



TECHNICAL CO-OPERATION
COMMITTEE
59th session
Agenda item 16

TC 59/16
17 August 2009
Original: ENGLISH

REPORT OF THE TECHNICAL CO-OPERATION COMMITTEE ON ITS FIFTY-NINTH SESSION

1 GENERAL

Introduction

1.1 The Technical Co-operation Committee (TCC) held its fifty-ninth session from 23 to 25 June 2009, under the chairmanship of Mr. Ben Owusu-Mensah (Ghana).

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

ALGERIA	FRANCE
ANGOLA	GAMBIA
ARGENTINA	GERMANY
BAHAMAS	GHANA
BANGLADESH	GREECE
BARBADOS	HONDURAS
BELIZE	INDONESIA
BENIN	IRAN (ISLAMIC REPUBLIC OF)
BOLIVIA	ITALY
BRAZIL	JAMAICA
CANADA	JAPAN
CHILE	KENYA
CHINA	LIBERIA
CONGO	LITHUANIA
COOK ISLANDS	MADAGASCAR
CÔTE D'IVOIRE	MALAYSIA
CUBA	MALTA
CYPRUS	MARSHALL ISLANDS
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA	MOROCCO
DENMARK	NETHERLANDS
DJIBOUTI	NIGERIA
DOMINICAN REPUBLIC	NORWAY
ECUADOR	PANAMA
ESTONIA	PAPUA NEW GUINEA
	PHILIPPINES

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POLAND
REPUBLIC OF KOREA
RUSSIAN FEDERATION
SAINT VINCENT AND THE
GRENADINES
SAUDI ARABIA
SINGAPORE
SOUTH AFRICA
SPAIN
SWEDEN

SYRIAN ARAB REPUBLIC
THAILAND
TONGA
TUVALU
UKRAINE
UNITED KINGDOM
UNITED STATES
URUGUAY
VANUATU
VENEZUELA

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)
CENTRAL AMERICAN COMMISSION ON MARITIME TRANSPORT (COCATRAM)
WEST AND CENTRAL AFRICA MEMORANDUM OF UNDERSTANDING ON
PORT STATE CONTROL (ABUJA MoU)
REGIONAL ORGANIZATION FOR THE CONSERVATION OF THE ENVIRONMENT
OF THE RED SEA AND THE GULF OF ADEN (PERSGA)

1.4 The session was attended by observers from the following non-governmental organizations:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL RADIO-MARITIME COMMITTEE (CIRM)
OIL COMPANIES INTERNATIONAL MARINE FORUM (OCIMF)
INTERNATIONAL PETROLEUM INDUSTRY ENVIRONMENTAL CONSERVATION
ASSOCIATION (IPIECA)

1.5 There was also representation from the World Maritime University (WMU) and the International Maritime Safety, Security and Environment Academy (IMSSEA).

Secretary-General's opening address

1.6 The Secretary-General welcomed participants and delivered his opening address. The full text of the opening address is reproduced in document TC 59/INF.7.

Adoption of the agenda

1.7 The Committee had before it three documents under this agenda item, two documents (TC 59/1 and TC 59/1/1) prepared by the Secretariat and one document (TC 59/1/Add.1) submitted by South Africa.

1.8 Following the Secretary-General's opening remarks, the Chairman introduced the provisional agenda under documents TC 59/1 and TC 59/1/1 submitted by the Secretariat, as well as document TC 59/1/Add.1, comments on the provisional agenda, submitted by South Africa, and suggested that the Committee first consider document TC 59/1 for adoption before considering TC 59/1/Add.1.

1.9 The delegation of South Africa informed the Committee that, in an attempt to facilitate the work of the Committee, document TC 59/1/Add.1 had been introduced with suggestions to amend the provisional agenda by considering agenda item 12 as a subitem under agenda item 2, since the two items talked about a related subject matter. The delegation proposed that a Working Group be set up to examine in detail the ITCP for 2010-2011. The delegation also informed the Committee that the proposed amendments to the provisional agenda for TC 59, which were provided under document TC 59/1/Add.1, were mere suggestions supplied in written form for the Committee's consideration, which could have been made verbally on the floor, and that they were not meant to compel the Committee to adopt them if it thought otherwise.

1.10 Reacting to the merits and demerits of document TC 59/1/Add.1 submitted by South Africa, most delegations, who spoke, supported the Chairman's suggestion that the provisional agenda should be adopted as presented, under documents TC 59/1 and TC 59/1/1, as any attempt to introduce new items as proposed in document TC 59/1/Add.1 by South Africa might somewhat breach Rule 10 of the Rules of Procedure of the TCC and the Guidelines on methods and organization of work of the Committee. Aside from that, every agenda item must always have a supporting working document, and since the new agenda items proposed by South Africa do not have such supporting working documents, it was difficult, if not impossible, to consider them as substantive items under the agenda for TC 59.

1.11 Some delegations expressed the view that, much as South Africa's submission as contained in document TC 59/1/Add.1 might be inconsistent with the Rules of Procedure, it contained some proposals that could be considered under other agenda items.

1.12 Contributing to the discussion, the Secretary-General informed the Committee that, in view of the limited time the TCC had to deal with substantive items on its agenda, the provisional agenda should be adopted on the understanding that any additional comments, including those issues raised by the delegation of South Africa, could be considered during the meeting under the relevant agenda items.

1.13 On that note, the provisional agenda under document TC 59/1 was duly adopted by the Committee with the understanding that the proposals made by South Africa might be considered under subsequent items on the agenda.

2 INTEGRATED TECHNICAL CO-OPERATION PROGRAMME (ITCP): INTERIM REPORT ON 2008-2009

2.1 The Committee considered the Interim Report on 2008-2009. The report, which summarized the results of implementation achieved during 2008, was composed of three annexes. Annex 1 – "Programme outputs", and annex 2 – "Information on in-kind support provided by donor and recipient countries" were presented under document TC 59/2; and annex 3 – "Overview of financial resource delivery" was presented under document TC 59/2/Add.1, which also included an appendix listing the information on operational programmes in 2008. The Committee was informed that the comprehensive biennial report for 2008-2009 would be submitted to the Committee at its June session in 2010.

2.2 The Director outlined the salient results achieved during the first year of the 2008-2009 biennium, when 41 advisory missions had been carried out, with a preponderance of maritime safety assignments; and 76 training events including courses, seminars and workshops had been held at the national, regional and global levels, covering a wide range of topics. The latter figure reflected the importance given to training and capacity-building within the ITCP, which had resulted in the training of some 1,923 participants worldwide in 2008. In addition, 189 maritime

officials had attended events aimed at developing and harmonizing regional strategies on a maritime technical issue. The statistics indicated the range of coverage that the ITCP had achieved on long-term and on emerging issues which were of fundamental relevance to the maritime administrations of the developing regions.

2.3 Total expenditure under the ITCP in 2008 amounted to some US\$10 million, translating into a delivery rate of 77% for the year. It was noted that the TC Fund expenditure had increased from US\$4.5 million in 2007 to US\$4.6 million in 2008, and, significantly, represented 44% of the overall total funds expended in 2008, almost ten percentage points up from 34% in 2007, thus substantiating the dependence of the ITCP on the TC Fund.

2.4 The Committee was informed that the data in annex 3 on the breakdown of expenditure provided a comprehensive insight into the benefits which had accrued to each region and under each major component. These outputs reflected the priorities of both donors and recipients. In addition, the report provided an adjusted chart (chart 9) which separated the large-scale individual programmes funded by the Global Environment Facility (GEF) from the core ITCP regional and global activities, since large-scale activities represented almost 88% of the expenditure attributed to the Arab/Mediterranean region, and 44% of expenditure in the Asia and Pacific region, the adjusted figures served the purpose of providing a more accurate perspective of the comparative delivery of the ITCP in the regions, which revealed that the Africa region remained an area of primary focus in 2008.

2.5 The report highlighted the Organization's recognition of the significant value of non-financial inputs to the overall success of the regional and national programmes, which were provided typically through the provision of hostship facilities for seminars and workshops, the provision of experts and consultants for short-term advisory missions and the provision of equipment. The information on these contributions was provided in annex 2.

2.6 The Committee was informed that the progress report on the implementation of the ITCP for the 2008-2009 biennium would be placed on the IMO TC website, in order to maximize the dissemination of this information.

2.7 Twenty-one delegations intervened to commend the quality and thoroughness of the Interim Report, which reflected the Secretariat's efforts to implement the ITCP in a comprehensive manner throughout the developing regions. The linkage was made between the realistic and pragmatic elements of the ITCP as a planning tool, and the resulting volume of achievements during the first year of the 2008-2009 biennium. One delegation referred to the ITCP as the "spine of IMO", which links the outcomes of all the technical committees.

2.8 The Secretariat was commended for the meticulous financial reporting and, in particular, for the high delivery rate of 77%. The data reflected the fact that the ITCP was an indispensable mechanism for a great many regions, playing an essential role in fostering capacity-building and the transfer of knowledge which resulted in the strengthening of regional maritime competencies. One delegation noted that, although the overall expenditure of US\$10.3 million was in itself an impressive achievement, it was the range of the deliverables across the regional and global programmes which was especially significant. The delegation also noted that the IMO regional presence had been instrumental in attaining those objectives, and it thanked the top 11 donors in particular for the measurable benefit of their contributions.

2.9 In particular, the delegations of Argentina, Chile, Indonesia, the Islamic Republic of Iran, Jamaica, Malaysia, Panama, the Philippines, the Syrian Arab Republic, Thailand and Uruguay, referred to assistance received in their respective regions through training events in a number of disciplines, including ballast water management, safety of life at sea, facilitation of international maritime traffic, maritime security, long-range identification and tracking of ships and automatic identification systems, and hydrography. In all cases, reference was made to the positive impact of IMO's assistance in strengthening national and regional capacities, and the value of this work in reinforcing the effective implementation of instruments by those recipients was greatly commended.

2.10 The delegation of Liberia expressed particular gratitude to the Secretary-General for his instrumental role in the commissioning of regional and national maritime rescue co-ordination centres (MRCCs) throughout Africa, which had previously lacked the infrastructure to fulfil its SAR and GMDSS obligations. The Committee was informed that the Monrovia centre was now fully equipped and operational. The importance of these centres was also highlighted by the delegation of Italy, which reminded the Committee that less than ten years after the SAR Conference held in Florence, four out of five MRCCs were already fully operational.

2.11 A number of delegations noted their gratitude to the four IMO regional coordinators and to the Regional Maritime Adviser for the Caribbean, for their tireless work in assisting their respective regions.

2.12 The United Kingdom delegation referred to the Caspian Sea Initiative, in which IMO had also participated, and further informed the Committee that follow-up work was ongoing and the United Kingdom Government would share relevant information with stakeholders as and when it became available.

2.13 In the case of the Caribbean region, the delegation of Jamaica stated that a recent workshop on maritime security and facilitation of international maritime traffic had been particularly timely in light of the 1 July 2009 reporting date relating to chapter XI-2 of the SOLAS Convention.

2.14 In many cases, Member States referred to the value of the advice they had received, through regional or subregional workshops, on the conduct of the Voluntary IMO Member State Audit Scheme.

2.15 As host country for the IMO regional office for east and southern Africa, the delegation of Kenya reiterated its appreciation for the TC activities in that region, notably the special impact of a study on HIV/AIDS in ports, thus meeting the related Millennium Development Goal, and the training of operators of small vessels. Turning to the impact of IMO's assistance on the poorer section of the coastal communities, the delegate commended the establishment of the MRCCs along the east Africa coast, and highlighted the practical reassurance this facility gave to the families of the seafarers whose lives were at risk at sea.

2.16 In a number of cases, the recipient countries had also contributed substantially to the success of the activities, either by providing hostship facilities for training events, or through other in-kind support such as the translation of training material for ballast water management into Spanish.

2.17 Many delegations expressed their gratitude to all the donors who had funded the implementation of activities, either through financial or in-kind support, particularly in light of the severe financial downturn.

2.18 The delegation of Indonesia reiterated its commitment to the ITCP and informed the Committee that it had donated its interest earnings for the period 1998 to 2005 to the TC Fund.

2.19 The delegation of the Philippines made special reference to the first anniversary of the **Princess of the Stars IV** ferry disaster which had occurred in June 2008, and expressed gratitude to the Secretary-General for deploying salvage experts to give guidance on the containment of the toxic waste. The delegation also reiterated its continuing commitment to the IMO regional presence in Manila.

2.20 The importance of partnerships in developing and implementing regional programmes was highlighted by the delegation of Singapore, which mentioned the outcomes of recent activities under the Third Country Training Programme for which they had provided US\$600,000.

2.21 It was also pointed out that Member States benefited in a range of different ways, not only through the transfer of knowledge, but equally through the use of documentation, didactic materials and publications, all of which could be used for further training purposes and as references for national maritime administrations.

2.22 The delegation of Germany informed the Committee that they were donating US\$100,000 to IMO for the establishment of maritime rescue subcentres in west Africa, of which US\$50,000 should be allocated to Ghana and US\$50,000 to Sierra Leone.

2.23 The Committee noted the information contained in documents TC 59/2 and TC 59/2/Add.1.

2.24 The Committee also:

- .1 noted that the documents provided a comprehensive analysis of the ITCP results for the first year of the ITCP for 2008-2009, in a clear and transparent structure;
- .2 noted the significant volume and range of the technical co-operation assistance delivered in the field; and
- .3 expressed its appreciation to all the donors who had made cash contributions to the bi- and multi-lateral technical co-operation trust funds and/or provided in-kind support to facilitate the implementation of ITCP activities.

3 LINKAGE BETWEEN THE INTEGRATED TECHNICAL CO-OPERATION PROGRAMME AND THE MILLENNIUM DEVELOPMENT GOALS

3.1 The Committee had before it document TC 59/3, which provided information on the status of the promotion and implementation of Assembly resolution A.1006(25) on the linkage between the Integrated Technical Co-operation Programme (ITCP) and the Millennium Development Goals (MDGs).

3.2 The Committee was informed that, since the last session of TCC, the Secretariat had continued to implement ITCP activities related to the five relevant MDGs. It was noted that the activities carried out under the global programme on support to Small Island Developing States (SIDS) and Least Developed Countries (LDCs) for their special shipping needs included the following:

- one advisory mission on the evaluation and assessment of Search and Rescue (SAR) and Global Maritime Distress and Safety System (GMDSS) facilities for the establishment of a regional Maritime Rescue Coordination Centre (MRCC) and a Maritime Rescue Subcentre (MRSC) in the Caribbean;
- a regional training course on hydrography and a seminar focusing on the development of hydro-cartogenic capabilities in the Pacific Island countries;
- the establishment of SAR and GMDSS facilities in Africa;
- needs assessment and advisory missions to Cape Verde, Mauritania, the Seychelles and the United Republic of Tanzania; and
- one four-year fellowship awarded to a woman from Cape Verde to study at the Arab Academy for Science and Technology and Maritime Transport in Alexandria, Egypt.

3.3 The Committee was further informed that the Integration of Women in the Maritime Sector (IWMS) programme, launched in 1988, continued to be IMO's primary vehicle for articulating the UN system-wide commitment to MDG 3 – promote gender equality and empower women. Activities implemented under this programme included a special fellowship programme and follow-up assistance to two regional associations in Africa, namely, the International Women's Maritime Forum for the Middle East and North Africa (MENA) and the Women in the Maritime Sector of East and Southern Africa (WOMESA).

3.4 The Committee noted that the Secretariat, in conjunction with the Port Management Association of Eastern and Southern Africa (PMAESA), had carried out studies to assess the impact of HIV/AIDS in the ports of Mombasa, Kenya and Dar es Salaam, the United Republic of Tanzania. These studies had adopted a participatory approach in developing action plans that would assist port workers with knowledge, skills, programmes and activities to prevent the spread of HIV/AIDS. In Asia, the IMO regional coordinator in Manila had initiated the establishment of a women's association "Women in Maritime Philippines" (WIMAPHIL), whose objective was to promote the empowerment of women in the maritime sector. WIMAPHIL had placed HIV/AIDS issues high on its agenda and aimed, through its programmes, to involve all stakeholders.

3.5 The Committee further noted that the Secretariat had continued to coordinate and manage environmental programmes and to deliver activities connected with the protection of the marine environment through the ITCP in order to assist countries in their implementation of the provisions of the relevant IMO conventions. With regard to the development and improvement of partnership arrangements for technical co-operation (MDG 8), the Committee was informed that, to date, the Secretariat had concluded 66 partnership arrangements, 42 of which were with developing and developed countries.

3.6 The majority of the delegations who intervened expressed their support and appreciation for the information provided in the document, and commended the efforts undertaken by the Secretariat to promote and implement resolution A.1006(25) on the linkage between the ITCP and the MDGs. While making specific reference to the ITCP activities delivered, relating to gender empowerment, combating HIV/AIDS, ensuring environmental sustainability and developing global partnerships for development, a number of delegations lauded IMO's achievements under these goals, which were directly linked to MDGs 3, 6, 7 and 8, respectively.

3.7 While commending IMO's achievements so far, some delegations supported the suggestion that, in order to further enhance these achievements, the Secretariat should consider, for future reporting, the utilization of the Maritime Capacity Checklist (MCC) and the Maritime Capacity Analysis (MCA) tools annexed to resolution A.1006(25) in order to facilitate the identification of the gaps in the maritime sector of developing countries.

3.8 Another delegation commended IMO for being ahead in implementing the MDGs, but pointed out that there was still room for improvement to make the linkage with the ITCP clearer and more operational. The delegation recalled that it had, at previous TCC meetings, encouraged the Secretariat to be more explicit in linking the ITCP and the MDGs and to make relevant the various programmes in the ITCP to the MDGs. Furthermore, the delegation stated that the linkage to the MDGs should be made more visible by itemizing the activities and extracting the outcome and impact of the IMO strategies in order to come closer to the MDGs' achievements. The delegation also stressed the need for a human rights perspective to be added as IMO focuses on people. It stated that the donor community was also putting emphasis on the coherence and result-based management of development programmes. The delegation was of the view that, although IMO had done a lot in refining its methodologies, it might wish to consider adopting tools such as a Logical Framework Analysis.

3.9 Some other delegations pointed out that the implementation of the MDGs could be linked to national programmes in order to show the impact on the eradication of extreme poverty as outlined in MDG 1. The establishment of Regional Maritime Rescue Coordination Centres (MRCCs) and Maritime Rescue Subcentres (MRSCs), the programme on environmental sustainability and the partnerships established by IMO were pointed out as success criteria in the Organization's linkage between the ITCP and the MDGs. One delegation pointed out that Member States could also report on how the ITCP activities had impacted on the MDGs in their countries. The delegation of Cuba stated that IMO should measure the impact of its strategy and proposed that a technical co-operation programme should be developed to address primarily the needs of poor communities where fishing and maritime transport are their main sustainable means.

3.10 While supporting the information provided in the document, the delegation of China updated the Committee on the follow-up to the training workshop funded and hosted in the Shanghai Maritime University (SMU) for Principals from 10 African Maritime Academies in October 2008. Since then, three MoUs had been signed between the SMU and the Regional Maritime University (RMU) in Ghana; the Dar es Salaam Maritime Institute (DMI) in the United Republic of Tanzania and l'Académie Régionale des Sciences et Techniques de la Mer (ARSTM) in Côte d'Ivoire, respectively for the exchange of students and staff. Based on the co-operation established with the Academies, the SMU and the RMU have agreed to jointly run an undergraduate programme in Shipping Logistics and a postgraduate programme in Maritime Law. Five scholarships had been allocated to students from the RMU and the DMI to undertake these courses. The delegation of China expressed gratitude to the IMO Secretariat for providing great support and effective assistance for project selection and execution under the

framework of the Memorandum of Understanding on technical co-operation between the Ministry of Communications of the People's Republic of China and IMO.

3.11 Several delegations expressed appreciation for the technical assistance provided by the Chinese Government to the African Maritime Academies. They pointed out that this would enhance capacity-building in the institutions and that it should be fully supported and encouraged so that the institutions could play their role in manpower development.

3.12 The Committee:

- .1 noted the positive steps taken by the Secretariat in the promotion and implementation of resolution A.1006(25) on the Linkage between the ITCP and the MDGs by implementing relevant activities in the ITCP for the 2008-2009 biennium;
- .2 noted that the ITCP global programme to support Small Island Developing States (SIDS) and Least Developed Countries (LDCs) continued to address the issue of sustainable livelihoods and poverty alleviation through capacity-building activities in the shipping sector;
- .3 noted that the Organization's Integration of Women in the Maritime Sector (IWMS) programme continued to be the primary vehicle for articulating the UN system-wide commitment to gender equality and the empowerment of women in support of MDG 3;
- .4 noted the positive steps taken by the Secretariat, Member States and industry in the development and improvement of partnership arrangements for technical co-operation in order to ensure the long-term and sustainable delivery of ITCP activities;
- .5 urged Member States to voluntarily utilize the Maritime Capacity Checklist, and the Maritime Capacity Analysis tool, annexed to resolution A.1006(25), to analyse and assess their levels of maritime capacity progress;
- .6 was invited to continue giving high priority to those activities which not only promoted the early ratification and effective implementation of IMO instruments, but also contributed to the attainment of the MDGs, taking into account the special needs of LDCs and SIDS, and the particular maritime transport needs of Africa; and
- .7 took note of the information contained in document TC 59/3.

4 INTEGRATED TECHNICAL CO-OPERATION PROGRAMME FOR 2010-2011

4.1 Integrated Technical Co-operation Programme for 2010-2011

4.1.1 The Committee had before it document TC 59/4 containing, at annex, the proposed Integrated Technical Co-operation Programme (ITCP) for the 2010-2011 biennium.

4.1.2 The Committee was informed that the ITCP for 2010-2011 had been prepared on the basis of the same structure approved by the Committee for the 2008-2009 ITCP and that, like the previous one, it had four parts. Part I included the ITCP's mission statement and priorities, its

long-term goals, strategic plans for the Organization (2004-2010, 2006-2011 and 2008-2013), thematic priorities and also a description of IMO's role in promoting sustainable socio-economic development through the focus areas of institutional capacity-building and human resource development. The High-level Actions (HLAs) relevant to the ITCP and the linkages between the ITCP and the Millennium Development Goals (MDGs) were also detailed in Part I. Part II explained the principles considered in the preparation, design and execution of the ITCP. Part III provided the constituent regional and global programmes. Part IV gave a summary of the funding requirements.

4.1.3 The regional and global programmes for the new ITCP for 2010-2011 reflected the thematic priorities and established new medium-term goals that had been reviewed by the MSC and FAL Committee in December 2008 and January 2009, respectively. It was further noted that the new ITCP also included revised thematic priorities and new medium-term goals for the MEPC, expected to be approved in July 2009.

4.1.4 The Committee noted that the proposed ITCP comprised 14 programmes (seven regional and seven global) with funding requirements of some US\$22.44 million. The Committee also noted that the situation in the maritime sector varied from region to region and, because the Organization sought to secure uniform implementation and enforcement of standards, the ITCP, as a whole, focused primarily on the regional dimension. However, there were other issues that were more effectively addressed by IMO on a global basis because: (a) they were common to all developing countries; (b) they had a significant impact throughout the international maritime community; or (c) they enhanced the Organization's capacity to develop and deliver meaningful programmes of assistance in response to identified requirements and new challenges. In this regard, seven global programmes were proposed for the ITCP for 2010-2011.

4.1.5 The Committee noted the menace caused by piracy and armed robbery against ships, particularly in the western Indian Ocean and the Gulf of Aden; and the relentless efforts of the Secretary-General to resolve this problem. The Committee further noted that activities for the implementation of the Djibouti Code of Conduct concerning the repression of piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden had been included in the proposed ITCP for 2010-2011.

4.1.6 Finally, the Committee noted that the proposed ITCP should be viewed as a living programme, to be adjusted as circumstances required. Full programme delivery, including that of the seven global programmes would, nevertheless, depend on the availability of the required resources.

4.1.7 Many delegations intervened on this agenda item and expressed their support and appreciation for an excellent, well-structured, clear, and comprehensive document. In their opinion, the activities in both the regional and global programmes reflected and addressed the needs of the respective developing regions. One delegation stated that paragraphs 5, 6 and 7 of document TC 59/4 provided reality checks with regard to funding for the ITCP. Another delegation, while supporting the document, proposed the establishment of an *Ad Hoc* Working Group, as mentioned in document TC 59/1/Add.1, to consider the proposed ITCP in detail. The Chairman pointed out that it was not practical to establish a Working Group on this issue due to time constraints and the fact that most Member States were represented by only one delegate. The majority of the delegations supported the views of the Chairman.

4.1.8 The delegation of Japan, while supporting the document, informed the Committee on the measures and actions taken by its Government, which included the enactment of a new anti-piracy legislation that would protect not only Japanese vessels, but also vessels sailing under

other flags. The full English version of the law was under preparation and would be submitted to IMO in due course. The delegation pointed out that its Parliament had approved a supplementary budget of US\$15 million to support activities for the implementation of the Djibouti Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the western Indian Ocean and the Gulf of Aden, in particular, to support the establishment of information centres, capacity-building and the development of national legislation. Furthermore, the delegation called on IMO to establish a multi-donor anti-piracy Trust Fund to enable donors to contribute to the initiative. The delegation further informed the Committee that Japan had carried out many activities in the region to support maritime safety, security and the prevention of pollution from ships through training courses and seminars. Several delegations expressed appreciation to Japan for its financial contribution to support the implementation of the Djibouti Code of Conduct.

4.1.9 The delegation of the Cook Islands acknowledged the Organization's commitment under the ITCP to address the special shipping needs of LDCs and SIDS. However, it expressed concern at the reluctance shown by other Committees to adhere to the requirements of resolution A.998(25) when considering proposals for the development of new instruments and/or amendments to existing ones, in particular the need for a prior assessment of the implications for capacity-building and technical co-operation to be undertaken. The delegation further stated that there should be a consistent approach from the various Committees of the Organization when dealing with the introduction of new IMO instruments which could have major effects on the special needs of the LDCs and SIDS. Furthermore, it was felt inappropriate and unreasonable for it to have been suggested that, contrary to the requirements of resolution A.998(25), the initial burden of its implementation be placed on LDCs and SIDS, rather than the proponents of the new work programme. Another delegation stated that IMO should ensure that there was synergy within the Committees on capacity-building whenever new instruments were developed. These views were supported by some delegations.

4.1.10 The delegation of the Bahamas thanked the Secretariat for document TC 59/4, noting that it would benefit from the proposed ITCP programme for the Caribbean region, as listed in paragraph 158 of the document. It informed the Committee that its Government was developing a new Maritime Education Centre as part of the Bahamas University and stated that it was particularly pleased that the post of the Regional Maritime Adviser for the Caribbean had been filled. Another delegation noted, with appreciation, that the ITCP for 2010-2011 contained a regional training course for ship inspectors in the Caribbean and further stated that it had not been possible to conduct a similar activity last year due to budgetary constraints.

4.1.11 The delegation of South Africa made suggestions on a number of activities that could be included in the ITCP programme for the African region, such as the Voluntary IMO Member State Audit Scheme (VIMSAS), developing hydrographic capabilities, improving coordination between the regional presence offices and their respective Member States, the coordination of maritime training institutions and the development of a regional database of IMLI and WMU graduates to enhance the sustainable delivery of the ITCP. In response, the Director, TCD, stated that the ITCP was a living document and that the Secretariat had always responded and provided, subject to the availability of resources, technical assistance to individual Member States upon specific requests, including activities not included in the ITCP. The Director further stated that 36 African States were members of IMO and each of them had the right to approach IMO directly for support and technical assistance according to their identified needs. With regard to VIMSAS, the Director informed the Committee that the Secretariat had provided technical assistance to those countries who had requested it and that it would continue to do so. In conclusion, the Director stated that all WMU and IMLI graduates were already included in the IMO roster since the two institutions submitted the list of graduates to IMO each year.

The Secretariat had also introduced a system whereby experts selected for technical co-operation missions were accompanied by a WMU or IMLI graduate from the recipient country or region as an assistant consultant and subsequently included in the roster as a fully accredited IMO consultant.

4.1.12 In response to the interventions on the issue of synergy between the technical divisions, the Secretary-General informed the Committee that both the Maritime Safety Division (MSD) and the Marine Environment Division (MED) had Sub-Divisions on TC implementation and coordination that provided input to the ITCP. The Secretary-General stated that, in accordance with resolution A.998(25) on the need for capacity-building with respect to new instruments, the Secretariat had put in place arrangements to assist countries understand and implement the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009. He informed the Committee that, in preparation for the Diplomatic Conference to adopt Amendments to the STCW Convention and Code, scheduled to be held in Manila, the Philippines, in June 2010, activities for the enhancement of training capabilities on the revised STCW Convention were included in the ITCP.

4.1.13 In concluding this item, the Committee welcomed the efforts of the Secretariat to prepare a comprehensive and realistic programme and approved the ITCP for 2010-2011.

4.2 Consideration of the Report of the Regional Senior Maritime Administrators Workshop held in Jamaica in March 2009

4.2.1 The delegation of Jamaica introduced document TC 59/4/1, which provided information on the outcome of the Regional Senior Maritime Administrators Workshop held in Jamaica on 23 and 24 March 2009. The document contained the Jamaica Resolution 2009 attached at annex 1 and a prioritized list of technical assistance needed with identified areas of intra-regional co-operation in support of maritime safety, security and marine environment protection activities, attached at annex 2. The Jamaica Resolution 2009 recognized the invaluable support which had been provided to the Caribbean region by the IMO through its ITCP, the office of the Regional Maritime Adviser for the Caribbean and the Regional Activity Centre/Regional Marine Pollution Emergency Information and Training Centre (RAC/REMPEITC-Carib) and the assistance provided intra-regionally. The resolution also committed the Caribbean States to making effective use of technical assistance and to utilizing, where possible, expertise, centres of excellence and institutions from within the Caribbean region and requested support to implement the list of technical assistance requirements.

4.2.2 The delegation of the Bahamas stated that, although the Bahamas was unable to attend the meeting, it fully supported both the report and the Jamaica Resolution 2009 and would inform the Secretariat of their technical co-operation needs.

4.2.3 The Committee took note of the information provided in document TC 59/4/1 and thanked the sponsoring Caribbean States for their submission.

4.3 Project profile for the implementation of the Djibouti Code of Conduct

4.3.1 The Committee recalled that, pursuant to operative paragraph 7 of resolution A.1002(25) on Piracy and armed robbery against ships in waters off the coast of Somalia, and progress of work, a series of regional meetings had been held under the auspices of the ITCP in Sana'a, Yemen, in April 2005, Muscat, Oman in January 2006, and Dar es Salaam, United Republic of Tanzania in April 2008. A subregional meeting on maritime security, piracy and armed robbery against ships for the western Indian Ocean, Gulf of Aden and Red Sea States had also been held in Djibouti from 26 to 29 January 2009 (the Djibouti Meeting). The Djibouti Meeting, *inter alia*, had adopted a Code of conduct concerning the repression of piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden (the Djibouti Code of Conduct). The Djibouti Code of Conduct was adopted by 17 States and signed by nine States from the western Indian Ocean and Gulf of Aden area, thus bringing it into immediate effect.

4.3.2 The Committee noted that document TC 59/4/2, submitted by the Secretariat, gave details of a number of projects to assist the implementation of the Djibouti Code of Conduct, which would be conducted in co-operation with other United Nations agencies, States and development partners, and included the following projects:

- .1 a regional workshop on the review of national legislation on piracy;
- .2 a subregional workshop for the training of national focal points for piracy and the staff of the information centres;
- .3 the establishment of a training centre in Djibouti to train and develop law-enforcement officers and coastguards from the region;
- .4 a needs assessment for the establishment and operation of the Sana'a Information Sharing Centre;
- .5 the establishment of national legislation in the signatory countries to deal with pirates;
- .6 the training of coastguards and other personnel with law enforcement roles;
- .7 a needs assessment for the development of coastguard capabilities; and
- .8 a needs assessment for enhancing maritime situational awareness.

4.3.3 The Committee also noted that the activities proposed were aimed at establishing a firm basis for further development and the implementation of the Djibouti Code of Conduct. It was anticipated that further projects would be developed as a result of these initiatives.

4.3.4 The Committee further noted that, pursuant to the Djibouti Meeting, the Seoul High-level Meeting on Piracy off the Coast of Somalia had been held in Seoul, Republic of Korea, on 9 and 10 June 2009. This meeting, organized by the Government of the Republic of Korea, with a contribution by the Government of Japan and in co-operation with IMO, had been aimed at progressing the implementation of the Djibouti Code of Conduct, and had addressed important issues such as capacity-building, and the need for more coordination in the relevant military operations.

4.3.5 The Committee expressed its gratitude to the Government of Japan for its very generous donation of US\$15 million to implement these projects and, in particular, to support efforts to develop the piracy information exchanges in Kenya, United Republic of Tanzania and Yemen, and the training centre in Djibouti, to provide support for the development of national legislation and to help regional States develop maritime situational awareness. The US\$15 million was to form the basis of a multi-donor trust fund. The Committee also expressed its gratitude to the Netherlands for their stated intention to make a contribution to this fund.

4.3.6 The Committee supported the programme for the implementation of the Djibouti Code of Conduct contained in document TC 59/4/2 and commended the Secretariat for its proactive approach in incorporating the activities in the ITCP. These delegations also expressed their appreciation to the Secretary-General for his relentless efforts in addressing the menace caused by piracy and armed robbery against ships off the coast of Somalia. The delegation of Djibouti informed the Committee that its Government had taken various steps towards the implementation of the Djibouti Code of Conduct and had allocated a 10,000 square metre site for the establishment of the proposed training centre, created a coast guard unit and established a focal point for IMO.

4.3.7 The delegation of the Netherlands supported the Secretariat's initiative in formulating the programme and stated that it would make an announcement during next week's Council on its proposed contribution to the development of the information centre in Djibouti and project profile No.6 "Training of coastguards and other personnel with law enforcement roles" in document TC 59/4/2. The delegation of Argentina informed the Committee that, through its bilateral co-operation programme, the Argentine Embassy in Nairobi had offered its support to the Governments of Kenya and the Seychelles as concerns the aims of the Djibouti Code of Conduct.

4.3.8 The delegation of France informed the Committee of its global approval of this programme and suggested that the Secretary-General should make a statement on this during the next meeting of the Contact Group. It, nevertheless, expressed reservations about the training proposed in document 59/4/2 within the framework of seminars which make reference to SUA 2005. France considers that SUA 1988 could be taken into account as this Convention does not explicitly mention terrorism as does the SUA 2005 instrument and that it is important not to link these two notions which have very different legal regimes.

4.3.9 The delegation of the United States, while supporting the document as presented, recalled that its Government was one of those who had initiated the Contact Group on piracy off the coast of Somalia (CGPCS) and would continue to support the work of IMO in this regard. It recorded its appreciation to the Governments of Kenya and Djibouti for their roles in the prosecution of pirates and in hosting regional events respectively. The delegation of Kenya informed the Committee that Kenya had reaffirmed its Government's commitment to address issues of anti-piracy and welcomed possible support from donors.

4.3.10 The delegation of Italy informed the Committee that Italy had actively participated both in the work of IMO and also that of the CGPCS and it welcomed the ongoing international efforts to combat piracy through multilateral institutions. As holder of the Presidency of the G8, Italy was striving to promote the adoption of particular measures to ensure adequate follow-up of the decisions taken within the CGPCS, in coordination with IMO, to assist regional States in building their own capacities for adequately controlling their borders, coasts and territorial waters. Within the framework of the CGPCS and in co-operation with IMO, it was the delegation's opinion that the international community should assist personnel from the States concerned to make use of the training opportunities provided by the International Maritime

Safety, Security and Environment Academy (IMSSEA) in Genoa, under an agreement with IMO and the regional training centre to be created in Djibouti. Furthermore, Italy had provided technical assistance to Yemen for training of its Coastguard and the development of a vessel traffic monitoring system (VTMS). The delegation further stated that, although the causes of piracy off the coast of Somalia appeared to be deeply rooted in the unlawful and unstable situation of the country, the phenomenon remained one of the most dangerous and heinous crimes.

4.3.11 The delegation of the Cook Islands raised its concern regarding the fragmentation, duplication of efforts and lack of coordination between the CGPCS, the G8 and IMO. It suggested that IMO should be the central focal point to coordinate the activities of the different players involved. The delegation of Italy agreed that there should be coordination on matters of piracy between the CGPCS, the G8, and IMO, but pointed out that there were other diplomatic and political matters involved which were outside IMO's mandate.

4.3.12 In response, the Secretary-General thanked the delegations for their recognition of IMO's role in the matter and referred the Committee to his opening address at MSC 86 where he had stated that, while many entities had stepped in, all with commendable efforts and initiatives to bring about substantive results in the campaign to eradicate the piracy problem off Somalia, it could not be forgotten that the initiative to address the issue had originated from IMO. It had been IMO who had identified the magnitude of the problem, assessed the seriousness of its nature, generated work to eliminate or reduce it, brought it to the attention of the United Nations, sensitized entities in a position to tackle it head on, worked together with others to coordinate a common approach to its solution, triggered action at various forums and levels and who had succeeded in prompting a positive response from various sources.

4.3.13 The Secretary-General further stated that, while maintaining, even strengthening, the military operation underway and improving coordination among those participating, as well as building regional capacity, the efforts of the international community should continue unabated towards a political settlement in Somalia that would restore peace, stability and law and order in the country – this had been globally accepted as a *sine qua non* condition. This should be pursued mainly through the Security Council, with other entities concerned adding their contributions as appropriate. The Secretary-General recorded his appreciation to the Government of Japan for its contribution of US\$15 million to establish a Trust Fund to implement the Djibouti Code of Conduct and to all the countries that had deployed resources to fight piracy off the coast of Somalia in order to preserve a vital shipping lane.

4.3.14 Upon the request made by the United States on funding arrangements for the implementation of the Djibouti Code of Conduct, the Secretariat clarified that it intended to establish a separate multi-donor trust fund at IMO, as the "IMO Djibouti Code Trust Fund", to support technical co-operation activities required for capacity-building in the region for the implementation of the Djibouti Code of Conduct. The Secretariat stated that this fund was intended to support the activities of the signatories of the Djibouti Code for its implementation and would not duplicate the work to be conducted under other funds, in particular the International Trust Fund to be established under the CGPCS. In this context, the Secretariat stated that it would ensure close contact with the CGPCS, in order to avoid conflict of interest or duplication of activities, so that both Funds would not operate in competition but in a complementary manner.

4.3.15 In discussing the implementation of the Djibouti Code of Conduct, the Committee recalled that the Organization's recently-developed guidance on piracy and armed robbery against ships in waters off the coast of Somalia¹, *inter alia*, invited the Member Governments and international organizations concerned, as a matter of urgency, to advise shipowners, ship operators and managers, shipping companies, shipmasters and all other relevant parties to make further efforts to fully implement the preventive measures provided therein. These measures call for merchant ships to take proactive measures to deter piracy such as the use of passive defence equipment, for example, night vision optics for use during the hours of darkness, CCTV and long-range acoustic devices. In this context, the Committee noted the concerns of the Cook Islands that some private, unarmed security personnel, legitimately employed by companies to provide additional security during transit through the Gulf of Aden and western Indian Ocean, were experiencing difficulties with Customs and regulatory authorities in some coastal States in the region and were being delayed unduly or prevented from bringing their non-lethal equipment on board merchant ships.

4.3.16 The Committee took note of information provided in document TC 59/4/2.

4.4 Development of ITCP – Millennium Development Goals – Trade Facilitation and Aid for Trade

4.4.1 The Committee had before it document TC 59/4/3 submitted by the Governments of the Netherlands, South Africa and Sweden which highlighted IMO's work related to trade facilitation.

4.4.2 The Committee was informed that trade facilitation was high on the UN agenda and that it was important that FAL activities were included in the ITCP for 2010-2011. It was recalled that FAL 35 had also reviewed the draft thematic priorities regarding facilitation for inclusion in the ITCP for the 2010-2011 biennium. These thematic priorities had important amendments in respect of the facilitation of international maritime traffic, including intermodal access to ports, addressing the needs of Least Developed Countries (LDCs) and Small Island Developing States (SIDS) and, in particular, the maritime transport needs of Africa.

4.4.3 The Committee was further informed that trade facilitation involved many UN agencies and that IMO, therefore, had an important role to play in coordinating activities under the "Delivery as One" theme in order to achieve a more efficient logistical chain, particularly as regards improving the situation in developing countries.

4.4.4 Five delegations supported the contents of document TC 59/4/3 and the actions requested of the Committee in paragraph 12. However, one delegation expressed serious doubts about the document and pointed out that some of the actions being requested in paragraph 12 were outside the scope and mandate of IMO and that WTO and UNCTAD were best placed to deal with the matter.

4.4.5 The Director, MSD, stated that the objective of FAL was to implement the FAL Convention, and that the FAL Committee had already established its own strategy. He pointed out that the next meeting of the FAL Committee would be next summer and, therefore, if TCC endorsed paragraph 12 of document TC 59/4/3, the Secretariat would engage with the Chairman of that Committee. In that regard, the FAL Committee's input could be provided to TCC in 2011.

¹ MSC.1/Circ.1302, MSC.1/Circ.1332 and MSC.1/Circ.1334.

4.4.6 The Secretary-General pointed out that a decision on actions being requested in paragraph 12 should not be taken lightly since it involved not only a new work programme for the Committee but work that was outside IMO's mandate. Before a decision could be taken, the Committee might wish to consider the pros and cons of introducing a new work programme without resources. He pointed out that the IMO Convention did not make provision for its involvement in the commercial aspects of shipping and suggested that more analysis should be carried out involving FAL, the Council and other organs before a decision was taken.

4.4.7 The Committee took note of the information provided in document TC 59/4/3 and thanked the Netherlands, South Africa and Sweden for submitting document TC 59/4/3, which had stimulated an interesting discussion. In the light of the comments made and following the Secretary-General's intervention, the Committee requested the Secretariat to transmit document TC 59/4/3 to the next session of the FAL Committee for consideration and comments. The submission to the FAL Committee should be accompanied by an analysis of the proposal by the Secretariat advising on IMO's competence to proceed with the consideration of the matter addressed in the joint submission, including areas where the proposal therein may entail an overlap with other competent or co-competent organizations (e.g., WTO, UNCTAD, etc.) and possible resource implications should a decision be made for the Organization to take action on the proposals in document TC 59/4/3. Once the FAL Committee had provided its advice and the Committee had decided on the way forward, the position of the Council on the matter addressed in the joint submission might be sought.

4.5 The Mombasa Regional Maritime Rescue Coordination Centre

4.5.1 The Committee took note of document TC 59/INF.2 submitted by Kenya, which provided information on the status of the Mombasa Regional Maritime Rescue Coordination Centre (R-MRCC).

4.5.2 The Committee noted that the regional MRCC in Mombasa, commissioned by the Secretary-General in May 2006, was established within the framework of the ITCP and covered the maritime search and rescue region of Kenya, the Republic of Seychelles, Somalia and the United Republic of Tanzania. Further key links in the plan to provide effective search and rescue coverage in the areas of responsibility had been established with the commissioning of two maritime rescue sub-centres (MRSCs) in Dar es Salaam, United Republic of Tanzania and in Victoria, Seychelles, by the Secretary-General in March 2009 which will operate in conjunction with the Mombasa R-MRCC.

4.5.3 The Committee further noted that the meeting adopting the Djibouti Code of Conduct concerning the repression of piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden had also approved the establishment of a piracy information exchange centre to be located within the Mombasa R-MRCC, a subregional coordination centre in Dar es Salaam and a regional maritime information centre in Sana'a, Yemen. In this regard, the Mombasa R-MRCC had become a vital point of contact where ships transiting the waters of the Horn of Africa sought information. A national Long-Range Identification and Tracking (LRIT) of Ships Data Centre, as well as Automatic Identification Systems (AIS), were being installed at the Mombasa Centre and would be operational in June 2009.

4.5.4 The delegation of Nigeria commended Kenya for sharing the information on the Mombasa R-MRCC with the Committee and noted the positive steps taken to date to implement the 2000 Florence Conference resolutions. It stated that Nigeria would submit a document on the Lagos R-MRCC at the next session of TCC.

4.5.5 The Committee took note of the information provided in document TC 59/4/4 and thanked Kenya for submitting the document.

5 TECHNICAL CO-OPERATION FUND: INTEGRATED TECHNICAL CO-OPERATION PROGRAMME ALLOCATION FOR 2010-2011

5.1 Documents TC 59/5 and TC 59/5/Corr.1 contained the Secretary-General's proposals for the biennial allocation of US\$14 million from the TC Fund to support the implementation of the ITCP for 2010-2011. The allocation would be financed from available monies in the TC Fund and by the proposed transfer of £7.15 million from the Printing Fund surplus, which would be considered by the Council in the forthcoming week, at its one hundred and second session, in the context of the Organization's work programme and budget.

5.2 The Director informed the Committee that the substantive document on the TC Fund allocation was structured in three sections: Part 1 presented the financial cash-flow projections to the end of the 2010-2011 biennium; Part 2 summarized the programme allocation for 2010-2011 in accordance with the regional and global elements of the ITCP and Part 3 outlined the constituent programmes together with their related thematic priorities and objectives.

5.3 The Director recalled that, following a modest initial operating phase from 1996 to 1998, expenditure under the TC Fund had registered a sustained upward trend, reaching a high of US\$6.19 million in 2005. This volume of expenditure had been made possible by the relatively high level of fund reserves (reaching £6.8 million in December 2003), which allowed expenditure over and above the level of transfers received from the Printing Fund and other sources of income during that period. The strengthening of the IMO regional presence, the development of maritime security activities, and improved programme management, were also significant factors in the higher level of delivery achieved with TC Fund resources from 2002 to 2007.

5.4 Bearing in mind the significant decline in TC Fund reserves from £6.8 million in December 2003 to £2.6 million in December 2005, the Secretariat had taken steps to secure economies in delivery costs for the TC Fund through the use of regional partnerships and cost-sharing with other donors, where feasible. Savings had also been made through the provision of in-kind support such as seminar hostship facilities and the provision of consultants on a no-fee basis. As a result, in December 2007, the TC Fund reserves had increased by 25% to 3.3 million from December 2005.

5.5 The Committee's attention was drawn to table 3, which showed the historical progression of TC Fund resources and expenditure under previous biennia, leaving a balance of £3.33 million at the beginning of the current biennium. The projected status of the TC Fund for the next biennium was estimated at £14.1 million, as illustrated under table 2, including the proposed transfer of £7.15 million from the Printing Fund and the estimate of £400,000 in interest earnings, the latter taking into account the potential income from a percentage of the Contributions Incentive Scheme. Assuming full utilization of the proposed allocation to the ITCP of £9.8 million, the TC Fund reserves in December 2011 would be down to a potential £4.2 million.

5.6 The Director informed the Committee that the breakdown by ITCP programmes was available under table 4, showing the proposed allocations as a percentage of the respective ITCP requirements. The overall allocation would cover 62% of the total requirement for the ITCP, as compared with the 59% coverage of the 2008-2009 biennium. The higher volume of the total attributed to Africa was in direct correlation with the priority accorded to the region by the UN General Assembly, together with IMO's continuing recognition of Africa as a priority region, the latter having been reaffirmed through resolution A.986(24), which instructed the

TCC, in the allocation of resources, to give due consideration to meet the special technical co-operation needs of Africa. That funding also covered the cost of the three regional offices, which served the following areas: east and southern Africa, west and central Africa (Anglophone), and west and central Africa (Francophone) as well as the development of SAR procedures and the consolidation of MRCC/MRSC processes. It was recalled that meeting the special needs of Africa was also one of the key objectives of the UN Millennium Development Goals.

5.7 The Committee's attention was drawn to the global programmes: new ways of identifying and securing in-kind support and financing of the ITCP would be explored under the programme for partnerships and resource mobilization; following the adoption of resolution A.1006(25) on the linkage between the ITCP and the MDGs, the special shipping needs of Small Island Developing States (SIDS) and Least Developed Countries (LDCs) would be supported under a discrete programme; the issue of maritime and port security had been maintained within the global category, as a supplement to the International Maritime Security Trust (IMST) Fund; and the importance of training and capacity-building had been reflected under an umbrella programme which would provide fellowships and training materials to global maritime training institutions, while also supporting the training of maritime personnel from developing countries, through the provision of individual fellowships, for the effective and uniform implementation of IMO instruments and regulations.

5.8 The Secretariat urged all donors and regional partners to place the maritime sector at the forefront of their national priority plans, with a view to increasing the cash contributions and the supplementary in-kind support to the ITCP. This would contribute towards the effective implementation of the approved strategy for long-term sustainable financing of the ITCP.

5.9 Nineteen delegations intervened to commend the clarity and thoroughness of the document proposing the TC Fund programme for 2010-2011, which put forward the activities required to execute the Organization's TC mandate. It was generally acknowledged that the proposals represented an appropriate mechanism for implementing the different TC needs of the developing regions, notably in the matter of capacity-building and training. One delegation stated that the proposals were costed responsibly.

5.10 A number of delegations expressed their support for the priority accorded in the proposals to the Africa region, and to programmes which address the implementation of the Millennium Development Goals. The categories given priority included assistance to LDCs and SIDS, through discrete global programmes, and this was strongly supported by a number of delegations. Other areas of focus included the Voluntary IMO Member State Audit Scheme.

5.11 The United States delegation commended the detail of the documentation provided by the Secretariat, expressing support in principle for the proposed programme. It added that the Council would be meeting the following week and would doubtless, in these challenging times, spend a lot of time debating the proposed budget, particularly in the light of the proposed increase of 14.9% to the regular budget. The delegation expressed particular concern regarding the content of paragraph 16, which indicated the TC allocation to be 62% of the total funding required for the new ITCP. The delegation informed the Committee that the Government of the United States was not in a position to agree to a specific percentage allocation as this budget represented only a small part of the overall budgetary situation which would be discussed by the Council the following week. He continued that the United States was in general agreement with the aims and objectives of the ITCP 2010-2011, particularly as regards the support to Africa. The question which now needed to be addressed was how to pay for it. The delegate stated that only the IMO Council could decide whether 62% was an appropriate allocation in the light of the wider budgetary needs of the Organization.

5.12 The Secretary-General thanked the United States delegation for its comments and confirmed that the Secretariat would approach the issue constructively. He expressed the hope that the usual spirit of co-operation and compromise would ensue, despite the challenging economic situation. He referred to the proposed 14.9% increase to the IMO regular budget, which had been published before the issuance of an addendum to the relevant Council document in which figures had been amended, in the light of a rise in the value of Sterling, resulting in a revised proposal for a budget increase of 12% rather than the earlier figure of 14.9%. He continued that, whilst this change was welcome, it was, nonetheless, an illustration that there were some areas over which IMO had no control; however, should the US dollar fall still further, this would, in turn, be reflected in the budget request and could help facilitate discussions.

5.13 The Secretary-General pointed out, however, that the TC Fund did not form part of the regular budget and that the percentage of the Printing Fund allocated to TC activities was subject to resolution A.986(25), over which the TC Committee had no control. The Secretary-General also noted that, taking this and other matters into account, such as staff salaries, over which IMO similarly had no control, the increase in the budget for the ITCP 2010-2011 biennium represented only 5%, which was less than the corresponding 8% approved by the TCC in 2007.

5.14 The Secretariat provided clarification on the relevance of the 62% to which the United States delegation had alluded: in determining the value of the TC Fund programme for 2010-2011, the Secretariat had first identified priority activities in each region, and then determined the costing projections for those core activities. Once the priority national and global programmes had been selected, their correlation to the total requirement against the proposed ITCP was analysed and reflected in table 4 of the document, as an indicator of the funding still to be secured from external donors. The figure of 62% did not, in itself, represent a target value for the TC Fund programme.

5.15 The United States delegation expressed its appreciation for the information and clarifications provided by the Secretariat but reiterated its position regarding paragraph 16 and insisted that this was too specific for it to lend its support. The delegation confirmed that it was happy for the document to be submitted for consideration by the Council with the proviso that the wording of the report should clearly reflect the views expressed by the United States delegation.

5.16 The Chairman confirmed that the view of the United States delegation would be reflected in the report.

5.17 The delegation of the Bahamas requested clarification on the composition of the transfers to the TC Fund, and asked if that Fund was derived from Member States' assessments. The Director, TCD, explained that the reserves comprised carry-overs from each calendar year, supplemented by the transfers, as agreed by the Council, from the Printing Fund surplus. Other income included interest earnings, voluntary contributions from Member States under the Contributions Incentive Scheme, and adjustments. The Director also stated that the TC Fund reserves were available as a resource to finance new requests from Member States and to address other additional needs which might emerge during the biennium.

5.18 The Secretary-General reiterated that the TC Fund was not part of the Organization's regular budget, and that the percentage transferred from the surplus of the Printing Fund to the TC Fund, namely a value of not less than 75% of that surplus, was governed by resolution A.986(25).

5.19 Many delegations commented that, since it had approved the ITCP for 2010-2011 under the previous agenda item 4, it was now incumbent upon the Committee to decide an appropriate level of core funding, which would enable the Organization to deliver the essential assistance needed for technical assistance purposes in the developing regions. Since the ITCP represented the mechanism for IMO's response to a number of UN system-wide priorities, including the MDGs and assistance to LDCs and SIDS, it was apposite that an appropriate level of funding should be identified and allocated to the ITCP regional and global programmes, whose goals and objectives had already been approved and recognized as a faithful representation of the maritime needs as identified by Members.

5.20 The Committee unanimously agreed that the Secretary-General be authorized to use the un-programmed funds of the TC Fund as appropriate, should demands or partnership opportunities arise.

5.21 The Committee:

- .1 recommended the proposed biennial allocation from the TC Fund and its programmed use during 2010-2011;
- .2 approved the transfer of £7,156,000 from the surplus of the Printing Fund (and, if established, the Trading Fund) to the TC Fund, for the 2010-2011 biennium;
- .3 authorized the Secretary-General to use, during the next biennium, the unprogrammed funds of the TC Fund, as appropriate, should demands or partnership opportunities arise; and
- .4 requested that its views and recommendations be conveyed to the Council at its 102nd session, for consideration and endorsement when the latter considers budget and funds' proposals for the next biennium.

6 FINANCING THE INTEGRATED TECHNICAL CO-OPERATION PROGRAMME

6.1 Voluntary Trust Funds

6.1.1 The Committee had before it documents TC 59/6 and TC 59/6/Add.1 which provided updated information on voluntary trust funds and cash donations made to IMO technical co-operation activities since 3 June 2008. These documents also provided information on voluntary donations of interest earnings under the Contributions Incentive Scheme (CIS) made by Member States since 3 June 2008 following the adoption of resolution A.993(25).

6.1.2 The Committee was informed of the status of the four multi-donor trust funds in operation, namely the International Maritime Security Trust (IMST) Fund, the International Search and Rescue (SAR) Fund, the International Ship Recycling Trust (ISRT) Fund and the IMO Malacca and Singapore Straits Trust Fund. The latter was established in 2008 to support projects identified by the littoral States of Indonesia, Malaysia and Singapore.

6.1.3 The Committee was also informed that there were 17 bilateral technical co-operation trust funds in operation, which provided financial support for IMO's technical assistance activities. Ten of these bilateral trust funds had been established with government agencies and the rest with international and regional organizations.

6.1.4 The Committee noted that, since 3 June 2008 some US\$3,246,000 had been contributed to the multilateral and bilateral trust funds held by IMO, that cash donations to ITCP activities amounted to US\$410,657 and that voluntary contributions of interest earnings accumulated under the CIS made to the TC Fund, during the same period, amounted to £207,349.

6.1.5 The Committee expressed its appreciation to all the donors who had made cash contributions to the multi-donor and bilateral technical co-operation trust funds, directly to ITCP activities or through voluntary donation of interest earnings under the CIS to the TC Fund or other IMO Funds.

6.1.6 One delegation noted that the amount of voluntary donations received by IMO was very significant, and made an appeal for every Member State to consider voluntarily donating to the TC Fund part, and if possible all, of their interest earnings accumulated under the CIS. In doing so, it was suggested that developing countries could benefit from an increased number of activities delivered.

6.1.7 Contributing to the discussion, the Secretary-General reiterated the same statement that he had made in his opening address to TC 59, that 45 countries had donated their interest earnings accumulated under the CIS during 1998-2005 to the TC and other IMO Funds.

6.1.8 The Secretary-General informed the Committee that he had received a letter from the Government of Germany on 23 June 2009, regarding their contribution of US\$100,000 towards the establishment of two MRSCs in Ghana and Sierra Leone, at US\$50,000 for each country.

6.1.9 In this regard, the delegation of Ghana expressed its appreciation to the Government of Germany for its support and donation towards the establishment of the MRSCs in Ghana and Sierra Leone. The delegation also commended IMO and, in particular, the Secretary-General for his personal contribution towards SAR capacity-building.

6.1.10 One delegation sought clarification on how the anticipated contribution of US\$15 million by the Government of Japan for the implementation of the Djibouti Code of Conduct would be administered, citing their government's plan to create an anti-piracy trust fund to be administered by the United Nations Development Programme (UNDP) or the United Nations Office on Drugs and Crime (UNODC). Concern was also voiced over the number of anti-piracy trust funds and their related Terms of Reference.

6.1.11 Regarding the funding arrangements for the implementation of the Djibouti Code of Conduct, the Secretariat clarified that a separate multi-donor trust fund would be established at IMO, called the "IMO Djibouti Code Trust Fund", to support technical co-operation activities required for capacity-building in the region for the implementation of the Djibouti Code of Conduct. The Secretariat stated that this fund was intended to support the activities of the signatories of the Djibouti Code for its implementation and that it would not duplicate the work to be conducted under other funds, in particular the International Trust Fund to be established under the Contact Group on Piracy off the Coast of Somalia. In this context, the Secretariat stated that it would ensure close contact with the Contact Group, in order to avoid any conflict of interest or duplication of activities, so that both Funds would operate not in competition but in a supplementary manner.

6.2 Sustainable financing of the ITCP

6.2.1 The Committee had before it document TC 59/6/1 on the sustainable financing of the ITCP and document TC 59/INF.6 on seeking international expertise on fund-raising: Consultants' report, which provided information on the implementation of the approved strategy for long-term financing of the ITCP, as provided in document TC 57/5/2 and, in particular, developments related to ITCP resource mobilization that had taken place since TC 58.

6.2.2 The Committee was informed of the establishment of a co-operation framework to enhance safety of navigation, environmental protection and security in the Straits of Malacca and Singapore. The Committee was also informed of the IMO Malacca and Singapore Straits Trust Fund, established by the Secretary-General, to support projects identified by the littoral States (Indonesia, Malaysia and Singapore) on issues related to the safety of navigation and the protection of the marine environment in the Straits.

6.2.3 The Committee was informed of the launch, on 2 March 2009, of the Global Industry Alliance (GIA) for Marine Biosecurity to tackle the threats of marine bio-invasions caused by the transfer of alien plants and animals in ships' ballast tanks. This was an innovative partnership between IMO, UNDP, GEF and four major private shipping corporations (APL, BP Shipping, Daewoo Shipbuilding & Marine Engineering and Vela Marine International). The different skills and expertise brought by these groups were harnessed to develop concrete solutions to this environmental problem. New financial members could be added to GIA, subject to the approval of the current GIA Task Force.

6.2.4 The Committee was further informed that a regional seminar/workshop to explore the possibility of using the Republic of Korea's Overseas Development Assistance (ODA) for ITCP activities had been held in Busan, Republic of Korea from 17 to 21 November 2008. The purpose of this seminar/workshop was to provide government officials from the region with a better understanding of the Republic of Korea's policies on ODA, as well as the areas of maritime expertise available in the Republic of Korea and to identify the maritime needs of the countries in the region for the use of the ODA fund.

6.2.5 The Committee's attention was drawn to the Strategy adopted by TC 57 and recommendation 3 of the UN Joint Inspection Unit on the review of the management and administration of IMO. The Committee was then informed of the recommendations made by Brakeley, a consultancy fund-raising firm, on IMO's fund-raising mechanisms, the report of which was contained in document TC 59/INF.6. In Brakeley's view, the IMO Secretariat needed to establish a centralized fund-raising unit with two full-time staff members for all fund-raising activities. However, the Committee was informed that, as the recommended action required additional resources, its implementation was postponed until the current financial climate improves.

6.2.6 Several delegations thanked the Secretariat for the information contained in document TC 59/6/1, on the ITCP fund-raising campaign.

6.2.7 In response to a query raised by one delegation on the costs involved in the engagement of Brakeley UK Ltd., the consultancy firm which carried out an internal assessment on IMO's fund-raising activities, the Committee was informed that the consultancy work totalled approximately US\$20,000.

6.2.8 With regard to IMO's fund-raising mechanisms, some delegations stressed the importance of exercising caution on the way forward in this regard, suggesting that the fund-raising exercise should be postponed until the current financial crisis improved, when more funds would be available to strengthen the ITCP.

6.2.9 One proactive approach, which was supported by many delegations, involved the establishment of a dedicated fund-raising unit within IMO that would be self-financed, and thus, would not require additional resources. It was further suggested that the recommendations made by Brakeley should be presented to the Council for its consideration.

6.2.10 Several delegations stressed the importance for IMO to gain wider recognition by the donor community. It was suggested that an out-reach programme be established to ensure that IMO was part of the broader international development family, with a view to combining resources.

6.2.11 Given IMO's numerous humanitarian efforts in relation to SAR issues, coastal States and the Djibouti Code of Conduct, and its strong development agenda through its ITCP, one delegation queried as to why IMO was not present on the list of UN organizations under the OECD development agenda, which is a basic and recognized list among the donor community. The delegation further stated that, whilst IMLI and IMSSEA were not present on the list, WMU was listed.

6.2.12 In response to the query, the Secretariat informed the Committee that, as a regulatory body, the main objective of IMO's technical co-operation projects was to assist countries in building up their capacities for uniform and effective implementation of the Organization's regulatory framework and, as such, it was not present on the OECD/DAC list of UN organizations. The Secretariat also informed the Committee that this observation would be passed on to IMLI for their consideration.

6.2.13 The Committee:

- .1 noted the new developments that had taken place since TC 58, including the establishment of the IMO Malacca and Singapore Straits Trust Fund, the GIA for Marine Biosecurity, the possibility of using the Republic of Korea's ODA for ITCP activities and the seeking of international expertise on fund-raising;
- .2 noted that the GIA could be a model between IMO and the global shipping industry, which could be replicated in other thematic areas of the ITCP;
- .3 noted the initiative taken by the Republic of Korea to explore the use of its ODA fund for the maritime sector;
- .4 noted the recommendations made by the external consultants on resource mobilization and the Secretariat's proposal of the way forward in this regard;
- .5 noted that IMO needs to gain wider recognition by the donor community; and
- .6 agreed to transmit to the Council the recommendations made in the Consultants' report.

7 IMPACT ASSESSMENT EXERCISE

7.1 The Committee had before it document TC 59/7 on the follow-up to the Impact Assessment Exercise (IAE) 2004-2007. The Committee was reminded that TC 58 had endorsed the suggestion made by the Secretary-General to keep this item on the agenda for the next session of the Committee in order to enable delegations to carry out a greater in-depth examination and analysis of documents TC 58/4 and TC 58/4/1 and to provide their proposals/comments in writing. At the time of preparation of document TC 59/7, no proposals or comments had been received from Member States.

7.2 In its intervention, the delegation of Sweden noted with regret that no written comments had been received by the Secretariat from Member States in response to the suggestion made by the Secretary-General (TC 58/13, paragraph 4.3.13) at the last session of the Committee. The delegation stated that it would have liked the Committee and the Secretariat to consider if it was possible to take on board a few more macro-oriented outcomes and impacts of the ITCP, and lessons learned from previous periods. Such an impact assessment would entail not only the activity level details, but also the identification of sustainable long-term effects of the ITCP, and its success and relevance to the fulfilment of the MDGs. The delegation further suggested that the Committee should consider a proposal to conduct an impact assessment for the current biennial 2008-2009 period and a report made to TC 60 in 2010. Such an exercise should result in a quality-oriented comprehensive report on:

- the assessed relevance of the 2008-2009 ITCP for the MDGs;
- the assessed relevance of the 2008-2009 ITCP for mitigation of climate change;
- the assessed relevance of the 2008-2009 the ITCP from the point of view of people in focus; and
- the aggregated impact of the ITCP on each of the relevant MDGs.

7.3 The Secretariat thanked the delegation of Sweden for its intervention and recalled that, at TC 58, two detailed documents had been submitted in support of this agenda item: document TC 58/4 – the Consultants’ report on the assessment of the impact of the technical assistance received by developing countries through the ITCP during the 2004-2007 period, and document TC 58/4/1 – a full and comprehensive analysis and comments on the Consultants’ report submitted by the Secretariat. The Secretariat recalled that, during the deliberations at TC 58, the delegation of Sweden had welcomed the extensive report presented by the Secretariat and supported the intervention regarding the linkage of the ITCP with the MDGs (document TC 58/13, paragraph 4.3.6). The Secretariat further recalled that the delegation of South Africa, while commending the Consultants’ report for being a good document and easy to read, requested more time to examine and analyse it (document TC 58/13, paragraph 4.3.7). Based on that, the Secretary-General then suggested (document TC 58/13, paragraph 4.3.13) that this item could remain on the agenda for the next session of the Committee to enable delegations to examine and analyse the documents in greater depth and added that the Secretariat would like to receive written proposals/comments from delegations. The Committee had endorsed the Secretary-General’s suggestion and that was why this subject was on the Committee’s agenda for TC 59.

7.4 With regard to the proposal from the delegation of Sweden for the conduct of an IAE for the 2008-2009 biennium, the Secretariat informed the Committee that the purpose and the general principles governing the IAEs, as agreed by the Committee at TC 47

(document TC 47/10), in 2000, was that IAEs could only be undertaken effectively after the completion of activities and, more significantly, after some time had elapsed in order to determine whether the ITCP was contributing successfully to the IMO's technical co-operation objective of wider acceptance and implementation of IMO instruments. Addressing the time lapse that inevitably existed between the approval of the ITCP, the mobilization of the required resources and the actual programme implementation, the Committee was informed that it was not feasible to measure the impact of the ITCP on recipient countries after an interval of only two years and, therefore, the IAE should examine the assistance delivered over a longer period of time. The Secretariat further informed the Committee that, at TC 47, the Committee had approved the proposal that the impact assessment exercises would be carried out every four years (document TC 47/13, paragraphs 10.4 and 10.8). The Committee was also informed that the TC Fund Rules of Operation (paragraph 15) states that "Every four years, and in accordance with the procedures adopted by the TCC, the Secretariat shall submit to the TCC and the Council a report providing an assessment of the impact on the beneficiaries of the assistance delivered through the ITCP and the TC Fund resources". The Secretariat also reminded the Committee that the next IAE, covering the period 2008-2011, as stated in document TC 59/4, would be conducted in 2012 and submitted to its sixty-second session.

7.5 The delegation of South Africa recalled that it was one of the delegations that had requested additional time for an in-depth analysis of the documents in question. It further recalled that one of the issues raised during TC 58 was that related to the methodology used for the IAE during the 2004-2007 period. The delegation pointed out that there were no visits made by the consultants to different countries in connection with the last IAE and that, it hoped, the methodology for the next IAE would be more inclusive and participatory. The delegation further stated that the linkage between the ITCP and the MDGs would be helpful in assessing the impact of the ITCP at country level. The delegation confirmed that it did not have any further comments to add on documents TC 58/4 and TC 58/4/1 and recommended that the Committee should take note of the consultants' report and that it looked forward to the next impact assessment exercise with greater participation of the Member States receiving technical assistance.

7.6 The Committee took note of the information provided in document TC 59/7.

8 PARTNERSHIPS FOR PROGRESS

8.1 The Committee had before it document TC 59/8 entitled "Partnerships for progress", which provided a status report on the delivery of technical assistance through the IMO regional presence scheme in Africa, east Asia and the Caribbean as well as through IMO's regional and national partners. An update on the implementation of resolution A.965(23) on "Development and Improvement of Partnership Arrangements for Technical Co-operation" was also given in the last part of the document.

8.2 The Committee was informed that, since the last report to the Committee in June 2008, the four IMO regional coordinators in Africa and east Asia had continued to implement and coordinate the delivery of ITCP activities as well as to represent IMO at meetings in their respective subregions, as detailed in paragraphs 3 to 11 of document TC 59/8. It noted that some of the major achievements during 2008 included coordinating and organizing 27 regional workshops/seminars and missions, as well as implementing nine workshops/seminars and three missions. Nine of these activities had focused on the Millennium Development Goals and the regional coordinators had visited 13 countries to provide *ad hoc* support and advice.

8.3 The Committee was further informed that, as far as progress on Maritime Rescue Coordination Centres (MRCCs) in Africa was concerned, the regional coordinators had maintained close contact with officials of the relevant countries and had continued to monitor the establishment of these Centres. The five activities they had delivered in this regard were concluded by the commissioning of two MRCCs in Nigeria and Liberia, as well as two subcentres in the Seychelles and the United Republic of Tanzania. As far as the fifth regional MRCC in Morocco was concerned, the Committee noted the actions taken by the regional coordinators towards its commissioning and towards the installation of equipment in the remaining MRSCs.

8.4 The Committee further noted that, in addition to the above, the regional coordinators and the Regional Maritime Adviser for the Caribbean had participated in the work of regional institutions and of other United Nations agencies. The regional coordinators had also participated in 15 regional agency meetings such as:

- the African Ministers of Transport Conference in Algeria, which adopted a Maritime Plan of Action including various aspects of maritime safety/security and marine environment protection;
- three meetings of the African Union to develop the African Maritime Charter;
- NEPAD Action Plan meetings; and
- the annual regional meeting of UN agencies.

8.5 The Committee also noted that they had attended meetings organized by PMAWCA, MOWCA, the Indian Ocean Commission, the Abuja MoU on PSC, the Women in the Maritime Sector of East and Southern Africa Association, the Asia-Pacific Economic Cooperation (APEC) Transportation Group, the Association of South East Asian Nations (ASEAN) Maritime Transport Working Group, the South-East Asian Fisheries Development Centre (SEAFDEC) and the Co-ordinating Body on the Seas of East Asia (COBSEA) Forum on Multilateral Environment Agreements (MEAs). As for the Caribbean, the Regional Maritime Adviser had represented IMO at four conferences and meetings in the region: the Third Hemispheric Conference on Port Security, the Conference on Coastal and Inter-island Shipping, the GloBallast National Task Force meeting and the 13th Meeting of the Caribbean MoU on PSC.

8.6 It was recalled that resource mobilization had also been one of the regional coordinators' tasks and that a total of US\$50,000 had been secured from the Belgian Co-operation Fund to implement a programme on marine environment protection in the United Republic of Tanzania.

8.7 With regard to the decentralization of the implementation of the ITCP through the regional presence scheme and through partnership arrangements with regional organizations, it was reported that this modality of technical co-operation was functioning effectively in the delivery of the ITCP activities in the respective regions. Paragraphs 29 to 73 of document TC 59/8 summarized the activities delivered during 2008 through such partnerships with regional and/or national institutions.

8.8 The Committee was then informed that, since the last TCC, the following developments had taken place under various arrangements concluded with Member States or regional institutions:

- some 70 missions and national/regional seminars and workshops had taken place in 2008 with the close coordination and co-operation of regional institutions and

donor communities such as the AASTMT, ASEAN, CEMAC, COBSEA, DIRECTEMAR, GEF, IOPC, IPIECA, NORAD, OSCE, PEMSEA, PERSGA, RAC/REMPEITC-Carib, REMPEC, ROCRAM, ROCRAM-CA, UNDP, UNEP, UNHCR, UNOPS, SACEP, SEAFDEC, SPC and SPREP; and

- seven Member States and one Institution had made substantial contributions to the Technical Co-operation Fund to support the implementation of ITCP activities, as well as the WMU and IMLI fellowship programme, in addition to fellowships granted by the Arab Academy to African candidates.

8.9 As for the progress achieved in the implementation of resolution A.965(23), the Committee was further informed that:

- fourteen new arrangements had been concluded with Australia, Canada², El Salvador, Honduras, Italy, Japan, Norway, the United States, Hong Kong, China, IHO/IOC/WMO, the Global Industry Alliance (GIA) members, the Jordan Academy for Maritime Studies and the Indian Ocean Commission (IOC);
- five arrangements had been renewed with Egypt, the Islamic Republic of Iran, Interferry/Worldwide Ferry Safety Association and the United Nations Environment Programme;
- these MoUs had been set up with a view either to delegating implementation responsibilities or to providing financial resources or in-kind support;
- three agreements on technical co-operation had been extended for a new period to ensure further support to the related ITCP activities; and
- as of 24 March 2009, 61 arrangements, as listed at annex to document TC 59/8, were operational. Out of them, 24 provided for in-kind support, 17 for financial support and 13 for delegation of TC implementation. Since then, three new MoUs had been signed with the Government of Italy, the Jordan Academy for Maritime Studies and the IOC and a further two had been renewed, with the Islamic Republic of Iran and with the Tokyo MoU Secretariat, bringing the total of MoUs providing in-kind support to 28.

8.10 The Committee recalled that, through the implementation of resolution A.965(23), the provision of substantial support from our partners had increased the effectiveness of the ITCP. The Secretariat envisaged making further efforts to explore possibilities for the establishment of partnerships with governments and international and regional organizations, as it was expected that the volume of TC activities would increase during the next biennium.

8.11 The representative of the International Petroleum Industry Environmental Conservation Association (IPIECA), a non-governmental organization, updated the Committee on the results achieved through the Global Initiative partnership with IMO, aimed at enhancing the capacity of countries in the field of oil pollution preparedness and response in various regions, specifically the Caspian and Black Sea (Oil Spill Preparedness Regional Initiative – OSPRI), west and central Africa (GI WACAF), but also in the Mediterranean, the Caribbean and east Asia. He recalled, in particular, the financial contribution made by the oil industry, of approximately US\$1.5 million

² Canada has signed two new partnership arrangements.

per biennium, which had helped organize many workshops and exercises in the respective regions. As a result of these capacity-building initiatives, the majority of countries now had oil spill contingency plans in place and many had ratified the relevant conventions for oil spill preparedness. These results have encouraged the oil industry to continue to provide further assistance and, in the future, focus will be directed to the improvement of scientific hydrographical and meteorological data in west and central Africa, as well as the availability of oil pollution response equipment. In order to achieve these aims, he called for the continued support of donors, as well as that of Member States, through their bilateral co-operation initiatives.

8.12 The delegation of Kenya expressed its appreciation for the positive work and impact of the IMO regional presence office and referred to the recent assistance received from the Organization in the field of maritime legislation. She also noted with satisfaction the support given to the Association for Women in the Maritime Sector of East and Southern Africa (WOMESA) to increase the participation of women in the maritime sector at management level. The delegation also reiterated the commitment of the Government of Kenya to continue supporting the IMO regional office for eastern and southern Africa, based in Nairobi.

8.13 The delegation of the Congo referred to the successful support recently received from IPIECA in the form of training to improve their capacity to combat oil pollution. He pointed out the effectiveness of the support received from the regional office in Abidjan for the updating of the Merchant Maritime Code of the CEMAC region and for the development of an integrated coastguard network in west and central Africa, as initiated by MOWCA, which would be an efficient tool to combat the growing threat of piracy. He expressed his appreciation for the work undertaken by the regional office in the implementation of ITCP activities, the volume of which had increased since the establishment of the office.

8.14 The delegation of Côte d'Ivoire noted with satisfaction the relationship that had existed since the signing of the MoU between IMO and the Government of Côte d'Ivoire in 2000 and the fact that the IMO regional office in Abidjan had continued to produce positive results, as stated in the document. The delegation also presented information on the Regional Maritime Academy in Abidjan which offers maritime training to 15 francophone countries in the region. He requested IMO to give greater attention to their appeal for assistance.

8.15 In conclusion, the Committee:

- .1 noted that the regional coordination and delivery of the ITCP mechanism had continued to function successfully in Africa and east Asia through the regional presence scheme and in the Caribbean through the Regional Maritime Adviser;
- .2 noted that the delivery of technical assistance through IMO's regional and national partners had a positive impact and contributed greatly to the effective coordination and implementation of IMO activities in all regions;
- .3 noted the progress made by Member States and the Secretariat with respect to the development of and improvements to partnership arrangements for technical co-operation, as called for by resolution A.965(23);
- .4 recorded its thanks and appreciation to the host countries of IMO's regional presence offices (Côte d'Ivoire, Ghana, Kenya, the Philippines and Trinidad and Tobago) and to all the regional, national and industry partners who were, or had been, involved in regional coordination and delivery, as well as to the donors for their financial contributions and support;

- .5 urged IMO's development partners to continue to co-operate and assist IMO in the implementation of ITCP activities; and
- .6 took note of the information contained in document TC 59/8.

9 VOLUNTARY IMO MEMBER STATE AUDIT SCHEME

9.1 The Committee had three documents before it under this agenda item on the global technical co-operation programme on the Voluntary IMO Member State Audit Scheme (VIMSAS), including the status of implementation of the Scheme since the fifty-eighth session of the TCC (TC 59/9), a document presented by the delegation of the Islamic Republic of Iran, on the measures its Government had taken with respect to the Audit Scheme (TC 59/9/1), and an information document presented by the delegation of Japan on the delivery of a regional training course for auditors held in Japan (TC 59/INF.3).

9.2 The Committee was informed that, since IMO started delivering training courses for auditors for the Voluntary IMO Member State Audit Scheme, a total of 201 auditors from 134 countries had been trained through 14 regional courses. In addition, several governments had initiated and funded an auditors' training course, namely, the Republic of Korea in October 2006, for 24 participants from seven countries and one Associate Member of IMO and, more recently, Japan in March 2009, for 21 participants from 15 countries.

9.3 The Committee noted that four regional training courses for auditors were scheduled for delivery in 2009.

9.4 The Committee was also informed that, under the 2010-2011 global programme on the Voluntary IMO Member State Audit Scheme, IMO's assistance to the various regions would continue to focus on the training of auditors from developing countries in preparation for, and participation in, the Audit Scheme. Moreover, it was noted that there was a continuing need for the participation of observers in audits, and in providing assistance to developing countries to participate in the Scheme.

9.5 The Committee noted that the audits of Member States had commenced in September 2006 and that, by the beginning of April 2009, a total of 31 audits had been completed against a total of 49 Member States and one dependent territory that had, so far, volunteered to be audited. The Committee further noted that, as of 2 April 2009, 156 individuals had been nominated by their governments for inclusion in the roster of auditors.

9.6 The Committee's attention was drawn to document C 102/6, to be considered by the one hundred and second session of the Council, which contained an update on the overall progress of the Audit Scheme, including the conduct of audits and other administrative issues associated with its implementation, as of the date of the document.

9.7 Many delegations expressed their appreciation for the updated information contained in document TC 59/9, and stressed the benefits derived from the experience of being audited. For example, auditing exercises assist in the improvement of procedures, enabling countries to better implement mandatory conventions, thus resulting in more effective maritime administrations.

9.8 Several delegations informed the Committee that participation in the regional training course for auditors had been very useful as it had generated a pool of qualified auditors and that, thanks to the training, beneficiary countries had begun fulfilling their obligations on ratification of instruments on maritime safety and the protection of the marine environment.

9.9 One delegation recalled its support during C 100 for the scheme to become mandatory.

9.10 As a global programme, with immense potential to improve the capacity of maritime administrations for the purposes of better coordination of policies and fostering transparency, many delegations urged other countries to volunteer to be audited, as the audit provides a good opportunity to harmonize the various maritime capacity systems and procedures in maritime administrations.

9.11 Several delegations expressed their appreciation to the Islamic Republic of Iran for the excellent achievements it had made under the Scheme, which had benefited other Member States, and was in line with the objectives of the ITCP. Other countries were therefore urged to actively pursue this initiative.

9.12 The delegation of Japan presented document TC 59/INF.3, which reported on the delivery of a regional training course for auditors held in Japan. It informed the Committee that it viewed the Scheme as highly important for maritime safety and the protection of the marine environment. To this effect, the Committee noted that Japan had submitted a document to C 102, regarding its experience gained through the IMO Audit, which was carried out in February 2007. It was hoped that this information would help countries in their preparation for, and participation in, the Audit Scheme.

9.13 In response to a query raised by one delegation on the availability of course materials on the VIMSAS programme, the Secretariat informed the Committee that a CD-ROM containing the training materials was available for maritime administrations upon request.

9.14 The Committee took note of the information provided in documents TC 59/9, TC 59/9/1 and TC 59/INF.3.

10 PROGRAMME ON THE INTEGRATION OF WOMEN IN THE MARITIME SECTOR

10.1 The Committee had before it document TC 59/10, which reported on the results achieved under the Programme on the Integration of Women in the Maritime Sector (IWMS) from January to December 2008. Financed through the TC Fund, the IWMS activities included the provision of short-term fellowships for women, and assistance to formal networks or associations for women employed in maritime authorities, in ports and in related maritime employment. These activities addressed the third and fourth objectives of the IWMS Programme, which were to increase the percentage of women at the senior management level within the maritime sector and to promote women's economic self-reliance, including access to employment.

10.2 The Committee was informed that fellowships for short courses on port operations and regional ocean governance had been provided for recipients from the following countries, namely: Albania, China, Côte d'Ivoire, Gabon, Namibia, South Africa and the United Republic of Tanzania. The Programme had also co-funded a subregional maritime English instructors' course, hosted by the Russian Federation. Gratitude was expressed to the Government of South Africa for hosting an on-the-job training attachment within its maritime administration. This form of practical guidance had proved effective in assisting women to accede to better

employment opportunities in the maritime sector, thus contributing further to the implementation of the UN Millennium Development Goal (MDG) 3 “Promote gender equality and empower women”.

10.3 The Committee was also informed that the Programme had continued to support the strategic development of regional networks for women in the maritime sector, in addition to funding training opportunities, wherever possible, for the participating members of those networks. In the case of the International Women’s Maritime Forum for MENA³ and Africa, which was established, with support from IMO, in July 2007, funding was provided for a regional seminar on maritime management, which was held in June 2008, under the auspices of the Arab Academy for Science and Technology and Maritime Transport (AASTMT), Alexandria, Egypt. The main outcome of the training, which was attended by 26 participants, was the strengthening of regional capacities and linkages between national maritime administrations, and, most significantly, the confirmation of the International Women’s Maritime Forum as an effective regional mechanism for the interchange of technical support on maritime topics.

10.4 The Committee noted that assistance had also been provided for the strategic development of the association for Women in the Maritime Sector for East and Southern Africa (WOMESA), which was launched in December 2007. A workshop had been held with the WOMESA Governing Council, chaired by the Director General of the Kenya Maritime Authority, together with WOMESA members, with a view to planning a long-term strategy for the Association, incorporating an action plan and attaching responsibility for each activity to be undertaken. The 22 participants who attended from Kenya, Madagascar, Malawi, Mauritius, Namibia and South Africa included graduates from the World Maritime University (WMU) and the IMO International Maritime Law Institute (IMLI).

10.5 The workshop outputs included the following:

- .1 approval of the WOMESA Mission Statement: “To advocate gender equity, improve women’s access to maritime training and technology and promote their advancement to key decision-making levels in the maritime sector in east and southern Africa”;
- .2 approval of five-year strategy objectives and related points of action;
- .3 launch of the WOMESA website on 4 December 2008; and
- .4 approval of the WOMESA Strategy for 2009-2013 by the Second Meeting of the Governing Council, held in Mombasa, Kenya on 5 December 2008.

10.6 The Committee was informed that, following the success of the results achieved, from 1988 to 2007, under the IMO Women in Development strategy and the IWMS Programme, a new medium-term strategy would be developed to reinforce the implementation, by the Organization, of MDG 3. Under the first phase of the strategy development, undertaken from 12 May to 4 July 2008, comprehensive data was identified and analysed with a view to supporting the development of a strategy document, taking into account operational details from UN agencies whose mandates offer similarities to IMO’s structure and scope as a regulatory body.

³ MENA: Middle East and North Africa.

10.7 On behalf of WOMESA, the delegation of Kenya thanked IMO and the staff in TCD, not only for the assistance received in launching the Association in December 2007, but also for the follow-up support provided under the IWMS programme, which resulted in a planning workshop held in Mombasa in December 2008, to develop a long-term strategy and five-year action plan for the Association. Referring to the latter, the delegate of Kenya affirmed that this initiative was a strategic tool for moving the whole shipping industry forward in the region, and urged donors to provide financial support to WOMESA at this crucial implementation stage.

10.8 The delegation of Djibouti stressed the importance of the subject of integrating women into the maritime field in general, and in ports in particular. For example, the delegation referred to the first-time attendance of a female official from Djibouti, who had derived considerable benefit from attending training at the AASTMT in Alexandria, Egypt. Referring to table 5 in document TC 59/10, which listed the fellowships allocated under the IWMS programme in 2008, the delegate expressed the hope that Djibouti women would receive fellowships in future years and thus benefit from such training.

10.9 The delegation of Canada commended IMO for its leadership in this matter, and expressed congratulations for the work achieved under the IWMS Programme during 2008, as detailed in the report. She expressed particular appreciation for the inspiring work in setting up the respective associations for the establishment of regional linkages through the International Women's Maritime Forum for MENA and Africa, WOMESA. Both these associations were playing a key role for capacity-building in the maritime sector, and represented remarkable achievements for all concerned. The Committee was informed that women were highly visible in the maritime sector of Canada, and new resources were being developed through the training, in naval and marine engineering subjects, of 17 women cadets at the National Maritime College.

10.10 The delegation of South Africa reiterated its gratitude to IMO and emphasized the need for global coverage of gender-awareness in integrating women into the maritime sector. The delegation noted that this issue was of concern to women in many regions of the world, not just in the developing countries, and urged Member States to report to TCC on the actions taken at the national level to encourage opportunities for women in the maritime sector.

10.11 The delegation of Italy expressed thanks to the Secretariat for the work carried out under the IWMS Programme and drew the Committee's attention to the linkage between that programme and MDG 3. The delegate concurred with the interventions of the delegation of Kenya with regard to the establishment of WOMESA, and the information provided by the delegation of Djibouti concerning training for women. The delegate also commented that the new Medium-term Strategy for the programme would be eagerly anticipated and viewed as another facet for strengthening the objectives of MDG 3.

10.12 The delegation of Greece thanked the Secretariat for the work achieved under the IWMS Programme during 2008 and expressed appreciation for the initiatives taken over the previous twenty years of implementation. He commended the resulting successes of the IWMS programme through the ITCP, in light of which any future initiatives in this area would be most welcome.

10.13 The Committee took note of the report on the implementation activities undertaken under the IWMS Programme from January to December 2008, and commended the Secretariat for the action taken since 1988 to strengthen regional capacities by encouraging and facilitating the training of women in all maritime subjects.

11 INSTITUTIONAL DEVELOPMENT AND FELLOWSHIPS

11.1 World Maritime University

11.1.1 The Secretariat referred to documents C 102/15(a), C 102/15(a)/Corr.1 and C 102/15(a)/Corr.2, which provided the twenty-fifth Annual Report of the Board of Governors of the World Maritime University (WMU) on its activities during the academic year 2008. In addition, document C 102/15(a)/Add.1 reported on the recommendations made to the Board on proposed amendments to the University Charter and document C 102/15(b) provided the budget for 2009.

11.1.2 The Committee was informed that the University had celebrated its Silver Jubilee in 2008, marking 25 years as a global centre of excellence for advanced maritime education and research, with two major international conferences on climate change and women in the maritime industry. Both events had been well attended by eminent dignitaries, with the former being graced by HM Carl XVI Gustaf, King of Sweden.

11.1.3 The Committee was advised that WMU continued to provide the global maritime community with high-quality services and achieved its own and IMO's objectives in capacity-building and technical co-operation.

11.1.4 The Committee was also informed that high levels of success had been attained in student enrolment, research, short-term professional development courses, consultancy work and academic publications, albeit against a background of financial uncertainty. As of the end of 2008, there were a total of 2,670 WMU graduates from 157 countries and territories around the world.

11.1.5 The Committee welcomed the new President of the University, Dr. Björn Kjerfve, who was attending TCC for the first time. Several delegations congratulated Dr. Kjerfve on his appointment and wished him well in the discharge of his responsibilities.

11.1.6 In his address to the Committee, Dr. Kjerfve reiterated his appreciation to those WMU donors who had made it possible for the University to exist, namely, the Government of Sweden, the Nippon Foundation, the Ocean Research Policy Foundation of Japan, the International Transport Workers' Federation, Inmarsat Global Limited, amongst others.

11.1.7 Dr. Kjerfve stressed that securing additional resources for WMU would remain a primary concern and activity on which he intended to focus, and called on the support of the Committee to enable the University to continue providing high-quality graduate education, research, training and capacity-building for the benefit of the international maritime community.

11.1.8 The Japanese delegation informed the Committee that the Government of Japan, a long-time WMU supporter, intended to strengthen maritime education, research and fellowship by continuing its support to both the University and the IMO International Maritime Law Institute. In the case of the University, that support would be made through contributions from the Nippon Foundation and the Ocean Policy Research Foundation of Japan.

11.1.9 The Swedish delegation confirmed the renewed support of the host State, Sweden, for the University and informed the Committee that the University was now under the Ministry of Enterprise and Communications, instead of the Ministry of Foreign Affairs. In confirmation of the above, the Swedish Maritime Administration had recently signed a new agreement with the University which entered into force from the beginning of 2009.

11.1.10 The Committee was advised that the University was no longer a project solely for developing countries, but a “true international institution” with programmes in collaboration and co-operation with universities in China (Dalian and Shanghai), the United Kingdom (Swansea) and Sweden. Formal partnership agreements had also been established with two Canadian universities (Carleton University in Ottawa and Dalhousie in Halifax).

11.1.11 The Canadian delegation informed the Committee that Canada intended continuing the funding of a professorial chair on environmental protection at WMU and was extending that support through to 2009-2010. The Government of Canada was also considering providing ongoing support to the University for future years, in co-operation with Fisheries and Oceans Canada.

11.1.12 The Committee recorded its appreciation to the major donors of WMU, whose sustained and unswerving support of the University had enabled it to continue to deliver on capacity-building and technical co-operation objectives.

11.1.13 The Committee also noted that the challenges experienced by the University in the year under review underlined the need for a solid funding basis, to keep pace with future needs and the changing demands of the maritime world. The financial uncertainty ahead emphasized the need for a broader community of donors for the University’s funding and for new donors to come forward to supplement traditional supporters.

11.1.14 The Committee noted the information provided.

11.2 IMO International Maritime Law Institute

11.2.1 The Secretariat referred to documents C 102/16(a) and C 102/16(b) which contained, respectively, the twentieth Annual Report of the Governing Board of the IMO International Maritime Law Institute (IMLI) on its academic operations in the years under review, 2007/2008 and 2008/2009 and its operations and budget for the 2007/2008 and 2008/2009 financial years and those anticipated for the next year 2010.

11.2.2 The Institute had continued to thrive as an international centre for the training of specialists in maritime law and the development and dissemination of legal expertise in merchant shipping and the law of the sea.

11.2.3 The Committee was informed that IMLI’s contribution to the international maritime community had been given official recognition by the United Nations General Assembly in a resolution entitled “Oceans and the law of the sea”, which was adopted in December 2008.

11.2.4 By the end of the 2007/2008 academic year, a total of 428 students from 111 countries and territories worldwide had successfully graduated from the Institute’s LL.M. programme. Many of them had since assumed high-level posts in their home countries and in the industry.

11.2.5 The Committee was advised that the Institute’s external auditor had issued an “unqualified” report on its Financial Statements for the year ended 31 August 2008. In paragraph 11 of its Report, the External Auditor has concluded:

*“As a part of the audit, I was required to review whether the Institute’s reserves and projected income will be sufficient to meet its on-going activities for the following financial year. **Based on my review, I am pleased to note that the funding position of the Institute continued to be healthy.**”*

11.2.6 The Committee noted that funds from IMO's ITCP, authorized by the Council, had permitted the award of five full scholarships and one partial scholarship for the financial year 2008/2009.

11.2.7 The Committee recorded its appreciation to those donors whose sustained contributions, in 2008/2009, either by general donations to the Institute's funds or by the donation of scholarships, have been of substantive assistance to the development of IMLI, in particular: the Nippon Foundation; the "Euromed Cooperation on Maritime Safety and Prevention of Pollution from Ships – SAFEMED" project; the Lloyd's Register Educational Trust; the Government of Switzerland; the Government of the Republic of Korea; the Comité Maritime International (CMI) Charitable Trust; the Neptune Orient Lines of Singapore and the Sea Pine Tree Foundation of the Republic of Korea.

11.2.8 The Maltese delegation stated that Malta, as the host State, was reaffirming its pledge to continue providing specialist training for the global maritime community. The Institute recently celebrated its 21st anniversary and a large number of IMLI graduates were now in high-ranking positions and representing their respective administrations at IMO meetings.

11.2.9 The Committee noted the information provided.

11.3 International Maritime Safety, Security and Environment Academy

11.3.1 The Secretariat introduced document TC 59/11/2 which contained the report on the inaugural activities of the International Maritime Safety, Security and Environment Academy (IMSSEA), following its establishment in 2008 by the Government of Italy.

11.3.2 The Committee was informed of the success of the Academy's inaugural course on flag State implementation and port State control in October 2008.

11.3.3 The Committee was advised that, since its inaugural course, the Academy had conducted a further three courses covering search and rescue, marine accident investigation procedures and the handling of hazardous cargoes. The courses were welcomed by developing countries and the responses from participants were encouraging.

11.3.4 The Academy was currently in the process of convening a course on flag State implementation in September 2009.

11.3.5 In his address to the Committee, the Director of the International Maritime Safety, Security and Environment Academy, Commander Maurizio Zini, referred to resolution A.965(23), in which it was acknowledged that IMO's main challenge for the future was to develop the capacity to meet increased demands for technical assistance in the most cost-effective and efficient manner, in the face of limited resources available for the implementation of its technical co-operation programmes.

11.3.6 The Director reiterated that, against this scenario, the Academy would be honoured to be considered as a tool for the implementation of the ITCP activities and the transfer of knowledge and expertise to the highest global standards.

11.3.7 The Committee was informed that the Academy's inaugural course in 2008 had been offered free to participants, thanks to the generosity of the Italian Ministry of Foreign Affairs and the Province of Genoa, in collaboration with private donors.

11.3.8 The Academy had already conducted three courses in 2009, training a total of 26 nationals from 15 countries and another three courses on the handling of dangerous goods, flag State implementation and the ISPS Code were scheduled for the latter half of the year.

11.3.9 The Committee was advised that, although these courses were being offered at reduced fees to encourage participation from developing countries, some participants still found the cost prohibitive and fellowships were being sought from national and international donors.

11.3.10 The delegations from the Islamic Republic of Iran and the Marshall Islands reported a favourable response from their respective participants who had attended IMSSEA courses and both delegations thanked the donors for their support. In particular, the Iranian delegation emphasized the value of the “train-the-trainer” element in such training programmes.

11.3.11 The Committee noted the information provided.

11.4 First Mediterranean Coast Guard Services Forum

11.4.1 In introducing document TC 59/INF.5, the Italian delegation stated that the Mediterranean Coast Guard Services Forum was intended to act as a platform for co-operation and the enhancement of awareness and capacity-building, leading to a safer and cleaner Mediterranean Sea.

11.4.2 An initiative of the Italian Coast Guard, the Forum was open to all Coast Guard and law agencies, irrespective of whether they were Mediterranean or otherwise. The Forum presented an opportunity to exchange experiences in the field of marine and coastal environment protection, safety of navigation, maritime search and rescue and the safeguard of human life at sea.

11.4.3 The Committee noted the information provided.

12 REPORT ON THE PLANNED OUTPUTS OF THE COMMITTEE FOR 2008-2009

12.1 The Committee considered under this agenda item document TC 59/12, which contained the outputs produced by the Committee during 2008-2009 and the proposed outputs of the Committee for 2010-2011.

12.2 The Committee noted that the Assembly, at its twenty-fifth regular session held in November/December 2007, adopted resolution A.989(25) on the Strategic Plan for the Organization (for the six-year period 2008-2013) and resolution A.990(25) on the High-level Action Plan of the Organization and priorities for the 2008-2009 biennium.

12.3 The Committee also noted that the eighth session of the *Ad Hoc* Council Working Group on the Organization’s Strategic Plan, held in September 2008, considered, among other matters, the draft guidelines on the application of the Strategic High-level Action Plans and status report on the outputs produced during the current biennium.

12.4 The Committee further noted that the Council, at its hundred and first session, held in November 2008, approved the holding of an additional session of its *Ad Hoc* Working Group on the Organization’s Strategic Plan to finalize these guidelines and agreed that the finalized guidelines should be adopted through an Assembly resolution.

12.5 Pursuant to resolution A.990(25) on the High-level Action Plan of the Organization and priorities for the 2008-2009 biennium, the Secretariat prepared the status report at annex 1 of document TC 59/12 on the output of the Committee in 2008 and the expected output during 2009. With respect to the proposed output of the Committee for 2010-2011 at annex 2 of document TC 59/12, the Committee's attention was drawn to the proposed text changes to the planned outputs of the Committee for 2010-2011.

12.6 The Committee reviewed the status of its planned outputs for the 2008-2009 biennium and considered and approved the proposed outputs for the 2010-2011 biennium.

13 WORK OF OTHER BODIES AND ORGANIZATIONS

13.1 The Committee had before it documents TC 59/13, TC 59/13/Add.1 and TC 59/13/Add.2. Document TC 59/13 reported on the outcome of the one hundredth and also one hundred and first ordinary sessions of the Council, the fifty-eighth session of the Marine Environment Protection Committee, the ninety-fourth session of the Legal Committee and the eighty-fifth session of the Maritime Safety Committee, the thirtieth Consultative Meeting of Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972, and the third Meeting of Contracting Parties to the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter 1972. Document TC 59/13/Add.1 reported on the outcome of the thirty-fifth session of the Facilitation Committee and document TC 59/13/Add.2 reported on the outcome of the ninety-fifth session of the Legal Committee. Document TC 59/INF.4, submitted by the International Hydrographic Organization (IHO), provided updated information on the activities of the IHO Capacity-Building Programme since the Committee's fifty-eighth session in June 2008.

13.2 The Committee was informed of the outcome of the one hundred and first session of the Council held in November 2008. C 101 had approved, in principle, the reconstitution of the Printing Fund as a "Trading Fund" for enhanced transparency under the International Public Sector Accounting Standards (IPSAS) and requested the Secretary-General to prepare and submit, for the Council's consideration, at its one hundred and second session, terms of reference for such a "Trading Fund" and, in so doing, to consider and take into account the strong views expressed by Member States that the TC Fund should continue to be replenished in such a manner as to ensure the proper delivery of the Organization's technical co-operation programme.

13.3 The Committee was also informed that C 101 had noted the information set out in document C 101/15(a), submitted by Cyprus and that provided orally by the delegation of Cyprus and the Secretary-General. It had agreed to the interpretation of paragraph 2 of resolution A.998(25), as proposed by Cyprus, namely that the assessment of implications for capacity-building and technical co-operation of the development of new instruments and/or amendments to existing ones should be undertaken by each Committee, but that such an assessment should not be a requirement for the proponent of the proposal. Based on the above, C 101 had decided to request all the Committees of the Organization to revise their Guidelines on the organization and method of their work, as well as those of their subsidiary bodies, to reflect the above decision.

13.4 The Secretariat explained that, as the Committee was not involved in the development of new instruments and/or amendments to existing ones, it saw no need to revise the Guidelines on Methods and Organization of Work of the Technical Co-operation Committee to that effect. However, the Committee did have an important role to play in the implementation of resolution A.998(25). Collaboration between this Committee and the other technical committees needed to be strengthened in order to address assessed implications for capacity-building and technical co-operation.

13.5 The Committee noted the outcome of the fifty-eighth session of the Marine Environment Protection Committee held in October 2008. MEPC 58 noted concerns regarding IMO's capacity to meet the growing needs of developing countries for technical assistance with the related challenge of ensuring an equitable and sustainable means of funding the ITCP. In this regard, MEPC 58 also noted the pressure placed on the ITCP as new instruments were adopted and the concomitant requirements by Member States to implement and enforce them. MEPC 58 was informed of a project being developed by IMO to build capacity in developing countries to address greenhouse gas emissions (GHG) from ships. The project was being developed in anticipation of the outcome of the Organization's work on GHG and the European Commission expressed an interest to fund such a project within the context of its Environment and Natural Resources Thematic Programme (ENRTP), which would be in the magnitude of several million Euros.

13.6 The Committee noted the outcome of the eighty-fifth session of the Maritime Safety Committee held in November/December 2008. MSC 85 took into consideration resolution A.1006(25) and the request to TCC to give a high priority to activities which contribute to the attainment of the Millennium Development Goals (MDGs). It also took into account the special needs of Least Developed Countries (LDCs) and Small Island Developing States (SIDS) and the particular maritime transport needs of Africa. The Committee further noted the decision of MSC 84 on the Casualty Investigation Code and the request by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and approved the thematic priorities for the ITCP covering the 2010-2011 biennium, as stipulated in paragraph 21 of document TC 59/13.

13.7 The Committee was informed of the outcome of the thirty-fifth session of the Facilitation Committee held in January 2009. FAL 35 noted, with great pleasure, that the conditions for entry into force of the 1991 amendments to the IMO Convention concerning the institutionalization of the Facilitation Committee were finally met on 7 December 2007 and that, as a consequence, the amendments entered into force for all Members of the Organization on 7 December 2008. The Facilitation Committee was then fully institutionalized and on a par with the rest of the IMO Committees. FAL 35 reviewed the proposals set out in the annex to document FAL 35/11/1 in relation to the thematic priorities regarding the facilitation of international maritime traffic with a view to TC 59 including them in the ITCP covering the 2010-2011 biennium.

13.8 The Committee noted the outcome of the ninety-fifth session of the Legal Committee held in March/April 2009. The Legal Committee was informed by the Director, TCD, that the Code of Conduct adopted in Djibouti in January 2009, concerning the repression of piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden, included two resolutions relevant to technical co-operation. In this regard, activities for the review of national legislation to help implement the Code of Conduct had been included in the ITCP for the 2010-2011 biennium. Furthermore, two meetings had been planned to be held in Kenya and Somalia, respectively, in 2009 to identify specific areas where assistance was needed. Based on the request from the Kenya Maritime Authority for experts to assist in drafting appropriate legislation to address cases of piracy and armed robbery in the region, arrangements were in hand to field an advisory mission to Kenya in this regard. The Legal Committee was also informed that the Secretariat had put in place measures aimed at expanding the pool of legal experts through the enhancement of capacity-building, as follows:

- TCD had established a roster of all IMO International Maritime Law Institute (IMLI) and World Maritime University (WMU) graduates, in recognition of the fact that there were many graduates from IMLI and WMU in the regions of the recipient countries;

- TCD had introduced a system whereby experts selected for missions were accompanied by an IMLI or WMU graduate from the country or region, as an assistant, with the aim of enabling such graduates to gain relevant experience;
- the reports of such assistants were assessed at the end of the missions and, if considered sufficiently well-prepared, the assistants were included in the roster of experts; and
- IMO had continued to finance fellowships for IMLI students.

13.9 The Committee also noted that, at the ninety-fifth session of the Legal Committee, the Secretary-General had stated that the key to resolving the problem of piracy in Somalia was to provide political stability within the country. The response from the United Nations Security Council and other entities concerned had been that the measures already taken in the area, as well as those in the process of implementation, would help move forward the political process in Somalia and that this would eventually contribute to the improvement of the situation. The co-operation of naval forces in the Gulf of Aden had been of historical significance since never before had navies from so many different States and regions worked together to fight crimes at sea. This co-operation, for the purpose of preventing and counteracting acts of piracy, had been complemented by IMO's ITCP, in particular its activities in the field of development of appropriate legislation to ensure the arrest, prosecution and punishment of pirates. The Djibouti Code of Conduct adopted in January 2009 was the best possible tool to achieve this purpose. The Secretary-General had urged States that had participated in the Djibouti high-level meeting but had not yet signed the Code to do so expeditiously in order to facilitate its full implementation. He had thanked the Government of Kenya, the first State to request IMO's assistance with a view to tackling the complex legal issues involved in the fight against piracy. The Secretary-General had also referred to cases of piracy in the Gulf of Guinea and noted the disposition of the Government of Nigeria to co-operate actively with IMO to counteract piracy in that region.

13.10 The Committee noted that IHO and IMO have, during this last year, reinforced their co-operation and coordination aimed at making the best possible use of the limited human and finance resources allocated to improve the hydrographic capability of developing maritime States.

13.11 The Committee noted the information provided on the work of other bodies.

14 ANY OTHER BUSINESS

14.1 Standardization and harmonization of norms and procedures of IMO regional presence offices to better serve delivery of the ITCP and, in particular, the achievement of the relevant Millennium Development Goals (MDGs) pursuant to resolution A.1006(25)

14.1.1 The Committee had before it document TC 59/14, submitted by the Governments of Angola and South Africa.

14.1.2 The delegate of South Africa introduced document TC 59/14 and its annex. He stated that there were four regional presence offices operating in Côte d'Ivoire, Ghana, Kenya and the Philippines and that the *modus operandi* for the operation of the offices had varied. Based on this assumption, the sponsoring delegations of document TC 59/14 proposed that a comparative study of the existing IMO regional presence offices' models should be conducted to illustrate the advantages and disadvantages of each of them with a view to modelling a standard one.

14.1.3 The delegation further stated that, in other regions, there was greater participation of Member States served by the regional presence office in that there was a sharing of the location of the office on a rotational basis. The delegation stated that over the years, what could be referred to as “the Asian model”, “the Mediterranean”, “North Africa model” and “the Sub-Saharan Africa model” had developed. The delegation concluded that there was enough information for further development of the regional presence scheme to be carried out on an equitable basis. On this basis, they suggested that a comparative study of the existing IMO regional presence offices be carried out with a view to developing a standard model. To this end, the delegation had submitted draft terms of reference for the proposed study, at annex to document TC 59/14.

14.1.4 The delegation also invited the Committee to request the regional coordinators to compile, in consultation with Member States of the developing countries serviced by their offices, a comprehensive list of maritime experts from WMU, IMLI and other national and regional institutions to assist in the delivery of the ITCP at regional levels.

14.1.5 In response to this proposal, the Secretariat provided a comprehensive account of the background and initial objectives of the regional presence scheme, which was to establish a modest and extra-budgetary field presence in selected developing regions in order to facilitate IMO’s input into national and regional development policies, and to provide active field-level participation in the development and execution of the ITCP. In this regard, Member States had given the Secretary-General the authority to determine, on the basis of consultations with developing countries, which regions could be supported through the pilot scheme for the establishment of an IMO regional presence. Priority had been given to the continent of Africa, where the first three offices (Kenya, Ghana and Côte d’Ivoire respectively) were launched, following extensive consultations with recipient countries, regional and subregional organizations and host Governments.

14.1.6 Due to the modest nature of the scheme, and in order to maximize resources, both the TCC and Council had approved the recruitment of national experts, within the framework of the United Nations classification, to act as regional coordinators. The host Governments concerned offered, and to this day continue to offer, their support by providing contributions such as the provision of office facilities and qualified secretarial assistance. The United Nations Development Programme (UNDP) country offices offer administrative support to all the regional presence offices and, with the exception of two, all the offices are located within the respective UNDP country offices.

Formal Review and Evaluation of the impact of the Programme on IMO Regional Presence

14.1.7 In 2001, the Secretariat, on the instructions of the Committee, undertook a formal survey and review mission of the regional presence scheme in Africa. The objective of the review was to determine the progress, experience and impact of the IMO pilot scheme on regional coordination and delivery of the ITCP. The overall conclusion of that formal survey and review mission was that there was a noticeable positive impact and a strong desire from the beneficiary countries for the regional presence scheme to continue. A report (document TC 50/4) of that review had been considered by the fiftieth session of TCC, whereby the Committee had welcomed and expressed satisfaction with the establishment and maintenance of the regional presence offices and welcomed the findings of the formal survey and review mission. Further, the Committee had then unanimously recommended that the pilot scheme for the regional presence in Africa be continued and made a permanent feature of the ITCP and that it be extended to other regions after necessary consultations between the Secretariat and interested Member States (document TC 50/12). Following consultations between the IMO Secretariat and the countries

that had indicated interest in hosting IMO's regional presence offices, the fourth office to cover east Asia was established in Manila, the Philippines, in September 2003.

14.1.8 It was also recalled that the twenty-third session of the Assembly had adopted resolution A.965(23) on the "Development and Improvement of Partnership Arrangements for Technical Co-operation". That resolution requested the Secretary-General to, *inter alia*, strengthen the role of the regional coordinators in the development and implementation of the Technical Co-operation Programme; to widely publicize the clear and precise scope of their activity, and, before considering further expansion of the geographic coverage, to evaluate the impact of the programme and take into account the resources available.

14.1.9 The Secretariat further reminded the Committee that, in 2005, an evaluation of the impact of the regional presence scheme had been carried out as one of the thematic areas covered by the ITCP Impact Assessment Exercise (IAE). The exercise was carried out by three independent external consultants both through face-to-face interaction, and also by correspondence, with representatives of the beneficiary countries and partner institutions. That evaluation, as reported to the fifty-fifth session of TCC (document TC 55/6/1), had concluded that the ITCP implementation through regional presence and partnerships had had an appreciable impact and was responsive to the needs of the "user countries". One issue that was raised by some countries during the evaluation exercise had been on the possibility of rotating the regional presence offices. This had been found to be unfeasible since it would have implied additional costs related to the termination of the existing host countries' MoUs and the negotiation of new MoUs with new host countries, negotiations with UNDP for office space, the loss of valuable knowledge bases and expertise and the costs related to advertising for and the recruitment of new regional coordinators.

14.1.10 The Committee was informed that, contrary to what was stated in paragraph 8 of document TC 59/14, the *modus operandi* of the IMO regional presence offices had not changed since their inception. There had been no rotation, physical or otherwise, of the regional presence offices nor was there any "**model**" of regional presence offices such as, an "**Asian model**", a "**Mediterranean and north Africa model**" and a "**sub-Saharan African model**". Furthermore, paragraph 9 of document TC 59/14 suggested a comparative study of existing IMO regional offices models "to better serve the delivery of the ITCP and the achievement of the relevant MDGs as defined by IMO resolution A.1006(25)".

14.1.11 In response to paragraph 9 of document TC 59/14, the Secretariat recalled that, since the adoption of resolution A.1006(25) on the linkage between the MDGs and the ITCP, all the regional presence offices had effectively played important roles towards the implementation and delivery of MDG-related activities as reported in document TC 59/3. Like any other UN agency, IMO's work was linked to the achievement of the MDGs and the regional presence offices were no exception. The Committee had, in particular, given high priority to those activities, which not only promoted the early ratification and effective implementation of IMO instruments, but also contributed to the attainment of the MDGs, taking into account the special needs of LDCs and SIDS, and the particular maritime transport needs of Africa, and ensuring that those needs were reflected in the ITCP.

14.1.12 The Secretariat also informed the Committee that the regional presence and partnership arrangements were elements of the ITCP, which had already built-in periodic Impact Assessment Exercise requirements. The policies and arrangements for the IMO regional presence offices had been approved by TC 44 and Council 78, both of which were held in 1997. Since then, the review of IMO's regional presence offices had been a regular item for TCC meetings. At the administrative level, the regional coordinators, though located in the field, were members of IMO staff and responsible to the Secretary-General in the exercise of their functions. When the pilot scheme was established, it was decided not to design a single model for uniform application in all developing regions. The Secretary-General was requested to discuss with developing countries the best way of providing the required support, taking into account the Organization's technical co-operation activities in the respective regions and the availability of appropriate infrastructure, communications facilities and logistical support. Host countries were later identified and hostship agreements were negotiated and signed based on the host countries' capacities to provide financial and in-kind support. The spirit and intent of the original TCC and Council mandate was not to develop a standardized model and, so far, this had worked well.

Use of experts from the regions

14.1.13 The Committee was informed that the identification of experts was an ongoing process and that all implementation agents, implementation officers and IMO technical co-operation partners were involved in that process. In order to contribute to capacity-building by training regional experts for delivery of the ITCP, IMO implementation officers (including regional coordinators) had been requested to identify, whenever possible, assistant consultants from the regions to be trained in the technical assistance events. Furthermore, the Secretariat had put in place measures aimed at expanding the pool of experts through the enhancement of capacity-building. All WMU and IMLI graduates were included in the IMO roster of experts. The two institutions submitted the list of graduates to IMO each year. The Secretariat had introduced a system whereby experts selected for technical co-operation missions were accompanied by a WMU or IMLI graduate from the recipient country or region as an assistant. The report of the assistant was assessed at the end of the mission and, if considered good enough, he/she became fully accredited IMO consultants.

The recommendations made by the JIU in its report "Review of management and administration in the International Maritime Organization (IMO)" (JIU/REP/2007/7)

14.1.14 On whether there was a necessity for a study to be carried out, as suggested in document TC 59/14, the Committee further recalled that the JIU, in its report "Review of management and administration in the International Maritime Organization (IMO)" (JIU/REP/2007/7), had noted, with satisfaction, that the IMO regional presence scheme had ensured the effective presence of IMO in the field in a cost-effective fashion, drawing upon the UNDP country presence structure and facilitating networking among the Member States of the regions concerned. The scheme had also facilitated the convening of IMO conferences in the regions. The JIU had considered the IMO regional presence scheme as an example of best practice that could be emulated by other United Nations agencies that did not have adequate field presence. Furthermore, the JIU had recommended that the Secretary-General, in his capacity as a member of the United Nations System Chief Executives Board for Coordination (CEB), should share the experience of IMO concerning its regional presence scheme and its programme to achieve coordination and co-operation with other United Nations system organizations.

14.1.15 The Chairman took up agenda item 14, carried over from the previous day, and invited comments from the Committee.

14.1.16 The delegation of France thanked the delegations of Angola and South Africa for their document and acknowledged that the very important issue of the quality of technical co-operation services delivered by the Organization through the IMO regional presence offices should not be a taboo subject. However, he questioned whether, in the light of yesterday's discussions on the technical co-operation budget, this was the right time to consider the question. He continued that, in the previous day's deliberations, all delegations, having defended the right to defend a budget with growing needs in difficult times, had conceded that, whilst the ultimate decision on budgetary issues was to be made by the Council, the decision would not be easy. Given the potentially considerable additional costs that would be associated with responding positively to the proposals contained in document TC 59/14, the delegation of France again questioned whether this was the right time to undertake the actions suggested in the document. He reiterated that this did not mean that the issues could not be raised but, particularly in view of the results of the recent Impact Assessment Exercise and the numerous positive reactions heard in relation to the results of the delivery of the last ITCP, it was clear that there was no apparent crisis that needed to be addressed at this time. Indeed, there had been no problems or criticisms of the operation of the regional presence offices and, as such, the delegation of France could not support the proposals in document TC 59/14.

14.1.17 The delegation of Kenya thanked South Africa and Angola for their submission and informed the Committee that she had listened carefully to both the proposals of the Angolan and South African delegations, as well as to the statement of the Secretariat, and her delegation supported the views of the delegation of France. From Kenya's point of view, the proposals contained in document TC 59/14 came at a point in time when all reports regarding the contribution of the regional presence offices to the delivery of the ITCP had been overwhelmingly positive. Indeed, no delegation had recorded any dissatisfaction regarding the operation of the regional presence offices or the activities implemented by or with the assistance of the regional coordinators. In addition, two previous reviews of their operation, in 2001 and 2005, had shown them to be both very effective and examples of best practice, indeed the Secretary-General had been asked by the Joint Inspection Unit to share the experiences gained through the regional presence programme with other UN agencies and offer it as a model of best practice. Thus, the delegate concluded that she did not see the value of yet another study, which would doubtless only confirm what was already known, i.e. that the Committee was very satisfied with the existing regional presence scheme. She felt that the resources would, therefore, be best allocated to technical co-operation activities.

14.1.18 The delegation of Nigeria thanked the delegations of South Africa and Angola for their submission but commented that the more he had read and re-read the document, the more confused he had become as to its meaning, beginning with its title and added that his delegation had already made a statement concerning the regional presence scheme and the delivery of the ITCP, which had been both satisfied and appreciative of the work already concluded and that which remained to be carried out. Therefore, it had been very difficult for him to understand the rationale or need for any study, adding that the Secretariat, in its intervention of the previous day, had raised all the issues contained in document TC 59/14 and had provided responses. He continued that his delegation was extremely satisfied with the work of the regional presence offices and, whilst improvements should always be sought, he did not feel that it should be in the manner proposed in document TC 59/14. Additionally, if the JIU considered the scheme to be a model of best practice, then it was perfectly acceptable to his delegation and there was, therefore, no need to commit resources to the proposals contained in document TC 59/14.

14.1.19 The delegation of Ghana added its voice to the previous speakers, which had reflected exactly what they had wanted to say. Nevertheless, they thanked South Africa and Angola for the time and effort they had expended in the preparation of document TC 59/14 and expressed their particular appreciation to the Secretariat for their resumé of the shared responsibility of both IMO and the host countries involved. Ghana, as one of these, had fully discharged its obligations in this regard, thanks to the support of IMO and to the various donors. The success story, detailed in the Secretariat's comments represented, in his delegation's opinion, a true reflection of the regional presence scheme and the outcomes of the Impact Assessment Exercise were both informative and laudable. He continued that everyone was interested in improvements but the findings of the Impact Assessment's consultants did not support the rotation of the regional presence offices as there was no real need and it was not feasible. Indeed, he doubted that donors would be pleased to spend money in this way. He concluded that there had been a sufficient number of studies with no variation in their conclusions. Thus, the delegation of Ghana fully supported the Secretariat in its view that no review was necessary at this time and that they could, therefore, not support the proposals in document TC 59/14.

14.1.20 The delegation of the Philippines wanted to share the experiences of the regional presence scheme in east Asia, which it had found to be both effective and successful. In fact, she added, technical co-operation in the region had never been easier. The delegation of the Philippines restated the commitment of the Philippines to support the regional presence office in Manila.

14.1.21 The delegation of Côte d'Ivoire added its support to the earlier delegations' views.

14.1.22 The delegation of Angola, co-sponsor of document TC 59/14, having listened to the interventions of the various delegations, commented that it would have been helpful if the Secretariat had presented their comments in the form of a document submitted to delegates in advance of TC 59, in order that delegates could have evaluated its contents in combination with document TC 59/14, which had been submitted to the Secretariat in November 2008. She reminded delegates that the two Impact Assessment Exercises had been carried out before 2007, prior to the adoption of the resolution on the MDGs. She underlined the high priority of attention to the needs of LDCs and SIDS and still felt that, in order for action to be fully successful, combining the resolution on the MDGs with the resolution on the development of partnership arrangements within the regions, and via the regional presence offices, was the best way to get results.

4.1.23 The Chairman suggested that in view of the fact that, no delegate had supported the submission by Angola and South Africa, he did not see a need to continue further discussion on the item.

4.1.24 The delegation of South Africa stated that it was his understanding that, since South Africa's readmission to the UN system, they were, in good faith, negotiating with other Member States in order that the ideas they tabled would be viewed and considered as their contribution to the common effort, shared by all, to make a better world. He added that it was the wish of Angola and South Africa, that the Committee should, nevertheless, reflect on how best it could improve the effectiveness of the regional presence offices for discussion at some future date.

14.1.25 The Secretary-General thanked South Africa and Angola for their submission, which had been aimed at enhancing the performance of the IMO regional presence offices. He stated that the issue of the IMO regional presence scheme was not an easy one. He recalled resolution A.965(23) "Development and improvement of partnership arrangements for technical

co-operation”, which requested him to “strengthen the role of the regional coordinators in the development and implementation of the Technical Co-operation Programme, to widely publicize the clear and precise scope of their activity, and, before considering further expansion of the geographic coverage, to evaluate the impact of the programme and take into account the resources available”. He further stated that, to date, nine Member States, including one in sub-Saharan Africa, had requested to host a regional presence office and that it would cost the Organization US\$4.2 million, if this request were to be granted. In the light of this, and for financial reasons, it had not been possible to establish more regional presence offices in other regions and countries.

14.1.26 The Committee, having had the whole night to consider the document, decided that it could not support document TC 59/14 at this session, for reasons of the cost implications involved, as well as the fact that an assessment of the scheme had recently been conducted and had concluded that nothing needed redress.

14.2 Substantive items for inclusion in the Committee’s agenda for TC 60

14.2.1 The Committee agreed on the substantive items of its sixtieth session, as set out in document TC 59/WP.2/Rev.1.

15 ELECTION OF THE CHAIRMAN AND VICE-CHAIRMAN FOR 2010

15.1 In accordance with Rule 16 of the Rules of Procedure of the Technical Co-operation Committee, the Committee elects its officers once a year.

15.2 The Committee noted that the present Chairman, Mr. Ben Owusu-Mensah (Ghana), was not available for re-election. The Committee expressed its sincere appreciation for the considerable contribution which Mr. Owusu-Mensah had made over the years to the work of the Committee and for facilitating the implementation of the ITCP.

15.3 The Committee elected Rear Admiral (ICG) Giancarlo Olimbo (Italy), as Chairman and elected Ms Nancy Karigithu (Kenya), as Vice-Chairman, for 2010, both by acclamation.

16 ACTION REQUESTED OF THE COUNCIL

16.1 The Council is invited to:

- .1 note the Committee’s endorsement of the interim report on the ITCP for 2008-2009 and, in particular, the high-level of delivery of the ITCP during 2008 both in terms of volume and delivery rate;
- .2 note the activities developed and delivered during 2008-2009 in the promotion and implementation of resolution A.1006(25) on the linkage between the ITCP and Millennium Development Goals (MDGs);
- .3 note the Committee’s endorsement of the report on the delivery of the new technical assistance activities under the global programme on Voluntary IMO Member State Audit Scheme;
- .4 note the status of financial contributions made by countries, organizations and industry to the ITCP and, in particular, the voluntary donations made by Member States in response to resolution A.993(25) on Voluntary donations of interest earnings under the Contributions Incentive Scheme to the Technical Co-operation (TC) Fund and other IMO Funds;

- .5 note the new measures taken by the Secretariat to implement the strategy for long-term financing of the ITCP as approved by TC 57 and, in particular, the recommended actions made by the external consultants on IMO fund-raising and the Secretariat's proposal on the way forward;
- .6 note the Committee's discussion on the Organization's regional presence offices, which reaffirmed the Committee's support for the existing regional presence scheme that works well for the ITCP activities in Africa, the Caribbean and the east Asian region;
- .7 note the partnerships arrangements as called for by resolution A.965(23) to the effective coordination and implementation of IMO activities in all regions;
- .8 note that the International Maritime Safety, Security and Environment Academy (IMSSEA) had been established in Genoa, Italy in October 2008 to ensure the continuity of the maritime training and education programme of the Trieste Academy, which ceased to operate in 2005;
- .9 note the Committee's approval of the ITCP for 2010-2011;
- .10 note the Committee's approval of the proposed outputs for the 2010-2011 biennium;
- .11 approve the transfer of £7,156,000 from the Printing Fund and the anticipated Trading Fund to the TC Fund, for the 2010-2011 biennium;
- .12 approve the Technical Co-operation Fund allocation of US\$14 million to the Integrated Technical Co-operation Programme for 2010-2011;
- .13 authorize the Secretary-General to use the un-programmed funds of the TC Fund during the next biennium should demands or partnership opportunities arise;
- .14 note the summary of the Committee's report on its fifty-ninth session (C 102/12/Add.1) and make such comments and give such guidance to the Committee, as it deems appropriate; and
- .15 authorize the Secretary-General to transmit the report of the Committee's fifty-ninth session, with its comments and recommendations, to the twenty-sixth session of the Assembly, in accordance with Article 21(b) of the IMO Convention.