



TECHNICAL CO-OPERATION COMMITTEE
60th session
Agenda item 13

TC 60/13
28 June 2010
Original: ENGLISH

REPORT OF THE TECHNICAL CO-OPERATION COMMITTEE ON ITS SIXTIETH SESSION

1 GENERAL

Introduction

1.1 The Technical Co-operation Committee (TCC) held its sixtieth session from 1 to 3 June 2010 under the chairmanship of Rear Admiral (ICG) Giancarlo Olimbo (Italy).

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

ALGERIA	ITALY
ANGOLA	JAMAICA
ARGENTINA	JAPAN
AUSTRALIA	KENYA
BAHAMAS	LIBERIA
BANGLADESH	LIBYAN ARAB JAMAHIRIYA
BELGIUM	MADAGASCAR
BELIZE	MALAYSIA
BOLIVIA (PLURINATIONAL STATE OF)	MALTA
BRAZIL	MARSHALL ISLANDS
CANADA	MEXICO
CHILE	MOROCCO
CHINA	NETHERLANDS
COOK ISLANDS	NIGERIA
CÔTE D'IVOIRE	NORWAY
CUBA	PANAMA
CYPRUS	PERU
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA	PHILIPPINES
EGYPT	POLAND
FRANCE	PORTUGAL
GABON	REPUBLIC OF KOREA
GAMBIA	RUSSIAN FEDERATION
GEORGIA	SAUDI ARABIA
GERMANY	SINGAPORE
GHANA	SOUTH AFRICA
GREECE	SPAIN
INDONESIA	SWEDEN
IRAN (ISLAMIC REPUBLIC OF)	SYRIAN ARAB REPUBLIC
	THAILAND
	TURKEY

TUVALU
UGANDA
UKRAINE
UNITED KINGDOM
UNITED STATES

URUGUAY
VANUATU
VENEZUELA (BOLIVARIAN
REPUBLIC OF)

and the following Associate Member of IMO:

HONG KONG, CHINA

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

INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO)
MARITIME ORGANIZATION FOR WEST AND CENTRAL AFRICA (MOWCA)
REGIONAL ORGANIZATION FOR THE CONSERVATION OF THE ENVIRONMENT
OF THE RED SEA AND THE GULF OF ADEN (PERSGA)

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

INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
INTERNATIONAL PETROLEUM INDUSTRY ENVIRONMENTAL CONSERVATION
ASSOCIATION (IPIECA)

1.5 There were also representatives 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 during which, referring to the loss of life and injuries sustained when Israeli defence forces intercepted a flotilla of ships carrying charity aid to the Gaza Strip in the early hours of 31 May 2010, he expressed deep concern for the reported casualties. The full text of the Secretary-General's opening address is reproduced in document TC 60/INF.5.

1.7 The delegations of Turkey, the Islamic Republic of Iran, South Africa, Greece and Bangladesh expressed deep regret at the reported loss of life and injuries sustained during the aforementioned incident (as reported in detail by the delegation of Turkey); and unequivocally condemned the acts reported. The full text of the interventions by three delegations, which participated in the debate, is reproduced in annexes 1 to 3.

1.8 The Committee unanimously and deeply regretted the loss of life and injuries sustained in the reported incident. The Committee also expressed a sentiment of closeness and condolences to the families and friends of the victims.

1.9 In a subsequent statement, the delegation of Turkey referred to parts of its initial statement, underscoring the fact that the military attack carried out by Israel against the "Freedom Flotilla", a humanitarian aid mission organized by internationally coordinated civil society groups that included 560 people from 34 countries, took place on the high seas (72 nautical miles away from the nearest coast, to be exact); constituted a blatant violation of international maritime law and also a clear breach of the freedom of navigation in international waters; and was, therefore, inexplicable, unjustifiable and unacceptable. In this context, Turkey requested, in particular, that IMO, which stands for the freedom of high seas

and the freedom and safety of navigation, unequivocally express the necessary and appropriate reaction to this grave violation of international law and display solidarity with its law-abiding Members.

1.9.*bis* While the Committee was considering its report, the delegations of Cuba, Indonesia, Syrian Arab Republic and the Bolivarian Republic of Venezuela supported the statements made by the delegations referred in paragraph 1.7 and made further statements, as reproduced in annexes 4 to 7.

Adoption of the agenda

1.10 The Committee adopted the agenda (document TC 60/1) and agreed to take up the items for consideration in the order in which they appeared in the agenda.

2 WORK OF OTHER BODIES AND ORGANIZATIONS

2.1 The Committee had before it documents TC 60/2, TC 60/2/Add.1 and TC 60/2/1. Document TC 60/2 reported on the outcome of the twenty-sixth session of the Assembly, the one hundred and second, the one hundred and third ordinary and the twenty-fifth extraordinary sessions of the Council, the 2009 International Conference on the Safe and Environmentally Sound Recycling of Ships, the fifty-ninth session of the Marine Environment Protection Committee (MEPC), the eighty-sixth session of the Maritime Safety Committee (MSC) and the ninety-sixth session of the Legal Committee (LEG). Furthermore, that document reported on the thirty-first Consultative Meeting of Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, and the fourth 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 60/2/Add.1 reported on the outcome of the sixtieth session of MEPC. Document TC 60/2/1, submitted by the International Hydrographic Organization (IHO), provided updated information on the activities of the IHO Capacity-Building Programme since the Committee's fifty-ninth session in June 2009.

2.2 The Committee was informed that the twenty-sixth regular session of the Assembly adopted, among others, the following resolutions relating to the work of the Committee:

- **Resolution A.1011(26)** – "Strategic Plan for the Organization (for the six-year period 2010 to 2015)";
- **Resolution A.1012(26)** – "High-level Action Plan of the Organization and priorities for the 2010-2011 biennium";
- **Resolution A.1013(26)** – "Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization";
- **Resolution A.1018(26)** – "Further development of the Voluntary IMO Member State Audit Scheme";
- **Resolution A.1026(26)** – "Piracy and armed robbery against ships in waters off the coast of Somalia";
- **Resolution A.1030(26)** – "Charter of the World Maritime University"; and
- **Resolution A.1031(26)** – "Sustainable financial support for the World Maritime University".

2.3 The Committee was informed that the 102nd regular session of the Council, held in June/July 2009, had noted with appreciation, the status of financial contributions made by countries, organizations and industry to the Integrated Technical Co-operation Programme (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. The 102nd session of the Council had noted, in particular, the establishment of IMSSEA in Genoa, Italy, to deliver the maritime training and education programme previously provided by the Trieste Academy, which ceased to operate in 2005.

2.4 The Committee was also informed that C/ES.25 had approved proposed revisions to the WMU Charter, as amended, and the associated draft Assembly resolution on sustainable financial support for the University.

2.5 The Committee noted the outcome of the 2009 International Conference on the Safe and Environmentally Sound Recycling of Ships. In particular, it noted Resolution 3, which invited the Committee to continue providing for capacity-building activities on the safe and environmentally sound recycling of ships within the IMO's ITCP, in order to support the effective implementation and enforcement of the Convention by developing countries, Least Developed Countries (LDCs) and Small Island Developing States (SIDS). On that basis, the Committee noted, with appreciation, that the ITCP for the current biennium contained a regional activity which intended to bring together participants from relevant ministries and the recycling industries of the five ship recycling States, that currently recycle about 97% of the world fleet to discuss and, if possible, agree on early implementation of feasible, common technical standards in ship recycling.

2.6 The Committee also noted the outcome of MSC 86, held in May/June 2009. MSC 86 had considered, among other items on its agenda, the technical assistance subprogramme on maritime safety-, security- and facilitation-related activities implemented in the last quarter of 2008 and those implemented in January and February 2009, with other planned activities for the rest of the year under the ITCP for the biennium 2008-2009 and was informed, by the Secretariat, of additional technical co-operation activities. MSC 86 had noted the progress made on the implementation of the resolutions of the Florence Conference on Maritime Search and Rescue and the Global Maritime Distress and Safety System (GMDSS) and urged Governments and industry to contribute to the technical co-operation programme, with special donations to the International Search and Rescue (SAR) Fund, to enable the project to be completed successfully.

2.7 The Committee was informed that, in considering Assembly resolution A.998(25), MSC 84 and MSC 85 had agreed on relevant amendments to the Guidelines on the organization and method of work to reflect the interpretation of operative paragraph 2 of the resolution. Subsequently, MSC 86 approved those amendments, incorporating the procedures for the assessment of implications of capacity-building requirements when developing new or amending existing mandatory instruments.

2.8 One delegation welcomed the document and stated that it was encouraged by the level of involvement of other bodies in the implementation of the ITCP. It directed attention to paragraphs 22 and 23 of document TC 60/2 and resolution A.998(25) and referred to action taken by the other main IMO Committees, such as the MSC and the MEPC, and commented that the content of this resolution deals with work of great significance to technical co-operation. The delegation suggested that the Committee look at how TCC could contribute to this resolution to build on the progress made by the MSC and the MEPC. Another delegation referred to paragraph 23 of document TC 60/2, regarding resolution A.998(25) and revision of Guidelines on organization and method of work and it noted the progress made by MSC 86 and MEPC 59; however, LEG 96 and FAL 35 did not reflect the discussion on this matter.

2.9 The Director of the Legal and External Relations Division informed the Committee that the Secretariat was fully aware of the need to keep Guidelines on the organization and

method of work under continual review and it was already on the agenda for the next session of LEG as a standing item. The Director of the Maritime Safety Division informed the Committee that FAL was in a similar situation to LEG and the issue would be addressed at the next FAL meeting.

2.10 The Committee noted the outcome of LEG 96, held in October 2009, in particular, the inclusion of activities for the review of national legislation to help implement the Djibouti Code of Conduct in the proposed ITCP for 2010-2011.

2.11 The Committee was informed of the outcome of the thirty-first Consultative Meeting of Contracting Parties to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972 and the fourth 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. The Meetings had noted the future of the SEAWASTE Network on Integrated Waste Management in southern and eastern Africa. The International Ocean Institute, South Africa, coordinator of the SEAWASTE Network under a contract with IMO, had submitted a new proposal to the Secretariat in September 2009, with a total budget of approximately US\$100,000, which included an annual workshop, newsletters, a network database and an updated website.

2.12 The Committee was informed of the outcome of the fifty-ninth session of MEPC, held in July 2009. MEPC 59 had considered, among other items on its agenda, the technical co-operation programme. MEPC 59 had noted the status report on the activities under the ITCP for 2008-2009 related to the protection of the marine environment and undertaken during the period 1 January to 30 April 2009, including major projects, which were under the direct supervision of the Marine Environment Division (MED).

2.13 The Committee was also informed that MEPC 59 had noted that MSC 86 had approved the Procedures for the assessment of implications of capacity-building requirements when developing new or amending existing mandatory instruments. In endorsing the decision of MSC 86, MEPC 59 approved the amendments to the Guidelines on the organization and method of work of the MSC and the MEPC and their subsidiary bodies.

2.14 The Committee noted the outcome of MEPC 60, held in March 2010. MEPC 60 was informed that a technical co-operation programme on sustainable ship recycling, in accordance with the International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (the Hong Kong Convention), had been established between Norway and Bangladesh in co-operation with IMO. MEPC 60 had further noted the status report on the activities under the ITCP for 2008-2009 related to the protection of the marine environment and undertaken during the biennium, including major projects, which were under the direct supervision of MED.

2.15 The Committee was informed that MEPC 60 had noted the generous offer pledged by the Norwegian Development Cooperation Agency (Norad) of approximately US\$3 million for IMO's technical co-operation programme focusing on marine environment-related activities. The contribution by Norad had been seen as a reflection of Norad's confidence in IMO's and, in particular, MED's ability to develop and manage large-scale projects related to the protection of the marine environment.

2.16 The Committee was also informed that MEPC 60 had further noted the special measures put in place by the Secretariat aimed at expanding the pool of experts for the implementation of the ITCP through the setting up of a roster for graduates of the WMU and the IMO International Maritime Law Institute (IMLI).

2.17 The Committee noted that IHO and IMO had, during the past year, reinforced their co-operation and coordination aimed at making the best possible use of their limited human and financial resources to improve the hydrographic capability of developing maritime States. Many delegations expressed their appreciation to the IHO for the technical assistance given under the "IHO Capacity-Building Programme", with regard to hydrographic and nautical surveying and the promulgation of maritime safety information. The Committee also welcomed the collaboration amongst IHO, IALA, WMO, IOC and IMO to optimize resources in capacity-building programmes.

2.18 The Committee noted the outcome of the International Conference on the Revision of the HNS Convention, held at IMO in April 2010. In particular, it noted Resolution 2 on promotion of technical co-operation and assistance.

2.19 Several delegations thanked the Secretariat for the documents provided and requested that IMO should continue its excellent work in the provision of technical co-operation assistance worldwide.

2.20 In conclusion, the Committee noted the information provided on the work of other bodies.

3 INTEGRATED TECHNICAL CO-OPERATION PROGRAMME: BIENNIAL REPORT ON 2008-2009

3.1 The Committee considered the Biennial report on the ITCP for 2008-2009, which comprised annexes on the three separate aspects of implementation. Annex 1 (document TC 60/3) summarized the programme activities and outputs for the biennium. Annex 2 – overview of financial resource delivery and annex 3 – information on in-kind support provided by donor and recipient countries were submitted under document TC 60/3/Add.1.

3.2 The Secretariat outlined the salient results achieved over the biennium, including the delivery of activities totalling some US\$22 million. The outcome of those activities had a direct benefit on the national authorities and regional entities involved in ensuring that people and cargo travel safely on their ships and within their territorial waters.

3.3 The results included 86 advisory missions, with a preponderance of maritime safety assignments and 161 training events, including courses, seminars and workshops 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, through which some 4,642 participants had been trained worldwide in 2008-2009. In addition, 1,184 maritime officials had attended events aimed at developing and harmonizing regional strategies on maritime technical issues. The statistics indicated the range of coverage that the ITCP had achieved on long-term and emerging issues which were of fundamental relevance to the maritime administrations of the developing regions.

3.4 It was noted that from a regional perspective, Africa continued to be a priority, resulting in the training of 951 officials through 29 seminars and workshops, of which a large proportion addressed maritime safety issues. The participation of 225 strategy facilitators further reinforced the importance of regional collaboration in Africa on matters pertaining to SAR and port security.

3.5 Other major issues addressed during the biennium included maritime security, assistance to SIDS and LDCs and general technical advisory services, all of which, together with the provision of fellowships to the WMU, IMLI and IMSSEA, were funded under discrete global programmes. Furthermore, the Integration of Women in the Maritime Sector (IWMS),

IMO's response to the objectives of Millennium Development Goal (MDG) 3, resulted in the training of 75 women, six training events and the collaboration of 19 strategy facilitators in east and southern Africa.

3.6 The Committee was informed that the ratio of expenditure of the TC Fund to external donor contributions had reached 48% in 2009. This translated into some US\$5.26 million which, at an increase of US\$1 million against the previous year's expenditure, proved to be a significant asset for tackling some of the core issues at hand. The allocation of the core TC Fund is decided in such a way as to provide a balanced regional approach, taking into account the particular priorities of SIDS and LDCs. The Biennial report on 2008-2009 was a testament to the fact that, through the mechanism of the TC Fund, together with funding from external donors, most aspects of IMO's mandate were addressed in at least one of the regions.

3.7 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. Information on these contributions was provided in document TC 60/3/Add.1, annex 3.

3.8 Sixteen delegations commented on the ITCP Biennial report for 2008-2009, commending the Secretariat on the clarity and meticulous attention to detail of the documents which served as an eloquent example of the successes achieved, through the ITCP, in the developing regions. Numerous delegations thanked the Secretary-General, Director of TCD, and the divisional staff, noting also the significant role played by IMO's four Regional Coordinators and the IMO Regional Maritime Adviser for the Caribbean in the implementation of activities in the field.

3.9 In acknowledging the quality of the data provided on outputs, financial expenditure and in-kind support which, as noted by one delegation, amounted to some 160 pages of information, the delegations also referred to the effort behind the results which had been achieved.

3.10 The data provided under the Biennial report reflected the fact that the ITCP plays an indispensable role as a catalyst for capacity-building and the transfer of knowledge, which result in the strengthening of regional maritime competencies and the enforcement of IMO standards.

3.11 In particular, the delegations of the Bahamas, Cook Islands, Côte d'Ivoire, Indonesia, the Islamic Republic of Iran, Kenya, Liberia, Nigeria, Panama, the Philippines, Uganda and Ukraine, referred to assistance received in their respective regions, including training seminars and workshops and participation in the short courses conducted at IMSSEA. Reference was made to the positive impact of IMO's assistance in strengthening national and regional capacities and to the value of this work in reinforcing the effective implementation of instruments.

3.12 The delegation of the Bahamas expressed particular gratitude to the Secretary-General, and the Directors of MED and TCD respectively, for their prompt reaction to the recent oil spill disaster in the Gulf of Mexico. With IMO's assistance, the Bahamas was now far better prepared, should the oil spill reach their waters and shores.

3.13 The delegation of the United States also expressed its appreciation to the Secretary-General for his gracious offer of assistance regarding the "Deepwater Horizon" oil spill. Significantly, this offer of assistance was the first to be accepted, enabling the use of

IMO's unique channel of communication with 169 Member States and with the maritime community as a whole.

3.14 The delegation of Côte d'Ivoire highlighted the benefit accrued to the 15 participating countries through the strengthening of the Abidjan Regional Maritime Academy, following the assistance of an IMO TC Consultant and the provision of training equipment, which would ultimately help to reduce the deficit of ships' officers throughout the region.

3.15 One of the salient issues to arise during the discussion was the fight against piracy and armed robbery against ships, as cited by the delegations of Italy, Kenya, Nigeria and the United States, which all recognized the success achieved by IMO in the development and adoption of the Djibouti Code of Conduct and urged the Secretariat to maintain its focus on assisting all participating stakeholders to implement the Code's objectives. The delegation of Kenya informed the Committee that the comprehensive review of the Kenya Merchant Shipping Act would not have been feasible without IMO's support, and that the new Shipping Act provided leverage in the development of national legislation and complementary criminal laws relating to the prevention of piracy and armed robbery.

3.16 Recipient delegations also expressed their gratitude to those donor countries that had facilitated technical assistance, either through financing or through in-kind support. A number of donor countries, including Australia and Italy, provided the Committee with an update on the assistance provided bilaterally through training courses, technical expertise and other mechanisms. Furthermore, the delegation of Australia cited its intention to re-engage with the Committee's work and with TCD, to enhance Australia's strategic TC focus and the work of regional maritime organizations.

3.17 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.

3.18 The delegation of Liberia updated the Committee on two specific areas of assistance received from IMO. The delegation informed that the Monrovia national maritime rescue coordination centre (MRCC), inaugurated by the Secretary-General on 23 April 2009, was fully operational, providing 24-hour surveillance, and was being reinforced through continuous staff training and drills. Having previously lacked the infrastructure to fulfil its SAR and GMDSS obligations, the subregions of Africa covered by the MRCCs in Cape Town, Lagos, Mombasa and Monrovia were now collaborating through cordial working methods. Close links had also been established between the Monrovia MRCC and related ministries, including the Ministry of Fisheries and Agriculture, to strengthen the impact of its services.

3.19 The progress made in establishing a chain of MRCCs, less than ten years after the Florence SAR Conference, was also highlighted by the delegation of Italy, which commended the progress made in Africa, under the stewardship of the Secretary-General.

3.20 The delegation of Liberia also commended the Director, TCD and her staff for the assistance provided to the Liberia Maritime Training Institute, by furnishing equipment for sea survival, fire training, technical aids and other materials. The Committee was informed that the upgrading of the Institute was nearly completed.

3.21 Various delegations, including Indonesia and the Philippines, expressed their intention to continue to host forthcoming IMO training events in their countries. Furthermore, the delegation of the Philippines stated that it remained committed to hosting the IMO regional presence office in Manila.

3.22 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.

3.23 In summing up, the Chairman noted that the number of speakers on this agenda item reflected the significance of the ITCP to the Committee. The implementation figures quoted by the Secretary-General and by the Director, TCD, including the biennial expenditure of over US\$22 million, and an increase of US\$1.3 million in the TC Fund expenditure in just one year between 2008 and 2009, spoke eloquently of the quality and quantity of programmes delivered to those countries which most needed it. Those figures translated into a 97% delivery rate of activities, to which should be added a further 70 missions and training events which were unplanned. The role of IMO's four Regional Coordinators and the IMO Regional Maritime Adviser for the Caribbean contributed to making these ITCP successes possible.

3.24 The Chairman added that a number of significant issues were now coming to fruition, and that the Committee's discussion on the Florence SAR Conference, the Africa MRCCs and the adoption of the Djibouti Code of Conduct, reflected the beneficial impact those topics had on the respective regions. In response to a statement made by the delegation of the Cook Islands regarding the special needs of SIDS and LDCs, particularly in the Pacific Islands, the Chairman assured the Committee that the ITCP would continue to respond to those special and priority shipping needs through the global and regional technical co-operation programmes.

3.25 The Committee took note of the information provided in documents TC 60/3 and TC 60/3/Add.1.

3.26 The Committee also:

- .1 noted that the documents provided a comprehensive analysis of the ITCP results for the 2008-2009 biennium in a clear and transparent structure;
- .2 noted the significant volume and range of the technical co-operation assistance delivered in the field;
- .3 expressed its appreciation to all the donors who had made cash contributions to the bi- and multi-lateral technical co-operation funds and/or provided in-kind support to facilitate the implementation of ITCP activities; and
- .4 urged IMO Member States, international and regional organizations and the maritime industry to maintain and, if possible, increase their financial and in-kind contributions to the ITCP.

4 FINANCING THE INTEGRATED TECHNICAL CO-OPERATION PROGRAMME

4.1 The Committee had before it documents TC 60/4 and TC 60/4/Add.1 which provided information on voluntary funds and cash donations made to IMO's technical co-operation activities from 1 June 2009 to 30 April 2010. These documents also provided information on voluntary donations of interest earnings under the Contributions Incentive Scheme made by Member States since resolution A.993(25) was adopted, as well as on actions taken since the Committee's adoption of the strategy for the long-term financing of the ITCP.

4.2 The Committee was informed of the status of the six multi-donor trust funds in operation, namely, the International Maritime Security Trust (IMST) Fund, the 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 TC Trust Fund. With regard to the IMO Djibouti Code of Conduct Trust Fund, the Committee was further informed that the Government of Japan had donated some US\$13.6 million.

4.3 As of 31 January 2010, 13 financial arrangements were in operation, seven of which had been established with government agencies and the remaining with international and regional organizations and industry.

4.4 Since 1 June 2009, some US\$15,660,492 had been contributed to the multi-donor trust funds and the financial arrangements held by IMO; that one-off cash donations to ITCP activities amounted to US\$481,086 and that the total voluntary donations of interest earnings under the Contribution Incentive Scheme made to the TC Fund and other IMO Funds amounted to UK£431,368.

4.5 Several delegations commended the Secretariat's preparation of documents TC 60/4 and TC 60/4/Add.1, which provided clear and transparent information of voluntary funds. The two documents captured significant details, such as donations/contributions made by individuals and by entities, such as the Bay Point Elementary School in St. Petersburg, Florida, United States, which set good examples for others to emulate. It was also acknowledged that all Member States owed a debt of gratitude to the Government of Japan for its contribution of US\$13.6 million to the Djibouti Code of Conduct Trust Fund, along with generous contributions from the Netherlands, Norway and the Republic of Korea.

4.6 The Committee was apprised of the efforts made by both the Secretariat and donors to secure funding for MDG-related ITCP activities. In this context, the delegation of Norway informed the Committee that Norad had pledged financing worth US\$3 million, over a three-year period, to be delivered under a framework agreement between IMO and Norad. The IMO/Norad Programme would include projects on the ratification and implementation of IMO instruments; the prevention of pollution from ships in Particularly Sensitive Sea Areas; and marine pollution preparedness and response. Furthermore, provision would be made to revise the agreement so as to include an additional project on ship recycling in Bangladesh, following receipt of an initial project report.

4.7 Norway also expressed its intention to provide an additional contribution of approximately US\$150,000, US\$50,000 of which should be allocated to the IMO Malacca and Singapore Straits Trust Fund and the rest to be used for maritime security- and STCW-related technical assistance activities.

4.8 The Committee noted the ongoing negotiations between the Secretariat and the Swedish International Development Cooperation Agency (Sida) for the development of two large-scale ITCP programmes, one for the implementation of IMO Conventions and the other for maritime development in Africa. Sweden also informed the Committee of its readiness to file an application with the Organisation for Economic Co-operation and Development (OECD) for the inclusion of IMO in the OECD development agenda specifically in the DAC-list, thus providing an avenue for sustaining the financing for the ITCP. Appreciation was also expressed to IMO and the Secretariat for the initiatives to secure funding for MDG-related ITCP activities.

4.9 The Committee expressed its appreciation to all the donors who had made contributions to IMO's technical co-operation activities through various arrangements and urged IMO Member States, international and regional organizations and the maritime industry to make contributions to the ITCP.

5 PARTNERSHIPS FOR PROGRESS

5.1 The Committee had before it document TC 60/5, prepared by the Secretariat, which provided information on the work accomplished since TC 59 by the four Regional Coordinators in Africa and east Asia regions and the IMO Regional Maritime Adviser for the Caribbean. The document also provided a status report on the delivery of technical assistance through IMO's regional and national partners, as well as an update on the implementation of resolution A.965(23) on "Development and Improvement of Partnership Arrangements for Technical Co-operation".

5.2 The Committee was informed that, in 2009, the Regional Coordinators had continued to manage and execute ITCP programmes. Some of the major achievements made by the Regional Coordinators included:

- .1 a total of 41 missions covering all fields of IMO's mandate;
- .2 coordination and assistance in the organization of 43 regional/national workshops/seminars;
- .3 presentation of papers to 10 international/regional conferences and workshops organized by regional agencies; and
- .4 implementation of resolutions from the 2000 Florence Conference on SAR and GMDSS leading to the establishment of the Liberia MRCC and the subcentres in Seychelles and the United Republic of Tanzania, in May 2009.

5.3 In line with the Committee's policies on the formulation of partnerships, the Regional Coordinators had maintained strong contacts with Member States, the donor community and numerous regional/subregional organizations involved in the maritime transport sector, including the African Union (AU), the Association of South East Asian Nations (ASEAN), the ASEAN Maritime Transport Working Group, the Environmental Protection and Management of the Seas of East Asia, the Maritime Organization of West and Central Africa, the Port Management Association for West and Central Africa, the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia, the Secretariat of the Pacific Community, the South East Asia Fisheries Development Centre, the United Nations Development Programme (UNDP), the United Nations Economic Commission for Africa, the United Nations Industrial Development Organization and the Women in Maritime Philippines.

5.4 The Committee was advised that the Regional Maritime Adviser for the Caribbean continued to give support to ITCP activities in the region. He implemented and coordinated the delivery of 13 activities and participated in nine meetings and conferences organized by national and regional institutions including the Caribbean Sea Commission and the Regional Marine Pollution Emergency Information and Training Centre, Wider Caribbean.

5.5 With regard to the decentralization of the implementation of the ITCP through the partnership arrangements mechanism, those partnership arrangements with national institutions, regional and international organizations continued to function successfully and provided valuable financial and in-kind support for the effective delivery of technical assistance activities.

5.6 The Committee was updated on the implementation of resolution A.965(23) on "Development and Improvement of Partnership Arrangements for Technical Co-operation" that was adopted in 2003 and noted that, as of 1 June 2010:

- .1 sixty-three partnership arrangements were in operation for the delivery of IMO technical co-operation activities;
- .2 thirty-eight of these had been concluded with developing and developed countries and 25 had been made with international organizations, regional institutions and industry;
- .3 nine new partnership arrangements had been established with the Islamic Republic of Iran, Italy, Jordan, Spain, the Indian Ocean Commission, the International Ocean Institute – South Africa, the International Union for the Conservation of Nature, the Permanent Commission for the South Pacific and the Tokyo MoU Secretariat;
- .4 two arrangements, with the United States and the Regional Organization for the Conservation of the Environment of the Red Sea and Gulf of Aden, had been renewed; and
- .5 nine arrangements had ceased operation as they had reached their expiry dates.

5.7 Many delegations expressed appreciation for the work of the IMO regional presence offices based in Côte d'Ivoire, Ghana, Kenya and the Philippines, as well as of the IMO Regional Maritime Adviser office in the Caribbean. These delegations particularly praised the key role played by the Regional Coordinators and the Regional Maritime Adviser not only in the delivery of technical co-operation activities, but also in providing pertinent technical advice and support on *ad hoc* requests from Member States.

5.8 The delegation of Thailand reported to the Committee on the outcome of the regional workshop on early implementation of the technical standards of the Hong Kong Convention. The workshop was held in Pattaya, in May 2010, attended by senior officials representing the administrations responsible for ship recycling and the industry, and its objective was to pave the way to early implementation of the Hong Kong Convention technical standards. The delegation of Thailand expressed the readiness of its Government to host further ITCP activities.

5.9 The delegation of MOWCA pointed out the importance of the role of the Regional Coordinators and expressed its satisfaction for the assistance received by the western and central Africa subregion. He wished to see this co-operation reinforced in capacity building and maritime search and rescue.

5.10 A number of delegations commended IMO for its foresight in establishing the regional presence and encouraged the Organization to further strengthen the regional presence to enable the Regional Coordinators to continue to provide such invaluable service.

5.11 The host countries of the regional presence offices expressed their commitment to continue to provide support to the regional presence programme. The delegation of Côte d'Ivoire informed the Committee that its Government had allocated, as from January 2011, an annual financial contribution of 10 million CFA to support the IMO Regional Office in Abidjan.

5.12 With respect to the establishment of partnerships, several delegations highlighted the activities carried out through the existing partnership arrangements with regional/national organizations and expressed their satisfaction for the benefit gained through participation in those activities.

5.13 In response to a question whether partnership Memorandums of Understanding (MoUs) have provided effective support, the Director of TCD confirmed that all partnership MoUs contributed to the high delivery of the ITCP activities during 2008-2009 in various ways, from financial support to in-kind contributions, such as cost-free experts and the hosting of technical assistance activities.

5.14 The delegation of Indonesia informed the Committee that an amount of US\$172,000 had been budgeted this year to host ITCP events in Indonesia.

5.15 The delegation of Sweden introduced document TC 60/INF.4 about the Swedish Marine Initiative, which is an Action Plan coherent with the Swedish Government's overall marine policies. In the view of the delegation, the Marine Initiative was relevant to the ITCP with regard to the protection of the marine environment, seafarers' training and welfare, maritime security, maritime search and rescue and maritime trade facilitation.

5.16 The Committee concluded its consideration of this agenda item and:

- .1 noted that the regional presence in Africa and east Asia and also in the Caribbean through the Regional Maritime Adviser, as well as partnership arrangements for technical co-operation, continued to function successfully and that this mechanism had contributed to the effective coordination and implementation of IMO activities in those regions;
- .2 expressed its appreciation to the Governments of Côte d'Ivoire, Ghana, Kenya and the Philippines for their generous financial and in-kind support for the regional presence offices and to the Government of Trinidad and Tobago for hosting the office of the Regional Maritime Adviser;
- .3 noted that, as called for by resolution A.965(23), the Secretariat had continued its efforts to develop and improve partnership arrangements for technical co-operation;
- .4 expressed its appreciation to all donors and regional and international organizations for their ongoing collaboration in the delivery of ITCP activities;
- .5 urged IMO's development partners to contribute additional resources, including contributions in-kind, for the continuation of the effective coordination and delivery of ITCP activities at national and regional level; and
- .6 noted the information contained in document TC 60/INF.4 on the Swedish Marine Initiative.

6 VOLUNTARY IMO MEMBER STATE AUDIT SCHEME

6.1 The Committee had two 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-ninth session of the TCC (TC 60/6) and a document submitted by the Islamic Republic of Iran on the measures its Government had taken with respect to the Audit Scheme (TC 60/6/1).

6.2 The Committee was informed that, since IMO started delivering training courses for auditors under the ITCP, a total of 273 individuals from 136 countries had been trained through 19 regional courses.

6.3 The Committee was also informed that four regional training courses for auditors were scheduled for delivery in 2010. Under the 2010-2011 global programme on VIMSAS, 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.

6.4 The Committee noted that the audits of Member States had commenced in September 2006 and that, by the beginning of February 2010, a total of 37 audits had been completed against a total of 36 Member States and one dependent territory that had, so far, volunteered to be audited. As of 8 February 2010, 164 individuals had been nominated by their governments for inclusion in the roster of auditors.

6.5 The Committee's attention was drawn to document C 104/6, to be considered by the one hundred and fourth 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.

6.6 Commenting on this item, many delegations thanked the Secretariat for the comprehensive report and lauded VIMSAS as a very important programme that contributes greatly to maritime capacity-building globally. The Committee thanked Japan and the Republic of Korea for generously contributing resources to the Scheme and expressed their unreserved support for the Scheme and the Assembly resolution for it to become a mandatory IMO instrument.

6.7 Some delegations expressed the view that the current number of auditors trained for the Scheme was inadequate given the vast and intensive nature of the content of the programme. The delegations, therefore, called on IMO to consider training many more auditors to ensure a wider and adequate coverage of all Member States, especially when the Scheme eventually becomes mandatory.

6.8 The delegation of Nigeria referred to resolution A.1018(26) on the establishment of a Joint Working Group (JWG) on VIMSAS and expressed its support for the involvement of TCC, but wondered why LEG was not part of the JWG. The delegation further requested that if this was an omission, then LEG should be included because issues involving the Scheme would certainly have some legal ramifications that might be subject to legal interpretation. The Secretary-General clarified that the exclusion of LEG was not for any technical reason but that the very origin of the Scheme began with the MSC and the MEPC with TCC being involved due to its capacity-building responsibilities. Therefore, LEG could participate in the JWG depending on the nature of documents to be considered.

6.9 Other delegations acknowledged that implementing the Scheme posed a lot of challenges, especially to developing countries, in terms of expertise and, therefore, called for technical assistance through national training seminars to enable the countries to prepare for the audit, preferably before the Scheme becomes mandatory.

6.10 Presenting document TC 60/6/1, the delegation of the Islamic Republic of Iran thanked IMO and, particularly, the Secretary-General for his personal effort towards the establishment of the Scheme. Reacting to comments by the Chairman that the subject matter of the document required technical discussion by a competent body such as the FSI Sub-Committee, the delegation of the Islamic Republic of Iran requested the Committee to refer the document to the FSI Sub-Committee for consideration at its next session. In response to this request, the Secretariat informed the Committee that it would not be a problem for TCC to ask FSI to look at document TC 60/6/1, submitted by the Islamic

Republic of Iran, and that a number of documents on similar subjects had already been submitted to the FSI Sub-Committee for consideration.

6.11 The Committee took note of the information provided in documents TC 60/6 and TC 60/6/1.

7 PROGRAMME ON THE INTEGRATION OF WOMEN IN THE MARITIME SECTOR

7.1 The Committee had before it documents TC 60/7 and TC 60/7/1 on the Programme on the Integration of Women in the Maritime Sector (IWMS). Document TC 60/7 reported on the results achieved under the IWMS Programme from January to December 2009, including the provision of short-term fellowships for women and assistance to formal networks or associations for women employed in the maritime sector. These activities addressed the third and fourth objectives of the IWMS Programme, namely 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. The gender-specific fellowships, in particular, were instrumental in reinforcing the access to training opportunities for women in the developing regions, in accordance with the concepts outlined under the United Nations (UN) MDG 3 – "Promote gender equality and empower women".

7.2 The strengthening of regional collaboration was supported through funding for a regional seminar on maritime management hosted, in May 2009, by the Arab Academy for Science and Technology and Maritime Transport, Alexandria, Egypt and attended by 19 participants from the region. The main outcome of the seminar, which was held under the auspices of the International Women's Maritime Forum for MENA¹ and Africa, was the strengthening of regional capacities and linkages between national maritime officials and the upgrading of their professional knowledge relating to the protection of the marine environment.

7.3 The IWMS Programme also supported the delivery of two regional seminars for women maritime managers from the west and central Africa region conducted, in May and November 2009, at the Institut Portuaire d'Enseignement et de Recherche, Le Havre, France.

7.4 The effectiveness and relevance of formal international partnerships were illustrated at the annual conference of the Women's International Shipping and Trading Association (WISTA), hosted by the WISTA UK national chapter and held at IMO Headquarters from 16 to 18 September 2009. The theme of the conference, which was attended by over 250 participants worldwide, was "The Importance of Diversity and Corporate Social Responsibility in the Maritime Industry". As the Keynote Speaker at the Conference, the Secretary-General of the IMO highlighted the value which the Organization places on regional capacity-building and the strengthening of human resources within the shipping industry; that objective could only be reached by encouraging all interested parties, both men and women, to pursue a maritime career and thus benefit the shipping community as a whole.

7.5 The second document before the Committee (TC 60/7/1) referred to the workshop on the role of women managers in the maritime sector (Asia), which was held in Manila, the Philippines, in January 2010. Hosted by IMO in partnership with the Maritime Industry Authority of the Philippines and attended by 51 participants from 17 countries, the event resulted in the launch of the Women in Maritime Association, Asia (WIMA-Asia).

¹ MENA: Middle East and North Africa.

7.6 One of the first actions taken by WIMA-Asia was the adoption of the resolution "Enhancing the role of Women Managers in the maritime sector, Asia", which was submitted to TC 60 for information. In recognition of the theme "2010: Year of the Seafarer", operative paragraph 5 of that resolution urged the maritime industry to make sufficient provision to increase opportunities for sea-time and on-the-job training for female seafarers, so that women officers will be in a position to acquire the appropriate level of practical experience required to enhance their professional maritime skills.

7.7 Many delegations took the floor to articulate their support for the initiatives developed by the Secretariat through the IWMS Programme and for the direct linkage between the latter and the objectives of MDG 3. A number of speakers also commended the new regional association for women in the maritime sector, WIMA-Asia.

7.8 The delegations of Argentina, the Islamic Republic of Iran, Kenya and South Africa expressed their appreciation to IMO for the allocation of fellowships, through the IWMS Programme, to women in their respective countries, the benefits of which could not be overstated. The speakers referred to the outstanding contribution that training would make, notably through WMU, to the career development of the women concerned and to the overall strengthening of their respective maritime administrations.

7.9 Numerous examples were given by the delegations of Angola, Argentina, the Gambia and Jamaica of the advancement of women at policy and senior management levels. They also spoke of the implementation of national gender equality legislation and of the increasing impact this was having on the advancement of women to high managerial posts. It was stated that the empowerment of women was a right, not a favour, and that the contribution made by women managers and seafarers was evident at every level. Progress could be characterized as slow but steady, as illustrated by the example of the Argentine Maritime Authority, which had introduced a policy in 2000 to encourage the integration of women. As a result of that initiative, women now represented 8% of operational staff.

7.10 The delegation of Kenya thanked the Secretary-General for championing the IWMS Programme and applauded the Secretariat for actively encouraging the strengthening of regional linkages. The Association of Women Managers in the Maritime Sector in East and Southern Africa (WOMESA) launched, in December 2007, with the strong support of the Kenya Maritime Authority, was an effective regional forum bringing together participants from the maritime sector of 24 countries in the subregion. WOMESA was developing a specific identity, with its own distinctive logo, and a five-year development plan was now underway.

7.11 In her role as Founding Chair of WOMESA, the delegate of Kenya informed the Committee that an essential element of the five-year strategy was the roll-out of national chapters of WOMESA as a strategic tool for moving the whole shipping industry forward in the region and reaching women at the grass-roots level. The Kenya WOMESA Chapter, established in March 2010, included senior policy and government personnel, and was already instrumental in encouraging the local shipping industry to appoint women in leadership posts. By nurturing the next generation of industry leaders, the IWMS Programme was actively promoting the aims and objectives of MDG 3. The Committee was encouraged to note the WOMESA slogan: "Think Maritime – Think Women".

7.12 The Secretary-General referred to the high proportion of women currently training at WMU (27% of total intake) and at IMLI (40%). Moreover, and most significantly for a UN agency, 50% of IMO Directors were women. The Committee was further informed that gender issues were also being addressed at the forthcoming Diplomatic Conference on the Revision of the STCW Convention, taking place in Manila in June 2010, where participating countries would be invited to support resolutions on the promotion of technical co-operation and on the participation of women in the maritime industry, respectively.

7.13 In summing up, the Chairman referred to the numerous interventions on this agenda item, in which all the speakers had commended the Secretariat on the implementation of the IWMS Programme and on its significant contribution to the benefit of seafarers and the industry at large. The Chairman also drew the Committee's attention to the direct linkage between this programme and MDG 3. It was most encouraging to note the many positive national experiences of increasing numbers of women in maritime administrations and in top managerial posts.

7.14 The Committee took note of the report on the implementation activities undertaken under the IWMS Programme from January to December 2009 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.

7.15 The Committee further noted the resolution contained in document TC 60/7/1, on the contribution of women in the maritime sector in enhancing the development and sustainability of the Asia region.

8 INSTITUTIONAL DEVELOPMENT AND FELLOWSHIPS

8.1 World Maritime University

8.1.1 At the invitation of the Chairman, the President of the World Maritime University (WMU) introduced a summary review of the academic developments and activities of the University in 2009, under document TC 60/8. The full details of the 2009 Annual Report of the Board of Governors of the University and the budget for 2010 would be brought to the attention of the Council at its 104th session in documents C 104/12(a) and C 104/12(b), respectively.

8.1.2 Notable elements of interest included the level of new student enrolments at all three of the University's teaching sites (Malmö, Shanghai and Dalian), as well as through the distance-learning programme. A total of 47 new fellowships had been donated in 2009 for the Malmö M.Sc. programme while all 90 students enrolled in Dalian, Shanghai and the distance-learning programme for the year were funded by the students' government, employer or by the individual themselves. Significantly, the percentage of thus self-funded students in the Malmö programme for the year under review also rose to 38% from 16% and 15% in 2008 and 2007, respectively.

8.1.3 The WMU's role in the international exchange and transfer of knowledge through its global graduate network was unequivocally recognized in December 2009 by the UN General Assembly, under resolution A/RES/64/71 entitled "Oceans and the law of the sea", which also refers to the success of the University as a centre for maritime education and research.

8.1.4 The University continued to be financed through annual voluntary contributions from a core donor base of countries and organizations. The President expressed particular gratitude to the Government of Sweden and the City of Malmö for their generous support to, and for hosting, the University. Special thanks were also addressed to the major donors, namely, the Nippon Foundation and the Ocean Policy Research Foundation of Japan; the Governments of Canada, Denmark, the Republic of Korea, the United Kingdom and the United States, the European Union's (EU) SAFEMED project, the International Transport Workers' Federation and Inmarsat Global Limited; as well as the other donor governments and organizations which provided funds for student fellowships, visiting professors, field study opportunities and other donations.

8.1.5 The President then turned to the University's acute financial difficulties and drew the Committee's attention to the imminent shortfall in income which could impact on the future of the institution. Following a review of the budgetary proposals for 2010 and 2011 and the available reserves, the newly-constituted Executive Board, at its first meeting on 15 April 2010, had concluded that the University's financial position required prompt action to address a predicted shortfall over 2010 and 2011 in excess of €900,000 (or more than US\$1 million) each year.

8.1.6 The President appealed for an emergency, one-off allocation from the TC Fund reserves of some €300,000 each year for the next two years (a total of approximately US\$730,000 or UK£500,000), which would make a significant difference.

8.1.7 In the ensuing debate, the Committee acknowledged the University's fundamental role as the primary educator, at the highest level, of the leaders and policy-makers within the shipping community. It was also acknowledged that the impact derived from the WMU went beyond the 2,900 graduates themselves, who not only served as role models for the next generation of maritime administrators, but were also instrumental in developing IMO-compliant national and regional maritime strategies. Developed and developing regions alike had benefited significantly from having a well-trained, knowledgeable maritime workforce.

8.1.8 Many interventions referred to the direct advantages derived by each country through the skills and knowledge acquired by their WMU graduates. The delegation of Nigeria took the floor to state that losing the WMU would be catastrophic for the shipping industry: the question the Committee should be considering was, "could the membership afford the consequences of **not** supporting the University at this critical stage?".

8.1.9 The Secretary-General referred to his earlier report to the twenty-fifth extraordinary session of the Council, in November 2009, when he had apprised Member States of the changing financial situation facing the University. The difficulties had been generated and aggravated by the sudden ceasing of a donor fellowship programme, which alone had represented 10% of the University's budget, followed by the subsequent withdrawal, by another major donor, of funding for a Professorial Chair. Given the progressive erosion of donor support, it would take time to rebuild a satisfactory donor base.

8.1.10 In time that could be achieved, and in response to the request of the Assembly in resolution A.1031(26), the Secretary-General would be putting forward a number of options to the 104th session of the Council to seek a resolution to the long-term sustainability of the University. However, the Secretary-General reiterated that the immediate concern was the two-year shortfall predicted for 2010 and 2011, which could be addressed, as proposed by the President, with strong support from the Committee, by a one-off emergency transfer of UK£500,000 from the TC Fund reserves.

8.1.11 The Secretary-General took the opportunity to express his deep appreciation to the Government of Sweden for its continuing support for the University, having covered one third of the annual budget since the WMU's inception. Additional in-kind support was also provided by Sweden.

8.1.12 The Chairman noted that all speakers had referred to the pivotal role played by the WMU, to its fundamental value to the maritime administrations of both developed and developing regions alike and to the international recognition of its academic excellence. There was overwhelming support for the proposal to grant emergency assistance to this valued institution, whose role at the apex of maritime training was unparalleled in the world. The Committee recognized that, once lost, the University would never be regained, to the detriment of the shipping community as a whole.

8.1.13 In concluding, the Committee noted, with concern, the acute financial difficulties, which, unless tackled at an early stage, could jeopardize the future of the University – in particular, the budgetary shortfalls for 2010 and 2011 and the status of the available reserves.

8.1.14 Accordingly, the Committee agreed with the President's proposal and recommended the Council's endorsement of the Secretary-General's intention to allocate, in accordance with paragraph 13 of the Rules of Operation of the TC Fund and the Council's relevant decision, on a one-off basis and without creating a precedent, up to UK£500,000 (US\$730,000 or €600,000) from the TC Fund reserves to support the finances of the University during the current biennium – the monies to be transferred in two halves, i.e. once per the calendar years of 2010 and 2011.

8.1.15 The Committee also noted with appreciation the report of the Secretariat and the information provided on the WMU.

8.2 IMO International Maritime Law Institute

8.2.1 The Secretariat referred to documents C 104/13(a) and C 104/13(b), which contained, respectively, the twenty-first Annual Report of the Governing Board of the IMO International Maritime Law Institute (IMLI) on its academic operations in the years under review, 2008-2009 and 2009-2010, its operations and budget for the 2009-2010 financial years and those anticipated for the next year 2010-2011.

8.2.2 The Committee was informed that IMLI's contribution to the international maritime community received official recognition when the UN Secretary-General, His Excellency Mr. Ban Ki-moon, visited the Institute in April 2009 for the first time in IMLI's history.

8.2.3 The Committee was also advised that, for the second consecutive year, the UN General Assembly had adopted resolution A/RES/64/71 in December 2009, entitled "Oceans and the law of the sea", which paid tribute to the Institute's growing role in the training and development of maritime legislators in some 115 States and territories worldwide.

8.2.4 The Committee noted that the Institute continued to prosper academically with a global network of approximately 517 graduates and a growing annual enrolment of students in its LL.M., Ph.D. and Advanced Diploma, as well short courses programmes.

8.2.5 The Committee noted that funds from IMO's ITCP, authorized by the Council, permitted the award of five full and one partial scholarship for the academic year 2008-2009, and six full and one partial scholarship for 2009-2010.

8.2.6 The Committee recorded its appreciation to those donors who supported IMLI with contributions in 2009-2010, either by general donations to the Institute's funds or by the donation of scholarships, in particular: the Nippon Foundation; the EU-funded MEDA Regional Project "Euromed Co-operation on Maritime Safety and Prevention of Pollution from Ships – SAFEMED II", which is administered by the Regional Marine Pollution Emergency Response Center for the Mediterranean Sea (REMPEC), Lloyd's Educational Trust, the Indian Ocean Commission, the Government of Switzerland, the Government of Malta, the Malta Maritime Authority, the Comité Maritime International Charitable Trust and the Sea Pine Tree Foundation.

8.2.7 The delegation of Malta renewed the pledge of the Government of Malta to continue to do the utmost to support the Institute.

8.2.8 The delegation of Japan reiterated the importance it attached to all the IMO-affiliated institutions, including the WMU and IMLI and pledged that it would continue to provide support to the WMU and IMLI.

8.2.9 In acknowledging the importance of IMLI in training much needed skilled maritime manpower, several delegations noted the recognition of the Institute by the UN General Assembly resolution A/RES/64/71. They also expressed appreciation to the Host Government of Malta and the international donors who supported IMLI.

8.2.10 The Committee noted the information provided.

8.3 International Maritime Safety, Security and Environment Academy

8.3.1 The Secretariat introduced document TC 60/8/2, which contained the report on the pedagogic activities of the International Maritime Safety, Security and Environment Academy (IMSSEA) in its first full year of operation, following its establishment in 2008 by the Government of Italy.

8.3.2 The Committee was informed that a total of 54 nationals from 28 countries worldwide had been trained by the Academy in maritime search and rescue, marine accident investigation procedures and the handling of hazardous cargoes; and that a full programme of courses was scheduled for 2010.

8.3.3 The Committee recorded its appreciation to the Italian Ministry of Foreign Affairs and the Province of Genoa for establishing and supporting the Academy.

8.3.4 In updating the Committee on the progress of IMSSEA's 2010 programme to date, the Director of the Academy advised that the Academy recorded an increase in the number of applications received for the two courses held so far this year, and that the total number of nationals trained by the Academy to date had now reached 77, with participants from seven new countries joining the courses.

8.3.5 The Director of IMSSEA informed the Committee that the Academy was currently involved in the evaluation phase of the European Commission programme, MARSIC, which is a joint needs assessment on measures to enhance the safety and security in the Horn of Africa and the Gulf of Aden.

8.3.6 The Director of IMSSEA thanked the Italian Coast Guard, the United States Coast Guard, the Swedish Transport Agency, REMPEC, International Labour Organization and the European Maritime Safety Agency for their generous support of the teaching element.

8.3.7 The Director of IMSSEA also advised that the Academy would be coordinating a series of initiatives at national level, such as photographic exhibitions, book presentations and student conferences, to mark the "Year of the Seafarer".

8.3.8 The delegation of Italy informed the Committee that eight Italian Coast Guard lecturers had provided their expertise to IMSSEA's 2009 course programme at no cost to the Academy and that this would be repeated in the 2010 programme.

8.3.9 The delegations of Jamaica and Nigeria commented that the range of subjects covered by the IMSSEA courses met the core needs of maritime administrations and fulfilled the gap in middle-management's training requirement.

8.3.10 The Committee noted the information provided.

8.4 Assistance to Maritime Training Institutes

8.4.1 The Committee was also informed that under an initiative started in 2009 to strengthen capacity-building and to reinforce the ability of maritime training institutes to fulfil their academic objectives, additional activities had been undertaken focusing on two specific elements: firstly, an increase in fellowships to the global institutions and, secondly, in recognition of the essential role played by national and regional maritime institutes in the training of seafarers, measures were taken to enhance their training equipment and materials.

8.4.2 This initiative was funded through the re-programming of existing TC Fund monies, and supplemented through the allocation, by the Secretary-General, of US\$1,171,800 from the TC Fund reserves.

8.4.3 The Committee noted that 31 countries would benefit from the initiative.

8.4.4 In expressing appreciation for the assistance rendered, the delegation of Côte d'Ivoire reiterated its request for short courses to aid capacity-building, as the Academy in Abidjan was responsible for training nationals from French-speaking countries in western and central Africa.

8.4.5 The delegation of the United States strongly supported the fellowship support given to IMLI, the WMU and IMSSEA and endorsed the re-programming of additional funding to support and strengthen training equipment and materials to launch the Programme of Assistance to Maritime Training Institutes.

8.4.6 Several delegations expressed appreciation and welcomed the global programme for increasing capacity-building and training and highlighted the need for short courses to encourage increased coordination and greater co-operation throughout the region that would lead to the sharing of expertise and experience and an increased utilization of subregional institutions.

8.4.7 The Committee noted the information provided.

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

9.1.1 The Committee had before it document TC 60/9, 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), and TC 60/INF.2, which was a document presented by the Islamic Republic of Iran, on the major training courses and workshops held in the Islamic Republic of Iran in 2009 and the first quarter of 2010.

9.1.2 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 SIDS and LDCs for their special needs included the following:

- .1 a needs assessment mission to the Maldives to identify its special shipping needs with regard to inter-island coastal shipping;
- .2 three needs assessment missions to the Comoros, Djibouti and Madagascar to enhance the capacity of their maritime safety administrations to comply with IMO conventions;

- .3 a needs assessment mission on SAR followed by a regional meeting for the Pacific Island region on SAR, held in Honolulu, Hawaii, in November 2009;
- .4 one regional meeting on SAR and GMDSS facilities for several Caribbean SIDS, held in Port of Spain, Trinidad and Tobago, in January 2010; and
- .5 the establishment of SAR and GMDSS facilities in Africa.

9.1.3 The Committee was further informed that the Secretariat had organized three regional workshops on the operational safety of domestic ferries and non-Convention vessels: one in the United Republic of Tanzania, in August 2009, for nine countries of eastern and southern Africa; one in Bahrain, in November 2009, for five countries of the Middle East; and one in Fiji, in December 2009, for 11 Pacific Island countries. The objective of these workshops was to enhance the safe operation of non-Convention vessels that provide livelihoods for many poor families residing along the coast. At the end of these workshops, the participants understood the importance of developing and enforcing safety regulations for non-Convention vessels engaged in local, coastal or regional voyages in their respective regions.

9.1.4 The Committee recalled that the 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". In this regard, the Committee noted that one of the drivers of the IWMS Programme was the development of formal regional knowledge-based networks between women managers in the maritime and port sectors, to provide a springboard for the exchange of knowledge and the development of regional training opportunities for women, taking into account the socio-cultural elements which could determine access to training and career development. As a result, there was increased awareness of the opportunities available to women in developing sustainable livelihoods, to the overall benefit of the socio-economic structures of their respective regions.

9.1.5 The Committee further noted that the implementation of MDG 3 entailed two key performance indicators: Ratio of women to men in tertiary education (3.1); and Share of women in paid employment in the non-agricultural sector (3.2). Taking into account the perspective of the maritime sector, the issues identified as being most relevant in their impact on the industry were:

- .1 access for women candidates to specialized maritime training institutes, both national and regional (MDG 3.1);
- .2 access to berths on board ship to complete mandatory sea-going training (MDG 3.1);
- .3 a need for stakeholders, including maritime administrations, shipping companies, crewing agents, training institutions and port managers, to recognize the value and role of women as a significant resource to the industry (MDG 3.2);
- .4 shortage of seafarers: the well-documented shortage of ships' officers can be mitigated, over the next decade, by encouraging women to train for the profession and by facilitating their access to onboard employment (MDG 3.2); and

- .5 reductions in the volume and availability of international and multilateral development aid: given the prevailing conditions of financial retrenchment and the contraction of development funds, this may have a disproportionate impact on the opportunities for women and may limit their access to training (MDG 3.1).

9.1.6 With regard to MDG 6 – "Combat HIV/AIDS, malaria and other diseases", and since the last session of TCC, the Committee was informed that the IMO regional presence office in Kenya and the Port Management Association of Eastern and Southern Africa (PMAESA) had implemented a series of studies to assess the impact of HIV/AIDS on ports. Three studies were carried out in the ports of Mombasa, Kenya; Durban, South Africa and Dar es Salaam, United Republic of Tanzania. The studies involved the full participation of all stakeholders and resulted in the development of action plans that will assist port workers with knowledge, skills, programmes and activities designed to prevent the spread of HIV/AIDS. In Asia, IMO's Regional Coordinator in the Philippines participated in a number of meetings and activities undertaken by the UN Theme Group on HIV/AIDS, including the launch of the UNDP HIV/AIDS programme "Promoting Leadership and Mitigating the Negative Impacts of HIV and AIDS on Human Development". This programme supports improved human development outcomes and contributes to the achievement of the goals of the Philippines' national AIDS response.

9.1.7 The Committee also recalled that the Organization had always been active with issues connected with MDG 7 – "Ensure environmental sustainability". In this regard, 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. A major ongoing initiative was IMO's GloBallast Partnerships project aimed at building capacity in developing countries to reduce the transfer of unwanted organisms through ships' ballast water. By strategically combining resources from the ITCP and the Global Environment Facility, the programme continued to deliver a number of technical co-operation activities.

9.1.8 With regard to MDG 8 – "Development and improvement of partnership arrangements for technical co-operation", the Committee was informed that, to date, the Secretariat had concluded 63 partnership arrangements, 38 of which were with developing and developed countries. Recognizing the need to mobilize UN agencies to coordinate their technical assistance activities, IMO hosted a meeting on capacity building in October 2009 for five organizations (IMO, IOC, IHO, WMO and IALA) to exchange information on the work carried out in the area of capacity-building and identify joint technical co-operation activities. The IMO's GloBallast programme had developed strategic partnerships with global and regional organizations, such as the International Union for Conservation of Nature, the International Ocean Institute and the European Bank for Reconstruction and Development, to support the Organization's capacity-building objectives. In addition, IMO's continued partnership with the private sector, through the Global Industry Alliance (GIA), resulted in five new initiatives funded by the GIA Fund.

9.1.9 All the delegations that intervened expressed their support and appreciation for the information provided in the document and commended the work undertaken by the Secretariat to promote and implement resolution A.1006(25) on the linkage between the ITCP and the MDGs. One delegation pointed out that focus and more emphasis should be given to MDG 6 due to its direct impact on seafarers and other workers in the maritime sector.

9.1.10 Two delegations proposed that, for the sixty-first session of TCC, the Secretariat's report on the analysis of the linkage between the ITCP and the MDGs should not only provide itemized activities undertaken by IMO, but also provide information on the macro-level of shipping and its impact on economic growth and eradication of poverty. The same delegations further commended IMO for being ahead in responding to the UN Secretary-General's call to unify development co-operation targeting the MDGs. In order to further enhance its achievements, the delegations encouraged IMO to highlight the human rights aspects, as well as emphasize result-based management in its development programmes and technical co-operation activities, as called for by the Paris Declaration.

9.1.11 While welcoming the encouraging report and commending the Secretariat for the work undertaken so far, the delegation of South Africa was of the view that more work needed to be carried out in order to achieve a greater linkage between the ITCP and MDG 1. The delegation recalled the presentation on "Trade Facilitation and Maritime Transport" given by the Swedish delegation and suggested that IMO could draw some lessons from it with regard to the linkage between the ITCP and MDG 1. The delegation offered to collaborate with any willing Member States to prepare a document and submit it at the next session of TCC. The delegation further commended the work undertaken by the Secretariat to establish MRCCs and pointed out that more needed to be done to show the linkage to the relevant MDG.

9.1.12 The delegation of IPIECA recalled the history and background of the Global Initiative (GI) partnership between IPIECA and IMO, which was launched in Cape Town, South Africa in 1996, with the aim of enhancing the capacity of countries to prepare for and respond to marine oil spills. The Committee was informed that the projects carried out in the Caspian and Black Seas, west and central Africa (WACAF), Mediterranean, Caribbean and east Asia regions were relevant to MDG 8 and that IPIECA was prepared to support similar projects in south east Asia in partnership with IMO under the GI. The delegation further confirmed the renewal of the GI/WACAF project for another four years effective 2010, with an expected contribution of US\$1 million to the ITCP, and reaffirmed the commitment of the oil industry to these regional programmes.

9.1.13 The Committee:

- .1 noted the positive achievements made 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;
- .2 noted that the ITCP global programme to support SIDS and LDCs continued to address the issue of sustainable livelihoods and poverty alleviation through capacity-building activities in the shipping sector;
- .3 noted the significant volume and range of technical co-operation activities delivered in the field;
- .4 noted that the Organization's IWMS Programme, which is the primary vehicle for articulating the UN system-wide commitment to gender equality and the empowerment of women in support of MDG 3, had been successfully incorporated in the ITCP;
- .5 noted the continued 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;

-
- .6 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;
 - .7 was invited to give high priority to those activities which not only promote the early ratification and effective implementation of IMO instruments but also contribute to the attainment of the MDGs, taking into account the special needs of the LDCs and SIDS, and the particular maritime transport needs of Africa;
 - .8 noted the work in progress and suggested a macro-approach to MDGs to be taken into account for TC 61, especially with a focus on MDG 1; and
 - .9 took note of the information contained in document TC 60/9.

9.2 Training courses in 2009-2010

9.2.1 The Committee took note of document TC 60/INF.2, submitted by the Islamic Republic of Iran, which provided information on the major training courses and workshops held in the Islamic Republic of Iran in 2009 and the first three months of 2010.

9.2.2 The Committee noted that, in pursuance of the MoU between the Islamic Republic of Iran and IMO to provide hostship facilities for training courses, the Islamic Republic of Iran had hosted a number of training courses in co-operation with IMO and members of regional MoUs. These courses included a regional advanced port State control course, held from 14 to 25 November 2009, in Tehran and Bandar Abbas, a regional OPRC training workshop, level 2, held from 31 October to 4 November 2009, and a national workshop on the implementation of the Fund Convention 1992, held on 12 and 13 January 2010. Furthermore, the delegation of the Islamic Republic of Iran announced that another course on marine casualty investigation was being conducted during that week by a consultant from WMU. In addition, two national seminars on the HNS and SAR Conventions were scheduled to take place in the latter part of 2010, to which the Islamic Republic of Iran expressed its willingness to invite participants from the region, covering the internal expenses, including accommodation and other daily costs.

9.3 The Lagos Regional Maritime Rescue Coordination Centre

9.3.1 The Committee took note of document TC 60/INF.3, submitted by Nigeria, which provided information on the status of the Lagos Regional Maritime Rescue Coordination Centre (MRCC).

9.3.2 The Committee noted that the regional MRCC in Lagos, commissioned by the Secretary-General in May 2008, was established within the framework of the ITCP and is the largest of all the SAR regions covering sea areas off the coast of nine countries within the Nigeria SAR region. These countries are Benin, Cameroon, Congo, the Democratic Republic of Congo, Equatorial Guinea, Gabon, Nigeria, São Tomé and Príncipe and Togo. To date, eight out of the nine countries in the Nigeria SAR region had signed the multilateral agreement and plans had reached advanced stages for the ninth country to sign the agreement. The Lagos R-MRCC, located within the Maritime Resource Complex, was built and owned by the Nigerian Government. The regional MRCC is manned 24 hours a day on a shift basis and also houses a NAVTEX transmitter for the dissemination of Marine Safety Information, which includes weather forecasts to ships. For effective SAR coverage in Nigeria, the Lagos regional MRCC is complemented by three Rescue Sub-Centres located strategically in Bonny, Escravos and Oron. Since its commissioning, the Lagos regional

MRCC has successfully coordinated over 10 Search and Rescue activities cut across various types of ships, both SOLAS and non-SOLAS, small passenger ships and various other types of craft.

9.3.3 The Committee further noted that Nigeria had sponsored joint IMO/Nigeria sensitization missions to the nine countries within the SAR region to facilitate the establishment of the associated national maritime rescue coordination sub-centres (MRSCs). The objective of these sensitization missions was to meet with key stakeholders in those countries in order to mobilize the much needed high-level support for the maritime SAR activities at the national level which will eventually lead to the establishment of the MRSCs. Such sensitization visits were also intended to encourage the setting up of national maritime SAR Committees similar to that already functional in Nigeria.

10 WORK PROGRAMME

10.1 The Committee agreed on the substantive items of its sixty-first to sixty-fourth sessions, as set out in document TC 60/10.

11 ANY OTHER BUSINESS

11.1 The Committee had before it document TC 60/11 on "Amendments to the Rules of Procedures of the Technical Co-operation Committee" and TC 60/11/1 on "Revised Guidelines on methods and organization of work of the Technical Co-operation Committee".

11.2 The Committee noted that the Assembly, at its twenty-fifth regular session, recognizing the African Union (AU) as the successor organization to the Organization of African Unity (OAU), approved a new Agreement of Co-operation between the AU and the International Maritime Organization. Pursuant to this, the Committee approved the amendment to paragraph (c) of Rule 4 of the Committee's Rules of Procedure.

11.3 The Committee also noted the entry into force of the amendments to the Convention on the International Maritime Organization (institutionalization of the Facilitation Committee) adopted by resolution A.724(17) and approved the amendment in paragraph (d) of Rule 4 of the Committee's Rules of Procedure.

11.4 In accordance with paragraph 2 of resolution A.1013(26), which requested Committees to review and revise, during the 2010-2011 biennium, the guidelines for the organization and method of their work, the Committee considered the draft revised Guidelines and agreed to finalize the revision at its next session.

12 ELECTION OF THE CHAIRMAN AND VICE-CHAIRMAN FOR 2011

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

12.2 The Committee re-elected Rear Admiral (ICG) Giancarlo Olimbo, (Italy), as Chairman and re-elected Ms. Nancy Karigithu, (Kenya), as Vice-Chairman, for 2011, both by acclamation.

13 ACTION REQUESTED OF THE COUNCIL

The Council is invited to:

- .1 note the Committee's endorsement of the ITCP biennial report on 2008-2009 and, in particular, the high level of delivery of the ITCP during the 2008-2009 biennium, both in terms of the volume and delivery rate;
- .2 note the status of financial contributions made by countries, organizations and industry to the ITCP and 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 TC Fund and other IMO Funds;
- .3 note the contributions made by the IMO regional presence offices in Africa and east Asia and also in the Caribbean through the Regional Maritime Adviser for the implementation of ITCP activities;
- .4 note the status of the partnership arrangements, as called for by resolution A.965(23), for the effective coordination and implementation of IMO activities in all regions;
- .5 note the Committee's endorsement of the report on the delivery of technical assistance activities under the global programme on Voluntary IMO Member State Audit Scheme;
- .6 note the Committee's response to the Assembly's request in resolution A.1018(26) to play its part in the institutionalization of the Audit Scheme process;
- .7 note the report on the implementation of activities under the IWMS Programme during 2009;
- .8 note the resolution on "The contribution of Women in the Maritime Sector in enhancing the development and sustainability of the Asia region" adopted by WIMA-Asia to mark its launch on 29 January 2010;
- .9 note the Committee's endorsement of the intention of the Secretary-General and authorize him to provide an emergency, and a one-off, allocation from the TC Fund reserves to the World Maritime University of some €300,000 each year for the next two years (a total of approximately US\$730,000 or UK£500,000), which was made in accordance with Rule 13 of the Rules of Operation of the TC Fund and the authorization given to him by the 102nd session of the Council regarding the use of unprogrammed funds of the TC Fund during 2010 and 2011;
- .10 note the activities undertaken and future actions in the promotion and implementation of resolution A.1006(25) on the linkage between the ITCP and the MDGs;
- .11 note the Committee's adoption of the work programme for the period 2011-2014;

- .12 note the Committee's approval of the proposed amendments to paragraphs (c) and (d) of Rule 4 of its Rules of Procedure;
- .13 note the Committee's plan to finalize the revision of Guidelines on methods and organization of work of the Technical Co-operation Committee at its next session;
- .14 note the summary of the Committee's report on its sixtieth session (C 104/9/Add.1), comment 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 sixtieth session, with its comments and recommendations, to the twenty-seventh session of the Assembly, in accordance with Article 21(b) of the IMO Convention.

ANNEX 1

**STATEMENT BY TURKEY
TO THE TECHNICAL CO-OPERATION COMMITTEE**

Thank you Mr. Chairman,

Distinguished delegates,

I regret to take the floor today to address the Committee and the IMO on a very sad and tragic occasion.

At the very outset, I welcome the remarks of the Honourable Secretary-General in his opening speech.

I would like to begin my statement by protesting and condemning in strongest possible terms the use of lethal force by Israeli Defense Forces against a humanitarian mission organized by internationally coordinated civil society groups that included 560 people from 34 countries.

Our views on this matter were expressed explicitly by the Foreign Minister of the Republic of Turkey at the emergency session of UN Security Council meeting in New York yesterday. The Security Council in its Presidential Statement today expressed its condemnation.

Nevertheless, I am compelled to underscore certain aspects of the military attack, which are in fact of utmost importance and relevance to the bedrock principles of this very Organization.

Early morning yesterday, Israel carried out military operations against the "Freedom Flotilla", consisting of 6 ships, stormed them in high seas, none of them flying the flag of Israel, thereby causing deaths and injuries as a result of the use of deadly force against unarmed civilians. The objective of this civilian mission was to transport humanitarian aid to the people of Gaza, including children, who have been living under siege for the last 35 months.

The vessels were raided in open seas of the Eastern Mediterranean. This grave incident which took place in high seas, 72 nautical miles away from the nearest coast to be exact, is a blatant violation of international maritime law and also a clear breach of freedom of navigation at international waters. This is inexplicable, unjustifiable and unacceptable no matter what the seeming reasons would be. The attached map indicating the location of the incident will be available for distribution after this session during the break.

After this horrendous incident, we asked Israeli authorities to immediately release the vessels, safely transport those on board as well as the deceased and the wounded to their respective countries, recalled our Ambassador in Tel Aviv for consultations and communicated in clearest terms to the Israeli side that we reserve our rights stemming from international law, including, *inter alia*, the compensation and legal action. Also, Israel's Ambassador to Ankara was summoned to the Ministry of Foreign Affairs to express our strong protest and to demand an explanation.

We deem it imperative that a clear and resolved response to this aggressive violation be given under international law and its established institutions.

Therefore, we call upon the IMO, which stands for the freedom of high seas and the freedom and safety of navigation, to unequivocally express the necessary and appropriate reaction to this grave violation of international law and display solidarity with its law-abiding Members.

I would like this statement to be duly reflected in the final report of the Committee.

Thank you.

ANNEX 2

STATEMENT BY THE ISLAMIC REPUBLIC OF IRAN TO THE TECHNICAL CO-OPERATION COMMITTEE

Mr Chairman, Secretary-General of IMO, distinguished delegates of Member States and International Governmental and non-Governmental Organizations,

At the opening time of the sixtieth session of Technical Co-operation Committee, as one of the important main organs of International Maritime Organization, it is very shameful and regretful to see that, in this allegedly modern world, one of the rare heartbreaking tragedy against the human being happened in Mediterranean Sea, close to the coast of south bank of Palestine. A tragedy, wildly and cruelly attack on an undefended passenger ship during midnight resulted in killing some, injuring many others and hostage of hundreds innocent passengers whose guilty was just flying the flag of peace and carrying humanitarian aids to kids, aged and disabled people of Gaza; those who are under extreme attack, blockage and boycott since 2007. Can anybody bring examples of such horrified and disgusting behaviour even in Stone Age? If the spirit of IMO and the mandate of this technical co-operation committee is to expand the cooperation amongst all, then, is it acceptable to witness this cruelly act against a passenger ship in international waters.

Mr Chairman, Secretary-General, distinguished delegates,

This unjustified crime against a humanitarian peaceful ship with many different nationalities on board, all from five continents, not only shocked all around the world including Mr. Ban Ki Moon, Secretary-General of UN as stated in his first intervention yesterday, but also deeply broken the hearts of all people of the world who have been informed by media regardless their nationality, race ethic and religion.

This act is clearly against the general accepted rules and international law; it is against shipping industry that IMO always is proud of it to be at the service of the human welfare and comfort; it is a clear violation of the international maritime law, particularly UN Law of the Sea Convention 1982, attacking a passenger ship in international water; It is in absolute contradiction of the spirit of IMO and paragraph "b" of Article one of its establishing convention; even it is against the convention for suppression of unlawful acts against the safety of maritime navigation 1988. The world is now facing a new phenomenon of piracy and armed robbery against the ships even much tougher than what is happening in Gulf of Aden, regardless whatever the reason and excuses could be.

The Government of the Islamic Republic of Iran and its nation along with others, while condemning this horrified act, express their concern and also from the bottom of their hearts their condolences to the people of those countries in particular our good neighbour of Turkey that lost their loved ones. We assure them that, the history never forget these heroes.

Now, this sadness and terrifying accident brought all international organizations including IMO and on top of that, United Nations to a critical position and test. We firmly believe that while leaving the political aspects an reaction to the hands of United Nations, as His Excellency Secretary-General in his opening speech pointed out, IMO should actively play its important role and, in accordance with its mandate, which is protection and enhancement of maritime safety and security, through its Member States whose nationalities and ships were involved and suffered in this tragedy, make a comprehensive marine casualty investigation and report its findings to the related bodies as well as all Member States.

We impatiently look forward and stand remain for this end.

Thank you Mr Chairman

ANNEX 3

**STATEMENT BY GREECE
TO THE TECHNICAL CO-OPERATION COMMITTEE**

Thank you Mr Chairman,

This delegation would like to thank the Secretary-General Admiral Mitropoulos for his opening speech and particularly for referring to the most deplorable incident, which took place in the east Mediterranean.

I will read an extract of the statement issued yesterday by the Greek Ministry of Foreign Affairs as follows:

"The Greek Government unequivocally condemns the disproportionate use of violence by the Israeli military forces against activists on board a small fleet of vessels headed for Gaza, which is under an unacceptable and politically counterproductive blockage.

This incomprehensible and utterly alarming action has resulted in the loss of human lives as well as injuries that cannot be justified by any claim whatsoever.

At this time of mourning, we extend our sincere condolences to the families of the victims for their tragic loss and we wish those injured a speedy recovery.

We expect from the Israeli authorities to allow the immediate, safe and unhindered departure of the Greek passengers and Greek vessels."

This delegation also would like to see this statement to be reflected in the report of this Committee.

Thank you Mr Chairman.

ANNEX 4

**STATEMENT BY CUBA
TO THE TECHNICAL CO-OPERATION COMMITTEE**

Translation:

"Cuba adds itself to the list of countries mentioned in paragraph 1.7 which have vigorously condemned the criminal Israeli attack in international waters against the flotilla carrying humanitarian aid to Palestine residents of the Gaza Strip, and hopes that an impartial investigation can be carried out."

ANNEX 5

**STATEMENT BY INDONESIA
TO THE TECHNICAL CO-OPERATION COMMITTEE**

"Thank you Mr. Chairman.

In line with what has been put forward by the distinguished delegation of Cuba, this delegation would like to raise our concern to condemnation of the act reported as reflected in paragraph 1.6 and 1.7.

This delegation would like to propose editorial changes to paragraph 1.8. This regret is not only for the loss of life and injuries sustained in the reported incident, but also regret for act that resulting danger to the navigation at sea.

Thank you."

NOTE:

After the discussion, this delegation concurred with the proposal made by the Secretary-General, in particular:

1. Indonesia strongly condemns the act of the attack against the ship during navigation at open sea. In this regard, Indonesia supports the position of Turkey, Iran and others, as reflected in paragraph 1.7.
2. Concurred with additional wording on the opening address, instead of only regretted the loss of life and injuries, also regretted act which was endangering safety of navigation at sea.

ANNEX 6

**STATEMENT BY THE SYRIAN ARAB REPUBLIC
TO THE TECHNICAL CO-OPERATION COMMITTEE**

Translation:

"Further to paragraph 1.7 of document TC 60/WP.1, and in line with the statements by the representatives of Cuba, Indonesia and the Bolivarian Republic of Venezuela, I should like to add the Syrian Arab Republic to the list of countries mentioned in that paragraph.

My delegation supports the statements made by the Republic of Turkey and the Islamic Republic of Iran. We further support the condemnation of unlawful actions such as those to which this Turkish ship was subjected in international waters in the Eastern Mediterranean."

ANNEX 7

**STATEMENT BY THE BOLIVARIAN REPUBLIC OF VENEZUELA
TO THE TECHNICAL CO-OPERATION COMMITTEE**

Translation:

"The Bolivarian Republic of Venezuela emphatically expresses its contempt for the attack perpetrated by the State of Israel against members of the Freedom Flotilla which was carrying humanitarian aid to the Palestine people.

Additionally, we wish to express our profound grief for the lives lost and for the psychological and physical injuries sustained by innocent people during this terrible event.

Acts of this kind are an outrage against international law; in particular, they are harmful to safety and to the safeguards that must govern maritime activity, which are the reasons for this organization's existence.

Finally, we express our total support for the condemnation of this event expressed by the delegations of the Islamic Republic of Iran, Turkey, Greece, Bangladesh and Cuba, among others."
