



IMO's contribution to sustainable maritime development

Capacity-building for safe, secure and efficient shipping on clean oceans through the Integrated Technical Co-operation Programme



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**Over 90% of the
world's trade is
carried by sea**



Rationale and mandate for IMO's Technical Co-operation Programme

Maritime transport is essential to the world's economy as over 90% of the world's trade is carried by sea and it is, by far, the most cost-effective way to move en masse goods and raw materials around the world.

Maritime activity has a key role to play in the alleviation of extreme poverty and hunger as it already provides an important source of income and employment for many developing countries, such as the supply of seagoing personnel and ship recycling, shipowning and operating, shipbuilding and repair and port services, among others.

The International Maritime Organization (IMO) is the United Nations (UN) system's regulatory agency for the maritime sector. Its global mandate is "safe, secure, environmentally sound, efficient and sustainable shipping through cooperation". IMO pursues that mandate by adopting international maritime rules and standards that are then implemented and enforced by Governments in the exercise of flag, port and coastal State jurisdiction.

IMO's rules and standards are accepted by Governments and the global shipping industry because

they provide a single, universal framework governing maritime operations and ensure the efficient, safe and environmentally friendly carriage of global trade.

Many developing countries cannot yet give full and complete effect to IMO's instruments. For this reason and, as mandated by the Convention that created IMO, the Organization has established an Integrated Technical Co-operation Programme (ITCP), with the sole purpose of assisting countries in building up their human and institutional capacities for uniform and effective compliance with the Organization's regulatory framework.

By fostering capacity-building in the maritime sector, the ITCP helps countries to ensure safe, secure and effective shipping services and protect their waters and coasts from the environmental degradation caused by ships and other maritime-related activities. IMO's technical co-operation programme contributes, therefore, to sustainable socio-economic development.



Vision and strategy of the ITCP

IMO's technical co-operation programme began in the 1960s. During the late 1990s, IMO's Technical Co-operation Committee (TCC) comprehensively reformed the technical co-operation work of the Organization in order to increase its effectiveness. The reform provided a policy framework for the preparation, design and implementation of the ITCP, covering the following [key principles](#):

- ownership of the project development and implementation process rests with the recipient countries themselves;
- IMO's regulatory priorities are systematically integrated into the programme-building process;
- the ITCP promotes the development of human and institutional resources in the maritime sector, on a sustainable basis, including the advancement of women;
- the ITCP promotes regional collaboration and technical co-operation among developing countries;
- IMO builds partnerships with Governments, industry and international development aid agencies to ensure appropriate funding for the ITCP;
- IMO also seeks to mobilize regional expertise and resources for its technical assistance activities;
- the ITCP is coordinated with other development aid programmes in the maritime field in order to maximize the benefits of combined efforts and resources; and
- IMO ensures, through monitoring systems and impact assessment exercises, that programme targets are met and that lessons learned are transferred back to the programme-building process.

The Organization's Strategic Plan for 2012-2017 identifies strategic directions for enabling IMO to achieve its mission objectives in the years ahead. One of these strategic directions requests IMO to strengthen its [capacity-building programmes](#) with a focus on:

- developing capacity-building partnerships with Governments, organizations and industry;
- ensuring the long-term sustainability of the ITCP;
- contributing to the achievement of the Millennium Development Goals (MDGs);
- meeting the needs of its developing Member States; and
- improving the delivery, utilization and effectiveness of its technical co-operation programmes.

Following the 2005 World Summit which endorsed and re-affirmed the MDGs, the Organization has established a linkage between the ITCP and the MDGs. Through this linkage, the ITCP gives priority to those activities which not only promote early ratification and effective implementation of IMO instruments, but also contribute to the attainment of the MDGs, taking into account the special needs of least developed countries and the small island developing States, and the particular maritime transport needs of Africa.



Programme development and implementation

IMO's technical co-operation activities are conceived and developed through partnerships for progress between recipient countries, resource-providers and the Organization.

Development of the ITCP

Every two years, the Organization revises the ITCP, which contains global and regional programmes covering the following developing geographical regions:

- Africa;
- Arab States and Mediterranean;
- Asia and Pacific Islands;
- Commonwealth of Independent States and Eastern Europe; and
- Latin America and Caribbean.

Implementation of the ITCP

IMO's technical assistance activities, such as needs assessment/advisory missions, national/regional seminars/workshops and long-term training courses, are delivered mostly through the Secretariat and through regional outreach mechanisms, such as:

- IMO's regional presence in the field, in Africa, Asia and the Caribbean, which provides advice to developing countries and executes technical co-operation activities; and
- regional institutions and networks that, in partnership with IMO, coordinate and manage regional technical assistance programmes.



Funding

IMO secures financial, human and logistical support for its technical assistance activities from a wide variety of sources, including:

- IMO's Technical Co-operation (TC) Fund;
- multi-donor Trust Funds (MDTFs);
- bilateral arrangements; and
- one-off cash donations.

IMO has, in recent years, established six MDTFs to encourage contributions targeted at specific issues and to support specific technical co-operation programmes, namely:

- the International Maritime Security Trust (IMST) Fund;
- the International Search and Rescue (SAR) Fund;
- the International Ship Recycling Trust (ISRT) Fund;
- the IMO Malacca and Singapore Straits Trust Fund;
- the IMO Djibouti Code of Conduct Trust Fund; and
- the London Convention/Protocol (LC/LP) TC Trust Fund.

The Organization has also been successful in developing bilateral partnerships with Governments, international organizations and regional institutions for its technical co-operation activities. As at 17 May 2012, IMO had 71 partnership arrangements in operation, the nature of which can be summarized as follows:

- financial support;
- in-kind support in the form of cost-free experts, hostship of technical assistance events or cash supplements not accounted through IMO;
- establishment of the office of IMO regional coordinators;
- establishment of project activity/response centres; and
- delegation of technical co-operation implementation responsibilities.

Achievements

IMO has successfully provided maritime assistance to all developing regions in all its fields of competence. The following are examples of some of the achievements of IMO's project management:

- preparation of model maritime legislation that countries can adapt to their circumstances;
- establishment and upgrading of national maritime administrations;
- development of national and regional maritime training academies;
- support for regional networks of maritime authorities;
- development of regional port State control mechanisms;
- establishment of regional coordinator offices in Côte d'Ivoire, Ghana, Kenya, and the Philippines and the position of a regional maritime adviser for the Caribbean;
- development of national and regional contingency plans and related training courses for marine pollution preparedness and response in partnership with Governments and the oil industry at national, regional and international level;
- establishment of formal networks or associations for women employed in maritime authorities;
- preparation of regional strategies for maritime safety, marine environment protection, modernization of maritime legislation, and facilitation of international maritime traffic;
- assistance in the development of global search and rescue plans and training of personnel to operate them;
- development of demonstration sites for multidisciplinary activities relating to the protection of marine environment that can be replicated in other developing countries and regions;
- provision of fellowships for specialized "on the job" maritime training and its institutions; and
- development of a programme of training model courses to assist with the implementation of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

IMO global maritime training institutions

For more than two decades, IMO has successfully contributed to offer developing and developed countries the possibility to accede to a high-level maritime education, through the establishment of three prestigious institutions. This success is the fruit of an efficient partnership between IMO, Governments and donors

The World Maritime University (WMU), located in Malmö, Sweden, was founded in 1983. Since then, the

University has established an excellent reputation as the global centre for advanced education, training and research for specialist personnel from the international maritime community. To date, a total of 3,240 students from over 163 countries and territories around the world have graduated from the University.

The IMO International Maritime Law Institute (IMLI), located in Valletta, Malta, was founded in 1988, with the objective of training experts in international maritime law. To date, a total of 530 lawyers from some 119 States and territories worldwide have obtained their Master's from IMLI.

The IMO International Maritime Academy (IMA), originally located in Trieste, Italy, was founded in 1988 to meet the demands of developing countries for skilled national maritime experts. The Academy's operations were suspended in 2005. During that period, more than 749 people from some 116 countries were trained at IMA.

In 2008, Genoa, Italy, was selected as the location for a new institution, the International Maritime Safety, Security and Environment Academy (IMSSEA), which provides specialized training for global shipping in accordance with IMO conventions and regulations. To date, a total of 139 students from some 53 countries and territories around the world have graduated from the Academy.

Meeting the special needs of Africa

Meeting the special needs of Africa is one of the key objectives of the 2000 United Nations Millennium Declaration. In line with several resolutions adopted by the UN General Assembly, IMO has, since the mid-1990s, given priority to Africa in the allocation of its technical assistance resources. The ITCP activities in that region also take into account the action plans of the New Partnership for Africa's Development. Of the four IMO regional presence offices, three are located in Africa with offices based in Côte d'Ivoire, Ghana and Kenya. Through the ITCP, IMO is also addressing the "Transport Targets and Indicators related to the Millennium Development Goals", as set out in the 2005 report of the Ministers of Transport of the African Union.

Priority has been given to the development of maritime search and rescue capabilities leading to an effective network of five Maritime Rescue Coordination Centres (MRCCs) and 26 subcentres, the first of which was commissioned in Mombasa, Kenya, in May 2006, the second in Cape Town, South Africa, in January 2007, the third one in Lagos, Nigeria, in May 2008, the fourth one in Monrovia, Liberia, in April 2009 and the fifth MRCC was opened in Rabat, Morocco, in March 2011.



Important issues

On IMO's work agenda, there has been a continuing and growing emphasis placed on [marine environmental protection](#). Matters such as improved ships' ballast water management methods to tackle invasive species, the prevention of air pollution from ships, greenhouse gas emissions and the recycling of ships are being addressed.

Since "9/11", [maritime security](#) has become an integral part of IMO's responsibility. In February 2002, IMO launched a global technical co-operation programme on maritime security, 11 months before the adoption of special measures to enhance maritime security designed to counter acts of terrorism and enable ships and port facilities to co-operate to detect and deter acts that threaten security in the maritime transport sector. Moreover, the alarming escalation of [acts of piracy](#) in waters off the coast of Somalia and in the Gulf of Aden has, since the latter half of 2008, put the public spotlight on the plight of seafarers.

To ensure the further enhancement of the effective implementation of IMO instruments by Member States, IMO has created the [Voluntary IMO Member State Audit Scheme](#). Regional training courses for auditors have been organized to assist developing countries in their preparation for, and participation in, the Audit Scheme.

Another significant issue being dealt with is how IMO can make a positive contribution to the achievement of the [MDGs](#). It has been identified that IMO's technical co-operation activities can contribute to at least five of the MDGs. It can help to eradicate extreme poverty and hunger; to promote gender equality and empower women; to combat HIV/AIDS, malaria and other diseases; to ensure environmental sustainability; and to develop a global partnership for development.

To address the [shortage of qualified merchant navy officers](#), it is important to reverse the trend and to portray shipping as an industry that can provide a career path that matches the aspirations of the ambitious and capable young people it urgently needs to attract and retain. If the global pool of competent and efficient seafarers, who are properly qualified and certified, is to meet demand, then seafaring must be presented to young generations as a viable career choice for individuals of the right calibre. For this very purpose, a "Go to sea!" campaign was launched in 2008 in collaboration with the International Labour Organization and industry organizations.



Challenges

The importance of the ITCP increases with every new instrument adopted by IMO and with the identified linkage with the MDGs. However, there are concerns about IMO's capacity to meet the growing needs of developing countries for technical assistance and, in particular, the long-term financial sustainability of the ITCP. The challenge for IMO is to ensure an equitable and sustainable means of funding the ITCP and to improve its effectiveness.

The issue of [ensuring a sustainable means of funding the ITCP](#) has been with IMO for some time. In the process of identifying such a means, a strategy has recently been adopted by the TCC to ensure the continued financial viability of the ITCP through core funding and leveraging of external and in-kind support and through maximizing cost-effective delivery. Resource mobilization for the ITCP delivery is a shared responsibility of the Member States, the IMO Secretariat and international organizations concerned. IMO has made a good number of partnership arrangements with Governments and international organizations and regional institutions for the ITCP implementation. However, the IMO Secretariat needs to promote the synergy between bilateral maritime capacity-building programmes and the ITCP further and to engage the private sector.

Apart from providing possible financial contributions and in-kind support, Member States are invited to consider the linkage between the ITCP and the MDGs when formulating their national development assistance programmes covering the maritime sector and to co-operate with IMO in the development and execution of resource mobilization campaigns.

To [improve the effectiveness of the ITCP](#), IMO has, over the years, developed a monitoring, evaluation and audit framework, which includes on-the-spot evaluation, ex-post evaluation, impact assessment exercise (IAE), internal audit and external audit. The strengthening of the TCC's monitoring function with respect to the development and implementation of the Organization's technical co-operation activities has been evidenced by the additional time allocated to its meetings and the required consideration and approval of comprehensive reports on ITCP implementation and on the IAE.

To [promote the effectiveness of the ITCP](#), the management of IMO's technical co-operation work was included as part of the Change Management Programme. As a result of the recommendations made, a contractual framework between the Technical Co-operation Division and implementation agents was established, which specifies the delivery of outputs and achievement of results on the basis of agreed parameters.



Conclusion

More than half of the world's population lives within 60 km of the shoreline, with many of the world's poorest people crowded into coastal areas and dependent on the resources of the sea. The United Nations Conference on Environment and Development (UNCED) recognized that the marine environment, including the oceans and all seas and adjacent coastal areas, was a positive asset that presented opportunities for sustainable development. However, for those opportunities to be fully realized, a safe, secure, efficient and environmentally friendly maritime transport infrastructure needs to be in place.

IMO has the technical and legal specialists who develop the Organization's global rules and standards, as well as nearly 40 years' successful experience of developing, financing and managing maritime assistance projects for developing countries. By virtue of its status as a specialized agency of the UN system, IMO has comparative advantages such as impartiality and universality.

Governments, donors and recipients alike, and industry are urged to establish partnerships with IMO by supporting its technical co-operation programme by whatever means they can.



Contact IMO about its Technical Co-operation Programme

Requests for technical assistance are initially examined by IMO's technical and development co-operation experts, both at Headquarters and in the field. The required technical assistance activities are identified and implemented in coordination with the concerned recipient country and other developmental partners.

The staff of IMO's Technical Co-operation Division is ready to provide additional information to Governments, institutions, companies and individuals interested in supporting the Organization's technical co-operation programme.

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