.

12 ACCESS TO IMO INSTRUMENTS IN ELECTRONIC FORMAT

12.1 The Committee had before it document TC 54/12, which was a report on the pilot project scheme to make certain IMO instruments available free online in electronic format. The report included statistics on downloads up to the end of February 2004, an analysis of the statistics by industry sector and geographical region, and an evaluation of the project.

12.2 The Director, AD, introduced document TC 54/12 and referred the Committee to Council documents C 92/14 and C 92/14/Add.1, which contained a detailed report on the pilot scheme to make certain IMO texts available free online, as originally requested by the fifty-third session of the Committee and approved by the Council in June 2003 at its ninetieth session. The figures in

the document C 92/14 covered the period to the end of February 2004, while the updated document C 92/14/Add.1 covered the whole period of the study, to the end of May 2004.

12.3 The Director, AD, informed the Committee that it was observed that as the pilot study progressed, the majority of the downloads made during the period of the study (some 65%) were by commercial companies, and that nearly 60% were from only 15 countries (mostly developed countries). He further recalled that the Assembly, at its twenty-third session last November, had noted that there was a risk of a reduction in the Organization's income from sales of publications as a result of the pilot scheme. The Committee was reminded that sales of publications support the Organization's activities, and are now a central feature of the Organization's finances, as the Committee itself noted when the experiment was first discussed. The Committee was further reminded that IMO provided a certain number of free publications to all maritime administrations of IMO Member States, UN agencies and during the delivery of ITCP seminars/workshops.

12.4 In reference to paragraph 8 of document C 92/14, the Committee was informed that from the findings of the study, there had been no significant increase or decrease in sales of the MARPOL, FAL or STCW Conventions or the ISM Code during the pilot scheme and that no correlation of any kind had been observed between downloads and sales. The Committee was informed that from the experience of the IMO Publishing Services Section, each publication had its own life cycle and that there was a natural decline in the level of sales of each publication after the initial release. Bearing that in mind, the pattern of sales for each of the four instruments which were made available online as part of the study was as follows:

- First, in the case of the FAL Convention, the level of sales (which are quite small) remained broadly constant for the period July 2003 to May 2004, compared to the corresponding period 12 months earlier.
- Second, the STCW Convention sales declined by some 13%.
- Third, in the case of MARPOL the sales of this publication fell by some 40%; bearing in mind 'product' life cycle issues, the relatively high level of sales in the baseline year reflects the fact that the MARPOL Consolidated Edition was still new in 2002.
- Finally, it was assumed that similar considerations applied to the reduced volume of sales of 40% for the ISM Code.

12.5 In summing up his presentation, the Director, AD, noted that it could not be conclusive that there had been no effects on sales, on the basis of the data available to date. A possibility of the commercial sector exploitation of the scheme could not be ruled out. He further pointed out that so far as its policy objectives are concerned, the analysis of the data available indicates that the main target, the developing countries, were not, in fact, the principal beneficiaries.

12.6 Several delegations, while supporting the pilot scheme, were of the view that ten months was not enough and that more time was needed for the study in order to draw any constructive conclusions. Several delegations requested that the documents under the pilot study for free downloads should also be made available in other languages in order to benefit all the countries equally. One delegation suggested that registration should be compulsory before downloading documents from the Internet and that payment of an access fee could be considered to avoid commercial entities exploiting the scheme.

12.7 One delegation recalled that from the outset, it was opposed to the pilot scheme and reiterated concerns about the possible loss of revenue for the Printing Fund and hence the effect

on the TC Fund. The same delegation pointed out that there was no correlation between free access to documents and implementation of IMO Conventions by developing countries and that it was opposed to putting the consolidated text of the conventions on the Internet for free downloads as well as to expanding the availability of documents into more languages. Another delegation was also opposed to the scheme from the outset and did not believe that making publications freely accessible on the Internet benefited developing countries, bearing in mind that many developing countries do not have widespread access to the Internet.

12.8 One delegation pointed out that the Committee should not lose direction from the main objective of the pilot scheme, which was to assist developing countries to implement conventions. He suggested that the scheme could perhaps be extended up to 31 December 2004 in order to allow the Secretariat enough time to prepare a report for the June 2005 sessions of the Committee and Council. One delegation, while supporting the aforementioned position, observed that it appeared from the study findings that the main objective of assisting developing countries was not working and the issue of expansion of documents into other languages was a different matter.

12.9 The Committee took note of the information submitted by the Secretariat. From the deliberations, it was evident that although the result of the study was not conclusive, there was concern that the scheme could adversely affect sales of publications, and therefore the health of the Printing Fund. The Committee further noted that the main beneficiaries of the pilot scheme have not been developing countries as originally intended but, rather, commercial interests and developed countries. Bearing in mind various concerns raised with regard to expansion of languages, update of documents and the original objectives of the pilot scheme, the Committee agreed to recommend to the Council that the trial period, for collection of data, be extended to 31 December 2004 and include other languages of IMO. This will give the Secretariat adequate time to prepare a report for the June 2005 sessions of the Committee and Council. Free access to the documents on the Internet will however continue until June 2005 when a decision will be taken.

13 ELECTION OF THE CHAIRMAN AND THE VICE-CHAIRMAN FOR 2005

13.1 The Committee elected Mr. Ben Owusu-Mensah (Ghana) as Chairman and Mr. Pablo Alejandro Constanzó Escobar (Argentina) as Vice-Chairman, both by acclamation.

13.2 The Committee expressed its appreciation to Captain Moin Ahmed (Bangladesh) for his Chairmanship over the past five years.

14 OTHER MATTERS

14.1 The delegation of the Netherlands suggested that the timing of the Technical Co-operation Committee, so close to Council, be examined further by the Secretariat, taking into account the experience of both Member States, having to travel back to their countries in between meetings, and that of the Secretariat, which has to rush to prepare its report for the Council the following week.

15 ACTION REQUESTED OF THE COUNCIL

15.1 The Council is invited to:

- .1 note that the Committee recommended that an International SAR Fund should be established within the framework of the ITCP, as recommended by the Florence

Regional Conference on Maritime Search and Rescue and the GMDSS, and that the Committee be afforded the opportunity to consider the modalities of the Fund (paragraph 2.9);

- .2 note the Committee's recommendations with respect to the draft guidelines contained in the annex to document C 90/37 on "Access of news media to the proceedings of institutionalized committees", that in view of the nature of the Committee's work, its work should be open to the news media; and note also the recommendation that consideration be given to organizing press briefings (paragraphs 2.16 and 2.18);
- .3 note the remarkable and sustained increase in financial delivery against ITCP activities implemented through the Secretariat, as reflected in the disbursement of some US\$25.5 million over the 2002-2003 biennium, characterized by a sharp increase of some 37 percentage points in the volume of expenditure since 2001 alone, and a delivery rate of some 69% in 2003 (paragraph 3.1.6);
- .4 endorse the Committee's recommendation to limit the TC Fund reports to a single biennial report and approve a consequential amendment to the first sentence of paragraph 14 of the Rules of Operation of the Fund, in paragraph 3.2.4 as follows:

"The Secretariat will report ~~annually~~ biennially to the TCC and the Council on progress made in the delivery of those ITCP components that are being supported with TC Fund resources.";
- .5 note the successful delivery of the TC Programme on maritime security, and note also that demand for assistance is anticipated to continue after the entry date of the ISPS Code and amendments to SOLAS, requiring sustained funding;
- .6 endorse the appeal by the Secretary-General to Governments and industry to make contributions to the International Maritime Security Trust Fund (IMST) Fund (paragraph 4.6);
- .7 note the Committee's recommendation that greater efforts should be made to increase awareness of the achievements of IMO's technical co-operation programme and its relevance to the enhancement of maritime safety, security and marine environment (paragraph 2.19);
- .8 note the successful conclusion of the second Impact Assessment Exercise for the period 2000-2003, which examined IMO's support to developing countries on maritime legislation and maritime security, as well as those activities delivered through partnership arrangements with national and regional institutions, and note also the Committee's approval of 12 proposals from the Secretariat to implement the recommendations made by the external consultants (paragraph 7.3.4);
- .9 take into account the Committee's recommendation that the technical co-operation performance indicators under the Organization's Strategic Plan, and their related definitions, be re-articulated, as set out in the table under paragraph 8.10 of this document, by merging the existing indicators 14 and 15 into a single, new indicator 14 entitled "Delivery of technical assistance and education outreach", and by establishing a separate performance indicator entitled "Sustainability of the

ITCP” in order to address the overriding technical co-operation challenge placed on the Organization by the Assembly;

- .10 clarify whether indicator 14(c) “Proportion of spending allocated to SIDS/LDCs”, is indeed related to the technical co-operation elements of the Strategic Plan, and determine whether 14(c) should remain as one of the definitions of the proposed new indicator 14 set out in the table under paragraph 8.10 of this document;
- .11 consider possible additions of further performance indicators associated with the Plan’s strategic directions on technical co-operation, as proposed in the table in paragraph 8.13 of this document;
- .12 note the Committee’s initial comments and suggestions on the issue of long-term financing for the ITCP, as set out in section 9.2 of this document;
- .13 note the summary of the Committee’s report on its fifty-fourth session, and make such comments and give such guidance to the Committee, as it deems appropriate; and
- .14 authorize the Secretary-General to transmit the report of the Committee’s fifty-fourth session, with its comments and recommendations, to the twenty-fourth session of the Assembly, in accordance with Article 21(b) of the IMO Convention.
