

TECHNICAL COOPERATION COMMITTEE
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**REPORT OF THE TECHNICAL COOPERATION COMMITTEE
ON ITS SIXTY-FIFTH SESSION**

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1 GENERAL

Introduction

1.1 The sixty-fifth session of the Technical Cooperation Committee was held from 22 to 24 June 2015, under the chairmanship of the Vice-Chairman of the Committee, Mr. Zulkurnain Ayub (Malaysia), in accordance with rule 17(b) of the Committee's Rules of Procedure following the resignation of Mrs. Nancy Karigithu (Kenya) from the post of the Committee's Chairman for 2015.

1.2 The session was attended by delegations from Members and Associate Members; by representatives from United Nations Programmes, specialized agencies and other entities; by observers from intergovernmental organizations with agreements of cooperation and by observers from non-governmental organizations in consultative status; as listed in document TC 65/INF.1.

1.3 The session was also attended by the Chairman of the Marine Environment Protection Committee, Mr. Arsenio Dominguez (Panama), the Chairman of the Legal Committee, Mr. Kofi Mbiah (Ghana), the Chairman of the Facilitation Committee, Mr. Yuri Melenas (Russian Federation) and the Chairman of the Sub-Committee on Navigation, Communications and Search and Rescue, Mr. Carlos Salgado (Chile).

The Secretary-General's opening address

1.4 The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link: <http://www.imo.org/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings>

Adoption of the agenda

1.5 The Committee adopted the provisional agenda set out in document TC 65/1 (Secretariat) as the agenda for the session, subject to agenda item 6 being amended to read "The post-2015 development agenda," and agenda item 14 being amended to read "Election of Chairman and Vice-Chairman for 2015 and 2016." The Committee also agreed to take up the items for consideration in the order in which they appeared in the agenda, with the exception of agenda item 14, consideration of which began at 11.30 a.m. on Tuesday, 23 June 2015.

2 WORK OF OTHER BODIES AND ORGANIZATIONS

2.1 The Committee noted the information provided in documents TC 65/2 and TC 65/2/Add.1 (Secretariat) in connection with the technical cooperation-related outcomes of the sessions of IMO bodies that had met since its previous session, namely, C 112, C 113, FAL 39, MEPC 67, LC 36/LP 9, MSC 94, LEG 102 and MEPC 68.

2.2 The Committee also noted the outcome of the Conference on the enhancement of safety of ships carrying passengers on non-international voyages, which was held in Manila, the Philippines, on 24 April 2015, as presented in document TC 65/INF.12 (Secretariat), and expressed its appreciation to the Philippines for hosting the conference and to Japan, the Pacific Island Member States, the Secretariat of the Pacific Community (SPC), International Association of Classification Societies (IACS) and INTERFERRY for their contribution to its success. The Committee noted, in particular, that the Organization would continue to assist Member States on matters relating to the enhancement of the safety of ships carrying passengers on non-international voyages and that the Secretariat was working on matters about which the conference had requested action from the Organization.

2.3 The delegation of the Philippines expressed appreciation to the Organization and the Secretariat for ensuring the success of the Conference, emphasizing that the Manila Statement recognized the moral obligation to protect life at sea and that those travelling by domestic ferries should enjoy the highest practicable standard of safety, and highlighted the importance of the domestic ferry operations in the Philippines.

3 INTEGRATED TECHNICAL COOPERATION PROGRAMME

(a) Annual report for 2014

3.1 The Committee had before it two documents relating to the Integrated Technical Cooperation Programme (ITCP) Annual Report for 2014. Document TC 65/3(a) (Secretariat) provided, in annex 1, a summary of the achievements and outputs of the activities implemented under the regional and global programmes; and document TC 65/3(a)/Add.1 (Secretariat) provided, in annex 2, an overview of financial resource delivery of the ITCP through the presentation of expenditure analyses.

3.2 The Committee was informed that the results of the ITCP implementation showed that 213 activities were delivered during 2014. This number included, inter alia, the implementation of 24 advisory and needs assessment missions and 107 training courses, seminars and workshops held at the national, regional and global levels. These training events covered an extensive range of maritime topics and resulted in the training of approximately 3,402 persons worldwide in 2014. In addition, another 73 fellows completed fellowships in the maritime field, and 1,547 officials attended events aimed at developing and harmonizing regional strategies on maritime technical matters.

3.3 The Committee was also informed that the total expenditure on technical cooperation activities in 2014 had reached \$13.8 million, representing a delivery rate of 76% of the resources programmed for that year. The profile of resource disbursement featured 21 sources of funding, with the TC Fund being the most significant, at \$5.8 million, representing 42% of the overall total funds expended.

3.4 The Committee was further informed that the value of the non-financial contributions to the overall success in the delivery of the ITCP activities should not be underestimated.

3.5 The delegations that spoke expressed their appreciation for the informative and detailed report and for the ITCP activities delivered during 2014. Several delegations provided details of the activities delivered in their countries and/or regions during 2014 and/or 2015 and highlighted the support they had provided in this respect. A number of delegations also noted the importance of the ITCP and encouraged Member States to continue to support the programme in the future and, if possible, to consider increasing their contributions. In addition, some delegations spoke on the importance of collaboration between Member States in the provision of technical assistance.

3.6 The Committee noted the information provided in the ITCP Annual Report for 2014 (documents TC 65/3(a) and TC 65/3(a)/Add.1) and expressed its gratitude to all donors for their cash contributions to the bi- and multilateral technical cooperation trust funds and to other Member States for their in-kind support that had facilitated the implementation of the ITCP activities.

3.7 The Committee further noted that the ITCP Annual Report for 2014 would be placed on the Technical Cooperation page of the IMO website.

Second meeting of the Heads of Maritime Administrations of Member States from East Europe and West Asia

3.8 The Committee noted the information provided by Bulgaria and others in TC 65/INF.10 on the outcome of the second meeting of the heads of maritime administrations of Member States from east Europe and west Asia and a seminar on the acceptance and implementation of IMO instruments, both held in Varna, Bulgaria, in September 2014. Several delegations noted the importance of such regional meetings in promoting awareness and cooperation and the sharing of knowledge and experience amongst the participants, and suggested their continuation.

(b) Programme for 2016 and 2017

Development of a prototype of a Maritime Single Window

3.9 The Committee considered document TC 65/3(b)/1 (Secretariat) and the related information documents TC 65/INF.6 (Secretariat) and TC 65/INF.6/Add.1 (Secretariat) in connection with the development of a prototype of a Maritime Single Window (MSW). In this respect, with the permission of the Committee, the consultant who was working on the project with the Secretariat, using funding provided by Norway, made a presentation of the proposed project to the Committee and provided information in relation to the cost, the likely timelines and the intention to progress the proposed project under the supervision of an advisory board composed of representatives from Member States, shipping industry stakeholders and the Secretariat.

3.10 The Committee recalled that TC 63 had, in response to the request of FAL 38, included in the 2014-2015 ITCP a new project concerning the development of an MSW and the study of the related costs and complexities of a system for electronic information exchange and of the benefits in terms of reducing administrative burdens on ship masters and public authorities.

3.11 The Committee was informed that FAL 39 had approved for circulation, with a view to adoption by FAL 40 in April 2016, draft proposed amendments to the annex to the 1965 FAL Convention; that these included a new Standard 3.1bis; and that this, when adopted, would require public authorities to establish systems for the electronic exchange of information, at the latest, three years after the date of adoption of the amendments. The Committee was further informed that the purpose of the proposed project on the development of a prototypal MSW was to assist Member States which are FAL Contracting Governments in implementing the aforesaid proposed amendments to the annex to the 1965 FAL Convention, in particular the implementation of electronic information exchange systems in the interest of facilitating international trade and for the benefit of sustainable development.

3.12 The Committee was also informed that the Secretariat, through the 2014-2015 ITCP, had conducted several needs assessment missions for the enhancement of electronic information exchange and had found that the majority of Member States had some kind of single window in place related to cargo, but that only a few had any single window for maritime transport. Based on this experience, the Secretariat planned to design a prototype of an MSW and the proposal had gained support as well as interest from Member States at FAL 39.

3.13 The delegations that spoke on the issue recognized the importance of electronic exchange of information with respect to the facilitation of international trade; in connection with efficient and cost-effective operations of ships in ports; and as a key factor to reduce administrative burdens for ship masters and maritime administrations. In addition, some delegations acknowledged that the development and implementation of a single window was

a complex and costly process and might prove to be challenging for some. With a view to progressing the proposed project, the delegation of Norway informed the Committee that, as Norway was dedicated to the proposed project, it would give the Secretariat free use of the structure and the modules of Norway's single window system SafeSeaNet Norway for the development of the prototype, in an effort to contribute towards the reduction of the cost. The delegation of Chile also committed its support through the provision of experts. Some of the delegations expressed concerns in relation to the annually recurring cost of maintaining and updating the prototype and suggested that the cost of developing the prototype should be covered from funds and savings under the control of the Organization, rather than from those dedicated for technical cooperation purposes. Reference was also made to the related work done by the European Maritime Safety Agency's (EMSA) MSW, the possible participation of EMSA in the development of the project and the possible links with the offer of Norway.

3.14 The Secretary-General welcomed the proposal and its role in promoting maritime development and highlighted the importance of maritime development as a key factor underpinning the achievement of the objectives of the emerging post-2015 development agenda. The Secretary-General also referred to the long-term financial sustainability of the Organization, the work which had been done during the last four years in this respect, the reduction in the established posts and in the number of meetings, the increasing post-service liabilities of the Organization and the mixed zero growth approach adopted for the regular budget of the Organization. The Secretary-General, taking into account the efforts and measures to ensure the financial sustainability of the Organization, expressed doubts, notwithstanding the absence of detailed information on the initial and subsequent annually recurring costs of the project, as to whether IMO had sufficient savings or other funds to cover the initial and recurring expenditures which the development of a prototype might entail. He suggested that an innovative approach was required for the project's funding and that this should include exploring opportunities for its funding from sources which would be made available in the context of the post-2015 development agenda.

3.15 Following a fruitful discussion which acknowledged the project as being for the benefit of developing countries and in the interest of facilitating international trade, the Chairman made the following points:

- .1 the Committee had been made aware of the impending adoption of amendments to the FAL Convention which would require the FAL Contracting Governments to put in place, at the latest three years after the adoption of the amendments, a system for the electronic exchange of information;
- .2 it was obvious that the adoption of the amendments would lead to requests for technical assistance to implement the new FAL requirements and that the Secretariat had proactively brought the matter to the attention of the Committee with a possible way forward;
- .3 when responding to such requests, either technical assistance could be provided on an individually tailored basis or a technical assistance tool could be developed, in this case the MSW prototype, which would be available to all Member States and provide a standardized package to be used when responding to such technical assistance requests. He suggested that it was obvious that those who spoke concurred with the development of a technical assistance tool as the best way forward;
- .4 the consultant had presented a number of possible options for the development of the prototype and its subsequent updating and upgrading and pointed out that the indicative best guess costs ranged from \$200,000 to \$1 million;

- .5 the offers by Norway and Chile and the use of freely available open-source software would contribute towards reducing the initial costs of the proposed project;
 - .6 in connection with the references made to EMSA and its related work, it would be up to Member States which are also Member States of the European Union and the European Commission to consider the matter and to inform IMO accordingly;
 - .7 the Committee did not have before it reliable initial and recurring cost estimates for the proposed project, taking into account the offers of Norway and Chile and the use, as much as possible, of freely available open-source software;
 - .8 if the Committee wished the proposed project to become a reality, there should be certainty as to the sources of its funding, and a possible option would be to inform the Council that the Committee was considering establishing a related project development project funded from the reserves of the TC Fund and was also urging Member States and shipping industry stakeholders to consider funding the project as this would reduce the amount of funds needed from the TC Fund reserves;
 - .9 the Committee in essence needed to make two decisions:
 - .1 decide whether the project should be continued as a project development project and, if so, include it in the 2016-2017 ITCP; and
 - .2 allocate the funding which would be required for the continuation of the work during the 2016-2017 biennium; and
 - .10 the Secretariat, in anticipating the likely positive response of the Committee, had already included relevant provisions in the proposals for the 2016-2017 ITCP for the continuation of the work.
- 3.16 The Committee, after considering the points made by the Chairman, decided:
- .1 to thank Norway for funding the first two phases of the project;
 - .2 to thank Norway and Chile for the offers they had made towards the further progress of the project;
 - .3 to request the Secretariat to provide to the next session of the Committee a clear project outline on the development of the single window concept together with the related budget estimates for the initial and annually recurring costs;
 - .4 to include the project on the development of an MSW prototype in the 2016-2017 ITCP; and
 - .5 to urge Member States and shipping industry stakeholders to make voluntary contributions, either financial or in-kind, for the progression of the proposed project.

3.17 The delegations of the Cook Islands and Vanuatu reiterated their views that the development of the project should be funded from sources other than the TC Fund, which should be used only for capacity-building purposes.

Fair treatment of seafarers in the event of a maritime accident

3.18 The Committee considered document TC 65/3(b)/2, submitted by the International Transport Workers' Federation (ITF), concerning the fair treatment of seafarers in the event of a maritime accident and requesting that the related forms of assistance be integrated within the ITCP. When presenting its submission, the ITF also informed the Committee that the industry was prepared to contribute financially on a dedicated basis towards this work, and that some dedicated funding had already been secured to facilitate the wide implementation of the *Guidelines to improve the conditions for seafarers*, taking into account human rights issues. Furthermore, the ITF and Seafarers' Rights International were ready to continue their work in this area and to assist the Technical Cooperation Committee as deemed appropriate.

3.19 The Secretariat informed the Committee of the following in relation to the conclusions of LEG 102, from the perspective of technical cooperation:

- .1 the technical assistance training activities under the ITCP on casualty investigations were based on the 2014 edition of Model Course 3.11 on "Safety investigation into marine casualties and marine incidents." The model course included a number of references to the guidelines but no detailed teaching or training material on the implementation of the guidelines;
- .2 if the Committee so wished, training material could be developed on the implementation of the guidelines;
- .3 in such a case, the Secretariat would look for partners that would work with the Secretariat and, if need be, consultants for the development of the training material and donors that would provide funding or in-kind support to this end;
- .4 it would be advisable for the training material to include both expanded and abridged presentation and discussion of the guidelines. The expanded material should be for use, together with Model Course 3.11, in delivering technical assistance activities concerning safety investigations into marine accidents and marine incidents. The abridged version should be used to foster wider awareness of the issue and could be utilized for other technical assistance activities which might provide opportunities to address a wider audience, such as meetings of heads or senior officials of maritime administrations and other technical assistance activities relating to, for example, the III Code or flag, port and coastal State obligations and responsibilities;
- .5 the training material could also be made available to the World Maritime University (WMU), the IMO International Maritime Law Institute (IMLI) and the International Maritime Safety, Security and Environment Academy (IMSSEA) with a request for them to include it in their syllabuses and any training programmes or professional development courses which they offer;

- .6 the guidelines had been adopted jointly with the International Labour Organization (ILO) Governing Body and thus the development of any work training material should also be done in cooperation with ILO;
- .7 the training material, depending when it was developed, might need to be revised in the context of any guidance on the implementation of the guidelines which the Legal Committee might decide to develop;
- .8 in relation to the removal of legislation targeting seafarers and imposing criminal sanctions on them, the Secretariat, when responding to requests for assistance with respect to the revision and updating of national laws, would include a related provision in consultants' terms of reference. In this respect, and as some Member States had informed LEG 102 that they were ready to share their national legislation giving effect to the guidelines, the Secretariat would highly appreciate if translated copies of such laws, in case these were not in one of the working languages, were also made available to it for use as a tool by consultants;
- .9 the matter of enhancing seafarers' training and awareness as to their rights was an issue to be considered by the Maritime Safety Committee and the Sub-Committee on Human Element, Training and Watchkeeping. Depending on their decisions, the Secretariat would consider the necessary revisions of any existing model courses and/or the development of a free-standing model course; and
- .10 in connection with the suggested expansion of the WMU and IMLI seafarers' rights already on the curriculums, the Secretariat would indicate that they would convey the request to their respective governing bodies and directors for their consideration and action.

3.20 The delegations that spoke on the issue supported the proposal by ITF and welcomed the industry's offer to provide financial and in-kind support and, in addition, expressed appreciation for the actions outlined by the Secretariat.

3.21 The Committee noted and endorsed the actions outlined by the Secretariat and, in particular, approved the development of training material on the implementation of the guidelines.

3.22 The Committee welcomed the offer by ITF to provide resources and/or to work with the Secretariat for developing training material on the implementation of the guidelines and urged Member States and other donors to consider making financial or in-kind contributions to that end.

2015 Regional Senior Maritime Administrators' Workshop

3.23 The Committee noted the information provided in document TC 65/INF.2 (Antigua and Barbuda et al.) on the outcomes of the Regional Senior Maritime Administrators' (SMA) Workshop which was held in Port of Spain, Trinidad and Tobago, on 5 and 6 February 2015, in particular the 2015 SMA resolution and the list of technical assistance needs in support of maritime safety and marine environment protection activities in the Caribbean region. A number of delegations reiterated the views which they expressed when considering document TC 65/INF.10 (Bulgaria et al.) in connection with the importance of such regional meetings in promoting awareness, cooperation and the sharing of knowledge and experience amongst the participants, and repeated their suggestion for their continuation.

Programme for 2016 and 2017

3.24 The Committee considered the proposed ITCP for 2016 and 2017 set out in document TC 65/3(b) (Secretariat). The Committee noted that the ITCP for the next biennium was the culmination of collective efforts by the Secretariat, Member States and development partners. The Committee further noted that for its preparation a number of elements and priority areas had been taken into account, including the requests of individual Member States through the Country Maritime Profiles (CMPs) or written requests, the effective implementation of the IMO Member State Audit Scheme and the formulation of national maritime transportation policies (NMTPs). In the preparation of the programme, the capacity-building needs of Member States, particularly Small Island Developing States (SIDS) and Least Developed Countries (LDCs), resulting from amendments to existing IMO treaties together with the development of new instruments, had also been taken into consideration.

3.25 The delegations that spoke on the issue welcomed and supported, in general, the proposals of the Secretariat for the 2016-2017 ITCP; some sought clarifications and one delegation suggested amending an environmental protection reference in the interest of precision. The Secretariat responded to the requested clarifications and, in addition, reminded the Committee that the proposal for the ITCP was a living planning document which had evolved so as to best respond, in the context of the limited available resources, to the continuously emerging needs of Member States; developments resulting from the work of IMO leading to new needs for technical assistance; international developments on issues related to the work of IMO and for which the Organization had to respond and provide technical assistance to its membership; and the funds and in-kind resources made available from donors.

3.26 One delegation referred to the importance of the ITCP and requested Member States to inform the Committee on the effectiveness of the assistance provided, with a view to establishing a direct link between delivery and impact. In this respect, the Committee was reminded that the Impact Assessment Exercise (IAE) would be considered under agenda item 11.

3.27 The delegation of South Africa and a number of other African delegations made reference to the 2050 Africa's Integrated Maritime Strategy (the 2050 AIM strategy) adopted by the African Union and sought information in connection with the links between the proposed 2016-2017 ITCP and the 2050 AIM Strategy and how IMO planned to help the region achieve the aims of the strategy. The Secretariat, recalling the assistance which IMO had provided in the development of the 2050 AIM Strategy, advised that in the development of the proposals for Africa, the aforesaid strategy had been taken into account and that the efforts of IMO were designed to contribute towards the achievement of the strategy's aims. The Secretariat stated that, as was done in relation to other regions with regional strategies or plans which included elements relating to the work of IMO of which the Secretariat was aware, it did not produce tables or indices showing the links or correlations between the ITCP and such strategies or plans, as that was beyond its available resources. The Secretariat also indicated that, as the 2050 AIM Strategy included a wide range of maritime-related issues, a significant number of which were not within the mandate of IMO, it intended to develop, in consultation with the regional meeting of the Heads of Maritime Administrations of Africa, a plan which would identify the IMO technical assistance-related matters and a rolling roadmap for the way forward.

3.28 The Committee approved the proposed ITCP for 2016 and 2017 (refer to document TC 65/3(b)) including the core activities planned under regional and global programmes, subject to adequate funding estimated at some \$24,164,000 and the changes to be made by the Secretariat in accordance with the discussion.

3.29 The Committee noted that the funding for the entire ITCP was subject to the available resources under the TC Fund for the next biennium (paragraphs 4.1 to 4.6) and to the Secretariat's efforts to secure external donor contributions in the form of financial or in-kind resources. In this regard, Member States and shipping industry stakeholders were urged to make financial and/or in-kind contributions towards the resources which were needed for the delivery of the proposed programme.

4 FINANCING THE INTEGRATED TECHNICAL COOPERATION PROGRAMME

(a) Technical Cooperation Fund allocation for 2016 and 2017

4.1 The Committee considered document TC 65/4(a) (Secretariat) setting out proposals for the annual allocations from the TC Fund to support the delivery of the ITCP for 2016 and 2017. In this respect, the Committee was advised that the Council, at its 113th session, when considering the agenda item on "Results-based budget: outline of budgetary implications for 2016-2017", had noted the suggestion by the Secretary-General for the allocation of £10 million from the surplus of the Trading Fund to the TC Fund for the 2016-2017 biennium and that the proposals were based on the assumption that £10 million would be finally allocated by the Council and the Assembly. In addition, the Committee was also advised that, as the currency used for accounting for technical cooperation was the United States dollar, the proposal was based on an exchange rate of £1 = \$1.50. In addition, the Committee was informed that, depending on the final decisions of the Council and the Assembly in relation to the allocation to the TC Fund and on the prevailing exchange rates when the funds were released and converted into United States dollars, the Secretariat would make the necessary adjustments and inform the Committee accordingly at its next session. On the basis of the current expenditure pattern and trend, the proposal envisaged the allocation of £5,150,000 (equivalent¹ to \$7,725,000) and £4,850,000 (equivalent² to \$7,275,000) for 2016 and 2017, respectively.

4.2 The Committee was informed that the TC Fund allocation was configured in response to specific regional requirements, based primarily on the institutional capacity-building needs of recipient countries as well as emerging issues and other priorities identified under the strategic direction and High-level Action Plan of the Organization such as the IMO Member State Audit Scheme (IMSAS).

4.3 The Committee was further informed that the overall allocation of \$15 million would cover 62% of the total ITCP requirement (paragraphs 3.27 and 3.28) and that the Secretariat should engage with donors and other technical cooperation partners in pursuance of its resource mobilization efforts to secure the financing of the remaining ITCP activities.

4.4 The Committee recalled that the TC Fund reserves were available as unprogrammed resources to finance unexpected emergency requests from Member States and to address other additional needs that might emerge during the biennium, in accordance with the TC Fund Rules of Operation.

4.5 In response to a query on the level of funds under the TC Fund reserves, the Committee was informed that such information would be considered by the Council at its 114th session when discussing the proposals for the Organization's budget for 2016 and 2017.

¹ At the time of the session.

² At the time of the session.

4.6 The Committee:

- .1 noted the proposed indicative allocation of £10 million from the surplus of the Trading Fund to the TC Fund during the 2016-2017 biennium;
- .2 approved the allocation and use of £5,150,000 (equivalent³ to \$7,725,000) and £4,850,000 (equivalent⁴ to \$7,275,000) for the delivery of the ITCP during 2016 and 2017, respectively, subject to any adjustments which the Secretariat may have to make, on which it would eventually report to the Committee at its next session, as a result of:
 - .1 the final decisions of the Council and the Assembly as to the amount which will be allocated to the TC Fund; and
 - .2 the exchange rate between the pound and the dollar at the time when the funds are released and converted into dollars; and
- .3 requested the Secretariat to inform, to this end, the 114th session of the Council.

(b) Sustainable financing

4.7 The Committee noted the information provided in document TC 65/4(b) (Secretariat) on the status of voluntary funds and cash donations made to IMO's technical cooperation activities since the last session of the Committee, as well as updated information on developments on sustainable financing of the ITCP.

4.8 The Committee was informed that there were 13 financial arrangements in operation, eight of which had been established with government agencies of Canada (x2), Egypt, Italy, Norway (x2), the Republic of Korea and the United Kingdom, and the remainder with international and regional organizations and industry. The Committee noted that notwithstanding the current global economic climate, from 1 May 2014 to date, some \$2.8 million had been contributed to the seven multi-donor trust funds (MDTFs) and financial arrangements held by IMO, and that one-off cash donations to specific ITCP activities amounted to some \$869,000, a significant increase from the cash donations of some \$480,000 which had been reported to TC 64.

4.9 The Committee was further informed that, since document TC 65/4(b) was issued, a contribution of \$529,198 had been received from the Republic of Korea to further enhance the IMO/Republic of Korea Programme of Technical Cooperation in the implementation of the ITCP. In addition, a pledge of €50,000 had been made by Germany to the Search and Rescue (SAR) Fund for activities related to the MRSC in Namibia and, under a bilateral agreement between IMO and Egypt, \$20,000 had been pledged to the ITCP to support a training programme for participants from developing countries held at the Arab Academy for Science Technology and Maritime Transport. It was emphasized that these donations carried no expectation of continuation and were therefore not, in essence, part of a sustainable financing mechanism.

³ At the time of the session.

⁴ At the time of the session.

4.10 On the subject of cash donations made to the ITCP, Singapore expressed its thanks to Canada for the generous contribution of \$156,433 to support a joint IMO-Singapore International conference on technology transfer and capacity building entitled "Future-ready Shipping 2015", to be held in Singapore from 28 to 29 September 2015. An invitation was extended to all IMO Member States and interested stakeholders to attend the conference.

4.11 The Committee expressed its appreciation to all donors that had made contributions to IMO's technical cooperation activities through various arrangements. In addition, appreciation was expressed to the nine Member States which had donated their interest earnings accumulated under the Contributions Incentive Scheme during 2006-2013 for technical assistance purposes, and urged other Member States to consider doing the same.

5 LINKAGE BETWEEN THE ITCP AND THE MILLENIUM DEVELOPMENT GOALS

5.1 The Committee recalled resolution A.1006(25) on *The linkage between the Integrated Technical Cooperation Programme (ITCP) and the Millennium Development Goals*, which recognized the importance of the maritime sector in achieving the Millennium Development Goals (MDGs) and called for regular updates to the Committee on the status of the promotion and implementation of the resolution.

5.2 The Committee noted the information provided in document TC 65/5 (Secretariat) on the developments on the status of the promotion and implementation of resolution A.1006(25) and, in particular, the progress made so far in implementing the demonstration project on the linkage between the potential role of maritime transport facilitation and the reduction of poverty, using the ports in Cameroon as a case study.

5.3 The Committee further noted the implementation of ITCP activities related to SAR and GMDSS, safety of non-SOLAS vessels, protection of the marine environment, Ballast Water Management awareness, improvement in partnership arrangements, combating HIV/AIDs, and the promotion of gender equality in the maritime sector, which also contributed to the MDGs.

5.4 The Committee also noted the information on the end date of the MDGs and the Secretariat's preparedness for the commencement of work in relation to the Sustainable Development Goals (SDGs) and the post-2015 development agenda after their adoption by the United Nations.

5.5 The Committee noted that the work of the Secretariat on the MDGs was in line with United Nations General Assembly resolution A/RES/60/1 and the 2005 World Summit Outcome. In addition, the Committee noted the key MDG milestone for the United Nations organizations for managing the transition from the MDGs to the SDGs.

5.6 One of the two consultants who had undertaken a mission in Cameroon under the demonstration project on the potential role of maritime traffic facilitation in the reduction of poverty ("the demonstration project") provided further information on progress. The consultant recommended the continuation of the project, focusing on the impact of port congestion on the national economy of Cameroon.

5.7 The delegation of Cameroon expressed appreciation to the Secretariat for choosing Cameroon as a case study for the demonstration project. The delegation informed the Committee that the project had been beneficial to the country and that further technical assistance was needed to enable the country to implement the recommendations made by the consultants. The statement by Cameroon is set out, at its request, in annex 1.

5.8 One delegation welcomed the report and stated that the demonstration project was not about Cameroon but was intended as a pilot to demonstrate the potential role of maritime traffic facilitation in the reduction of poverty. The delegation further stated that the Committee looked forward to receiving the consultant's final report and recommendations with a view to reflecting on further measures to tackle poverty in the region.

6 THE POST-2015 DEVELOPMENT AGENDA

The post-2015 development agenda

6.1 The Committee recalled that following the development of the SDGs which were launched at the Rio+20 Summit in 2012, the Secretariat had developed a "concept note" on Sustainable Maritime Transportation System, which aimed at ensuring that the development of a maritime transportation system was itself sustainable. The Committee also recalled that the identification of Sustainable Maritime Development Goals (SMDGs) by the Secretariat was a further step towards the achievement of a Sustainable Maritime Transportation System.

6.2 The Committee noted the information provided in document TC 65/6 (Secretariat) on the development by the United Nations of the SDGs and the post-2015 development agenda and that the Secretariat would align its work with them, after their adoption by the UN, and include them in the ITCP and technical assistance activities within the framework of the SDGs, the post-2015 development agenda and the SMDGs.

(a) Maritime policy development

6.3 The Committee noted the information provided in document TC 65/6(a) (Secretariat) on the Secretariat's plans to enhance assistance to Member States for the development of national maritime transportation policies (NMTPs) within the context of the Secretary-General's initiative on the review and reform of the Organization and, in particular, the introduction of a new approach to the delivery of technical assistance.

6.4 The Committee further noted that the Secretariat's plans to assist developing countries in formulating and enhancing their NMTPs included the preparation, in close cooperation with the WMU and with the financial or in-kind support of interested Member States, of training packages on the development, adoption and updating of NMTPs. Moreover, a pilot technical cooperation project was planned to be implemented in the latter part of 2015 aimed at promoting the importance of NMTPs and facilitating their preparation.

6.5 The delegations that spoke supported the initiative of the Secretariat to provide assistance to Member States in the development and updating of NMTPs. Some of them suggested that such assistance should be available to all Member States and not only to developing countries, due to unintended consequences, for example, of the implication that only developing countries should consider putting in place NMTPs. In addition, some delegations pointed out that the development of NMTPs should not be mandatory and/or a precondition for the provision of technical assistance. Also, some delegations indicated their willingness to share their NMTPs, and this was welcomed by the Committee.

6.6 The Secretary-General thanked delegations for their support and encouragement, and stated that the formulation of NMTPs was the exclusive prerogative of Member States and their adoption and content was entirely their responsibility. In addition, he confirmed that the existence of NMTPs was not and could not be made a precondition for providing technical assistance. Furthermore, he advised that the training packages which were to be developed would be available, like the rest of the technical assistance and capacity-building programmes and tools, to all Member States. In relation to the development and updating of NMTPs, the Secretary-General highlighted the role and contribution which WMU could play by conducting research and studies on issues relating to NMTPs.

6.7 The Secretariat, in supplementing the comments of the Secretary-General, reminded the Committee that Member States were invited to attend and participate in regional technical assistance activities on a non-discriminatory basis and irrespective of whether they were developed or developing countries. In such cases, the developed countries and developing countries with high-income economies were informed that their attendance and participation would be at their own expense. Furthermore, the Secretariat indicated that the same approach was applied when responding to requests for technical assistance at the national level.

(b) Country Maritime Profiles

6.8 The Committee considered document TC 65/6(b) (Secretariat), which provided an update on developments related to Country Maritime Profiles (CMPs). It was noted that, since the introduction of the CMP, the Secretariat had refined and revised the CMP module to ensure that it was user-friendly and ultimately fit for purpose. Requests from Member States for amendments to sections of the CMP and in relation to various fields had been reflected accordingly. The Committee noted that a considerable amount of work needed to be done and that a major pending change in the CMPs was the modification of the module relating to overseas and dependent territories of Member States, which required tailor-made solutions on an individual and case-by-case basis, taking into account the constitution and/or national laws governing the authorities and powers which were vested in such territories by the Member State concerned.

6.9 The Committee was informed that, for the first time, the planning of the ITCP had been based, as much as was practicable, on the data made available either in the CMP module or through written requests received from Member States (i.e. the real needs of the beneficiaries as expressed by them) and with less reliance on the thematic priorities approved by MSC, MEPC, FAL and LEG.

6.10 The Committee noted the outcome of analyses of completed CMPs which indicated that most of the entries into the CMPs requesting technical assistance were either ambiguous or not specific enough to trigger a tailored response from the Organization. Since such lack of clarity might lead either to unnecessary duplication in the provided assistance or unsuitable assistance, the unification of requests for technical assistance would be helpful to all stakeholders in the endeavour to address the real needs of developing countries.

6.11 The current work of the Secretariat on restructuring the relevant technical assistance requirement fields in the CMP module, with a view to streamlining them as much as possible in order to remove ambiguities from all abbreviations and/or confusing terminology which Member States might use, was noted. In this regard, due consideration was also given to the IMSAS results and corrective action plans which could help to identify needs for technical assistance to be provided by the Organization to developing countries.

6.12 The Committee noted that, at this stage, the project was still a work in progress to be further developed by the Secretariat, taking into account the experience gained from its use as a planning tool for the ITCP for the 2016-2017 biennium. Notwithstanding the further development of the CMP module, the Committee urged those Member States that had not yet provided the information required in the CMPs to do so and those that had done so to keep them up to date.

Sharing Country Profiles

6.13 The Committee considered the proposal of IHO in document TC 65/6(b)/1 suggesting the sharing of relevant and non-sensitive information contained in CMPs maintained by the partner organizations of the Joint IHO/IMO/WMO/IOC/IALA/IAEA/FIG Capacity-Building Group (Joint CB Group), in the interests of facilitating the work of the Joint CB Group and promoting the United Nations initiative of "Delivering as One."

6.14 The delegations that spoke expressed reservations about the proposal in view of the absence of clarity and detail as to the use of the CMPs and their availability in the public domain. The Committee agreed that if and when salient details were provided, the matter may be reconsidered.

7 PARTNERSHIPS

(a) Regional coordination

7.1 The Committee considered document TC 65/7(a) (Secretariat), which reported on the technical assistance delivered through the Regional Presence Scheme in Africa, East Asia and the Caribbean, and particularly the role played by the Regional Coordinators and the Regional Maritime Adviser for the Caribbean in their efforts towards achieving acceptance and universal application of IMO instruments.

7.2 The delegations that spoke commended the work of the Regional Coordinators and the Regional Maritime Adviser for the Caribbean in supporting and providing guidance on the work of IMO at the regional and national levels. In addition, the delegations of Côte d'Ivoire, Ghana and Kenya informed the Committee of their willingness and readiness to continue hosting the offices in Abidjan, Accra and Nairobi, respectively. The delegation of the Philippines informed the Committee that they were committed to continue hosting the Regional Presence Office for East Asia, which would be housed in a new building to be completed in 2016.

7.3 The delegations of Bangladesh and India suggested that the establishment of a regional presence office for the Indian subcontinent should be considered.

7.4 The Committee expressed its appreciation to the host countries of the IMO Regional Presence Offices, namely, Côte d'Ivoire, Ghana, Kenya, the Philippines and Trinidad and Tobago, for their financial and in-kind contributions to support the scheme.

(b) Partnership arrangements

7.5 The Committee considered document TC 65/7(b) (Secretariat), which provided a status report on two aspects of partnership arrangements: firstly, the delivery of technical assistance through IMO's regional and national partners; and secondly, the progress made on the implementation of resolution A.965(23) on *Development and Improvement of Partnership Arrangements for Technical Co-operation*.

7.6 The Committee noted that 74 partnerships were currently in operation for the delivery of technical cooperation activities, 42 of which had been concluded with Member States and Associate Members and 32 of which had been made with international organizations, regional institutions and industry.

7.7 The Committee expressed its appreciation to all technical cooperation partners for their financial contributions and in-kind support to implement the ITCP effectively. Noting that outcomes achieved through partnership assistance contribute substantially to the effective delivery of ITCP activities, the Committee was informed that the Secretariat would continue its efforts to identify partnership arrangements with governments, international and regional organizations, and industry, with a view to securing further funding and obtaining in-kind support to promote regional implementation of the ITCP.

7.8 The delegations of Australia, Chile, Peru, the Philippines, Singapore and COCATRAM reiterated offers to assist other countries through the provision, inter alia, of experts, trainers and courses on a wide variety of subjects.

7.9 Singapore highlighted two errors in document TC 65/7(b) (Secretariat)⁵ regarding the experts they had provided under the IMO-Singapore TCTP MoU: firstly, that the regional workshop on the audit scheme had been held in Namibia and not in Sri Lanka; secondly, that an expert had been provided to the Secretariat of the Pacific Community (SPC) workshop on IMO Model Course 3.12 – Training for Assessors, held in Fiji. Since this had not been reflected in the document, the Secretariat would issue a revised document to reflect this information.

7.10 The Committee further noted the information provided by Malaysia in document TC 65/7(b)/1, and expressed its appreciation to Malaysia for the support it had provided and continued to provide towards the technical assistance work of the Organization. The Committee was informed that, under the MoU with IMO, Malaysia had made all the arrangements and the related disbursements with its own funds. The Secretariat explained that the reports which were presented to the Committee covered only those activities which were funded either from the TC Fund or from funds which were given to the Organization and managed by the Secretariat.

7.11 In the interests of comprehensive reporting, the Committee requested the Secretariat to explore ways of acknowledging, in its future reports to the Committee, the technical assistance provided by Malaysia and others that might be providing technical assistance in a similar way.

"Delivering as One" in action

7.12 The Committee also noted the information provided by IALA on behalf of the Joint IHO-IMO-IOC-WMO-IALA-IAEA-FIG Capacity-Building Group and a statement by IALA, in document TC 65/INF.3, on the background, strategy, achievements and future technical capacity-building activities related to the safety of navigation and protection of the marine environment under the United Nations "Delivering as One" initiative.

Developments in the Pacific region to improve maritime transport services

7.13 The Committee further noted the information provided by the SPC in document TC 65/INF.7 on its activities and programmes to improve maritime transport services in the Pacific Islands region. When presenting the document, the SPC advised that there were 22 Pacific Island countries and territories all of which were members of the SPC and 13 of which were IMO Member States. Of all the SIDS around the world, over one third are located in the Pacific region. Furthermore, the geographical feature of the Pacific necessitates safe, secure and affordable maritime transport services enabling national development efforts. The

⁵ In the interest of providing accurate information and for the benefit of those who read document TC 65/7(b) in isolation and without reference to the report of the session, the Secretariat will issue, after the session, a corrigendum to the document.

region's trade and commerce had depended on its ability to move goods and people across its large ocean. Just as important, the Pacific communities relied on the sea for sustenance through marine resources, coastal transportation and employment.

7.14 SPC also informed the Committee that the second Pacific Regional Transport Ministers' meeting, held in early 2014, had reaffirmed the importance of strengthening maritime transport policy and legislative framework; urged the implementation of safety management systems on board domestic vessels, and explored options for the establishment of a Memorandum of Understanding (MOU) to improve regional collaboration on maritime safety.

7.15 The delegations of Australia and France indicated their willingness to continue to assist in the development of the Pacific Islands; acknowledged the significant role played by the SPC in improving shipping standards in the region and expressed their willingness to continue supporting the SPC in its endeavours to adopt a regional approach for Pacific SIDS and to achieve its objectives in terms of sustainable economic development in the region.

8 VOLUNTARY IMO MEMBER STATE AUDIT SCHEME AND IMO MEMBER STATE AUDIT SCHEME

8.1 The Committee noted the information provided in document TC 65/8 (Secretariat) on the status of implementation of the global programme on the Voluntary IMO Member State Audit Scheme (VIMSAS) and the activities delivered since its previous session. The Committee was informed that since IMO had started delivering training courses for auditors under the ITCP, a total number of 791 individuals from 151 countries had been trained through 46 activities worldwide.

8.2 The Committee also noted that the introduction of the mandatory IMSAS from January 2016 would make a difference to the manner of identifying technical assistance requirements and the delivery of technical cooperation for more effective implementation of standards.

8.3 The delegations that spoke made reference to the work they had done in relation to VIMSAS and IMSAS, the technical assistance they had received or for which plans had been made, the financial and in-kind support they had offered or were planning to offer through IMO or on a bilateral basis, and the need and importance for the Organization to continue to assist Member States in their preparations for the mandatory audit.

8.4 The Secretariat, in relation to technical assistance with respect to IMSAS, drew the Committee's attention to the salient provisions of the ITCP for 2016 and 2017 and the relating proposed TC Fund allocation. In addition, it advised the Committee that henceforth, technical assistance would not include full-scale mock audits, as these were time consuming and very expensive to conduct, but instead national workshops which could include mini mock audits developed on the basis of the experience gained from the full-scale mock audits and designed to achieve the same aims.

8.5 The Committee was informed that in the preparation of the global programme on IMSAS for the 2016-2017 biennium, the Secretariat, having reviewed the technical assistance activities delivered so far in relation to the scheme, and taking into consideration the major areas of recurrent audit findings such as initial actions (legislation), delegation of authority (RO Code) and training for flag State surveyors, was revising the technical assistance activities so as to be able to provide more specific support to Member States in their implementation and enforcement of mandatory IMO instruments and post-audit assistance.

8.6 The Committee further noted the expectation of an increase in ad hoc requests for technical assistance during the next biennium and, consequently, an increase in the overall size of the ITCP, and thus of the funds necessary to deliver all expectations. As a result, the Committee urged Member States, organizations and industry to make further contributions to the ITCP to support the effective implementation of the mandatory scheme and, in particular, the post-audit related assistance.

9 CAPACITY BUILDING: STRENGTHENING THE IMPACT OF WOMEN IN THE MARITIME SECTOR

Strengthening maritime resource development

9.1 The Committee considered document TC 65/9 (Secretariat) on the activities implemented under IMO's gender programme, MDG 3: Strengthening maritime resource development, from January to December 2014. The Committee noted that, during the 27 years of operation of this capacity-building programme, over 430 women maritime administrators had received training fellowships; two medium-term strategies had been implemented; and women maritime managers had found a voice through the seven regional associations established with IMO's support. The Committee also noted the wide geographical coverage of this programme and the variety of maritime subjects that were explored each year through the assistance provided to the regional support networks.

9.2 The delegations that spoke commended the Secretariat on this long-standing and successful capacity-building programme, the impact of which had been confirmed by the reinforcement of maritime administrations through female WMU and IMLI graduates in particular. Several delegations took the opportunity to update the Committee on the status of the integration of women in their national maritime sectors, ranging from the impressive number of female cadets graduating from maritime training institutions to, at the policy level, the number of women who had been promoted to senior decision-making roles within their administrations.

9.3 A number of delegations from Africa, whose official languages include French, drew the Committee's attention to the valuable training their officials had received through the high calibre of education delivered through the port management course at the *Institut Portuaire d'Enseignement et de Recherche du Havre* (IPER), Le Havre, France. Over the past five years, the course had targeted women from the west and central Africa region in order to meet the demand for training for Francophone participants. It was noted that this course was a victim of its own success, with demand far outstripping the funding available, and donors were urged to identify financial support for this training. IMO was requested to further strengthen and increase fellowships under this programme.

9.4 The Secretariat informed the Committee that although the achievements of IMO's gender capacity-building programme were recognized within the United Nations system as being significant and effective, those successes had been underfunded from the outset and funding for gender activities was still very limited. There was currently limited provision, under the ITCP for 2016-2017, for the entire global programme on "MDG 3: Strengthening maritime resource development" and no provision for repeating a dedicated port management course for French-speaking women from west and central Africa. However, in case donors were to come forward with sufficient contributions to this highly effective training programme, plans could be made for a course open exclusively to women candidates. Furthermore, the interested Member States could, if they wished, when responding to the invitation for nominating candidates for the IPER port management course which was open to men and women, for which there was provision in the ITCP for 2016-2017, consider nominating female candidates on a preferential basis.

9.5 The Committee expressed its deep appreciation to Member States, organizations and shipping industry stakeholders, as well as to all women and men who, through their kind and generous support, active participation and diligent efforts, had enabled the convening, hosting and successful outcomes of the various events reported in document TC 65/9 and TC 65/9/Add.1 (Secretariat), thereby furthering the efforts of the Organization in relation to the integration of women in the maritime sector, which was one of the high-level actions envisaged by the High-level Action Plan for the 2014-2015 biennium.

9.6 The Committee further expressed appreciation to Argentina, which, through the *Prefectura Naval Argentina*, had translated from English into Spanish, and also subtitled, the two short films made by IMO to strengthen the integration of women into the maritime sector.

Conference on the establishment of "Women in Maritime Association, Caribbean" (WiMAC)

9.7 The Committee noted the information provided in document TC 65/9/Add.1 (Secretariat), which reported on the Conference on the establishment of "Women in Maritime Association, Caribbean" (WiMAC), held in Montego Bay, Jamaica, from 13 to 17 April 2015. This marked the launch of WiMAC as the seventh regional network established under IMO auspices for the purpose of capacity building for women in the maritime sector. The Committee further noted that in selecting the name WiMAC, the Caribbean region had followed the concept and terminology of Women in Maritime Association (WIMA), which was first coined through IMO's gender programme with the launch in 2010, of WIMA-Asia.

9.8 The outcome of the conference is encapsulated in the adoption of the WiMAC Jamaica 2015 resolution which was attached as annex to the document. In particular, the Committee's attention was drawn to the nine action points contained in the resolution. The delegation of Jamaica added that in the two months since its establishment, WiMAC's Governing Council had already met three times to develop its programme of activities.

9.9 The Committee noted the positive and practical outcomes of the conference. IMO would be exploring placement and on-the-job training opportunities for female cadets in the Caribbean region. Similarly, IMO, in collaboration with the Caribbean Maritime Institute and the World Maritime University's Women's Association (WMUWA), would be examining the possibility of establishing a mentorship programme for women from the region, to facilitate professional networking opportunities and access to training.

Second national meeting of women in the maritime sector

9.10 The Committee noted the information provided in document TC 65/9/1 (Argentina) and, in particular, paragraph 5 of the document. The Committee was apprised of the outcomes set out in the meeting recommendations adopted by the second national meeting of women in the maritime sector, held in Buenos Aires, Argentina, from 23 to 25 September 2014. The Committee expressed its appreciation to Argentina for its efforts to facilitate the advancement of women in the maritime sector.

Information on the World Maritime University Women's Association

9.11 The Committee also noted the information provided in document TC 65/INF.4 (Secretariat) on the activities of the WMUWA and the linkage between WMUWA and IMO's seven regional support networks for sustainability and capacity building.

First continental conference on the empowerment of African women in maritime: Towards Africa's Blue Economy

9.12 The Committee further noted the information provided in document TC 65/INF.5 (Angola) on the outcomes of the "First continental conference on the empowerment of African women in maritime: Towards Africa's Blue Economy", held in Luanda, Angola, from 25 to 26 March 2015.

9.13 The delegations that spoke thanked Angola for their high-level initiative which arose from the African Union's declaration of 2015 as the "Year of Women's Empowerment and Development towards Africa's Agenda 2063"; supported the commitments expressed by the conference participants through their resolution; and suggested that IMO should consider the outcome of the conference.

10 GLOBAL MARITIME TRAINING INSTITUTIONS

10.1 The Committee noted the summary of activities undertaken in 2014 by the World Maritime University, the IMO International Maritime Law Institute, and the International Maritime Safety, Security and Environment Academy provided in document TC 65/10 (Secretariat) on global maritime training institutions. The Committee was also informed that the comprehensive annual reports of the WMU and IMLI governing bodies, which included full income and expenditure reports, were available under the following Council documents: C 114/14(a) and C 114/14(b) for WMU; and C 114/15(a) and C 114/15(b) for IMLI. Additionally, the study on the financial sustainability of WMU, requested by the Council at its 110th session, was presented in document C 114/14(c).

10.2 The delegations that spoke noted with satisfaction the activities of the training institutions outlined in document TC 65/10 (Secretariat) and, in particular, the positive developments relating to WMU, and reiterated their continued support to the University. Some of the delegations expressed their wish to foster more cooperation between WMU and regional maritime training institutions. The delegation of Côte d'Ivoire provided information in relation to the creation of a new inter-regional maritime security institute (Institut de Sécurité Maritime Interrégional), ISMI, within the Académie Régionale des Sciences Techniques de la Mer d'Abidjan (ARSTM), which is set out, at its request, in annex 2. Following its comments, the Secretary-General suggested that ARSTM should consider contacting WMU with a view to exploring areas of cooperation.

10.3 The Secretary-General and WMU Chancellor updated the Committee on a number of recent key developments relating to WMU, including:

- .1 the appointment of Dr. Cleopatra Doumbia-Henry as the new President of WMU;
- .2 the independent accreditation of, and the issue of related unconditional Certificates of Accreditation valid until November 2020 for, the WMU M.Sc. and Ph.D. programmes in Maritime Affairs, by the Central Evaluation and Accreditation Agency of Hannover (ZEVA),⁶ in May 2015, which complemented the Government of Sweden's acknowledgement, in 2014, of the University's power to confer degrees in Sweden;

⁶ The Zentrale Evaluations und Akkreditierungsagentur Hannover is a member of the European Association for Quality Assurance in Higher Education and of the European Consortium for Accreditation. The agency is also listed in the European Quality Assurance Register for Higher Education.

- .3 the WMU Board of Governors' endorsement, at its meeting in May 2015, of the study on the financial sustainability of the University, to be considered, under document C 114/14(c) by the Council at its 114th session, which he welcomed, as the financial sustainability of WMU was one of his priorities as Secretary-General;
- .4 the inauguration, on 19 May 2015, of the new academic premises of the University, which was attended by a representative of the United Nations Secretary-General and many high-level dignitaries of Member States and of other United Nations System bodies. In this respect, he highlighted the key role that the new academic premises would play in the future development of the University and the awareness which was generated within the United Nations System in relation to the higher education and professional development courses on ocean-related matters which it could provide to the United Nations System. In addition, he referred to the International Symposium on "Maritime Education and Training", the theme of the 2015 World Maritime Day, which had been organized in conjunction with the inauguration; and
- .5 the announcement, by Dr. Yohei Sasakawa, Chairman of the Nippon Foundation, of his readiness to establish a \$100 million endowment fund to support expansive and innovative activities at the University, together with a ten-year fellowship programme.

10.4 The Committee, bearing in mind the information provided in document TC 65/10 (Secretariat) in relation to WMU and that provided by the Secretary-General, also:

- .1 expressed its thanks to Sweden and the City of Malmö for the provision of new academic premises for the University;
- .2 expressed its appreciation to the Government of Sweden for recognizing the University as a higher education provider having the power to confer degrees in Sweden;
- .3 noted, with satisfaction, that the University's M.Sc. and Ph.D. programmes had been awarded unconditional Certificates of Accreditation for a five-year period to November 2020 by ZEvA, which is an independent registered quality assurance body for higher education;
- .4 urged Member States to take action to recognize, under their national laws, the degrees conferred by the University and to inform, to this end, the Organization;
- .5 noted, with appreciation, the valuable study which had been carried out on the financial sustainability of the University;
- .6 noted, with appreciation, the generous offer by the Chairman of the Nippon Foundation, Dr. Yohei Sasakawa, to establish a \$100 million endowment fund to support expansive and innovative activities at the University, together with a ten-year fellowship programme;

- .7 expressed appreciation to donors contributing to the operational budget, providing student fellowships, visiting professors, and field study opportunities, as well as those that had generously provided equipment for the new academic premises; and
- .8 congratulated Dr. Cleopatra Doumbia-Henry on her appointment as the new President of the WMU.

11 IMPACT ASSESSMENT EXERCISE FOR THE PERIOD 2012-2015: GENERAL PRINCIPLES AND METHODOLOGY

11.1 The Committee recalled that the Revised Rules of Operation of the TC Fund⁷ stipulate that every four years, in accordance with the procedures adopted by the Committee, the Secretariat must submit to the Committee and the Council a report providing an assessment of the impact on the beneficiaries of the assistance delivered through the ITCP and the TC Fund resources.

11.2 The Committee was informed that the External Auditor, in his audit in 2014, had recommended that, as TCD was responsible for the planning and execution of the ITCP and its activities, the impact assessment exercises (IAE) should be managed independently by the Internal Oversight and Ethics Office (IOEO) in the Office of the Secretary-General, which was functionally responsible for the performance of the evaluation function in the Organization. The Committee noted that following the External Auditor's recommendation, the IAE covering ITCP activities for the period 2012-2015 would be managed by IOEO.

11.3 The Committee considered document TC 65/11 (Secretariat) providing the salient information and setting out in its annex the proposed Terms of Reference for the IAE, which include the scope, criteria and methodology.

11.4 The Committee adopted, pursuant to the provisions of Rule 16 of the Revised Rules of Operation of the TC Fund, the Terms of Reference for the IAE covering the ITCP for the period 2012-2015, set out in the annex to document TC 65/11, as the procedures for the IAE required by Rule 16.

12 APPLICATION OF THE COMMITTEE'S GUIDELINES

12.1 The Committee recalled that, at its sixty-fourth session, it had adopted the *Guidelines on the organization and method of work of the Technical Cooperation Committee* (the Committee's guidelines), which were promulgated by circular TC.1/Circ.68, for the purpose of aligning its organization and method of work with the *Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization* adopted by resolution A.1062(28).

12.2 As there were no submissions on the matter, and since nothing had transpired during the current session which required amendment of the Committee's guidelines, the Committee took no action under this agenda item.

⁷ Refer to TC.1/Circ.67.

13 WORK PROGRAMME

13.1 The Committee, for the purpose of transparent and efficient monitoring and reporting, and in line with its *Guidelines on the organization and method of work*, examined the information provided in document TC 65/13 (Secretariat) and approved the biennial status report of the Committee for the 2014-2015 biennium, as set out in annex 3, and the substantive items to be included in the provisional agenda for the period 2016 to 2019, as set out in annex 4.

14 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2015 AND 2016

14.1 As a result of the resignation of Mrs. Nancy Karigithu (Kenya) from the post of Chairman of the Committee for 2015, the Committee, pursuant to the provisions of Rule 17(b) of its Rules of Procedure, elected by acclamation Mr. Zulkurnain Ayub (Malaysia) as its Chairman for the remainder of 2015.

14.2 Following his election to the post of the Committee's Chairman for the remainder of 2015, Mr. Ayub (Malaysia) resigned from the post of the Committee's Vice-Chairman for 2015, and the Committee, pursuant to the provisions of Rule 17(b) of its Rules of Procedure, elected by acclamation Mr. Laurent Parenté (Vanuatu) as its Vice-Chairman for the remainder of 2015.

14.3 In accordance with Rule 16(a) of the Rules of Procedure of the Technical Cooperation Committee, the Committee, every calendar year, elects its chairman and vice-chairman who hold office for a term of one calendar year.

14.4 The Committee elected, by acclamation, Mr. Zulkurnain Ayub (Malaysia), as its Chairman and Mr. Laurent Parenté (Vanuatu) as its Vice-Chairman for 2016.

14.5 The Committee also expressed its thanks to Mrs. Karigithu for her services to the Committee as its Chairman for the period between January 2012 and June 2015.

15 ANY OTHER BUSINESS

Sixteenth meeting of the Asia-Pacific Heads of Maritime Safety Agencies forum

15.1 The Committee noted the information provided by Australia in document TC 65/INF.8 in relation to the outcomes of the sixteenth session of the Asia-Pacific Heads of Maritime Safety Agencies forum (APHoMSA) which was held in Shenzhen, China, from 21 to 23 April 2015. A key theme for the session was domestic passenger ship safety in the Asia-Pacific region. Following on from the strategies adopted for 2014-2020 at its fifteenth session in 2014, the outcomes of the sixteenth session included the adoption of the work plan in support of its Strategy 2014-2020 as well of the identification of how APHoMSA Members and observers could support and assist each other with regard to upcoming mandatory IMO audits. The Committee noted that APHoMSA recognizes technical cooperation and capacity building as key issues for the region.

Global Maritime Leadership Development

15.2 The Committee noted with appreciation the information provided by Singapore in document TC 65/INF.9 in relation to global maritime leadership development. As there were very few programmes at the senior leadership levels that addressed pressing contemporary leadership challenges facing maritime organizations around the world, the Maritime and Port Authority of Singapore (MPA) Academy had launched the Advanced Maritime Leaders Programme (AMLP) which was held in Singapore from 16 to 20 April 2015. In addition, Singapore recognized the importance of forging partnerships between centres of excellence in maritime training and education. In this regard, the MPA Academy had entered into an MoU with the WMU on academic cooperation with a focus on global maritime leadership development.

Pilot project on short sea ferry maritime transport between El Salvador and Costa Rica

15.3 The Committee noted the information provided by El Salvador in document TC 65/INF.11 in relation to a pilot project on short sea ferry maritime transport between El Salvador and Costa Rica.

Date and place of the next session

15.4 The Committee noted that its next session had been tentatively scheduled to take place at IMO Headquarters from Monday, 20 June to Wednesday, 22 June 2016.⁸

⁸ The next session of the Technical Cooperation Committee (TC 66) may, instead, be held during the autumn of 2016 in order to enable the completion of the Impact Assessment Exercise for the period 2012-2015.

ANNEX 1

STATEMENT BY CAMEROON

Delivered by the country project focal point

Thank you Mr. Chairman,

The Cameroonian delegation would like to thank the IMO for the opportunity given to Cameroon to host the pilot phase of the study to demonstrate the impact of maritime transport facilitation on poverty reduction.

When IMO chose Cameroon to host this project, the Government of Cameroon, through the Ministry of Transport, mandated the Cameroon National Shippers' Council (CNSC), which coordinates the activities of the National Committee for the Facilitation of International Maritime Traffic (FAL Committee) to monitor and coordinate the study, in collaboration with national stakeholders.

I was designated as national focal point for monitoring the implementation of the study in conjunction with IMO consultants.

The importance of this project for Cameroon, which was very evident from the start, was confirmed at the end of the project. This was not only through the very constructive and fruitful exchanges between national stakeholders and IMO consultants but, above all, through the relevant recommendations that emerged from this all-important study.

Therefore, I would like to use this occasion to thank two IMO consultants, namely Messrs. Hendrik Lohse and Julio Mendez Colunga for their excellent cooperation and professionalism. Our gratitude equally goes to the IMO Secretariat staff namely, Messrs. Julian Abril, Azuh William, Mrs. Christine Monnasson-Edwards and Mr. Honorat Hoba, the Regional Coordinator for Francophone Africa, whose follow-up actions contributed to the success of this project.

It was a pleasure working with this team throughout the implementation period of this project. Their collaboration enabled me to gain a wealth of experience that will definitely shape future projects.

Mr. Chairman,

As the project comes to an end, at least theoretically, Cameroon has a new challenge to effectively implement the recommendations of the study. The work thus carried out will be useful only if its recommendations, at least the most relevant ones, are applied and transformed into concrete actions. In this regard, we would very much appreciate it if IMO could provide us with the requisite technical assistance to continue with this process.

The report of the study has just been communicated to the Government of Cameroon. It will be carefully considered by national stakeholders. After that, we will communicate to IMO the technical assistance needed for an efficient implementation of the measures provided for therein.

Finally, permit me to extend, once more, the sincere gratitude of the Cameroonian delegation to IMO for its usual cooperation with and solicitude accorded Cameroon.

Thank you for your kind attention and we request that this statement be appended to the final report of this Committee.

ANNEX 2

INFORMATION PROVIDED BY CÔTE D'IVOIRE

In relation to the creation of a new inter-regional maritime security institute (Institut de Sécurité Maritime Interrégional), ISMI, within the Académie Régionale des Sciences Techniques de la Mer d'Abidjan (ARSTM),

[The original text below was received in FRENCH ONLY]

PRESENTATION SUCCINCTE DE L'INSTITUT DE SECURITE MARITIME INTERREGIONAL (ISMI)

Introduction

"L'Académie Régionale des Sciences Techniques de la Mer d'Abidjan(ARSTM), institution régionale de formation maritime portuaire et industrielle des quinze pays francophones de l'Afrique de l'Ouest et du Centre.

Depuis son ouverture en 1987 à ce jour, l'Académie a formé plus de 7000 cadres pour relever les défis du développement maritime de ces états. Cette année l'effectif est de 741 dont 119 filles.

L'ARSTM, signataire d'un partenariat avec l'Université Maritime Mondiale de Malmö en Suède, soutient les actions en faveur de cette université et salue la nouvelle Présidente.

A l'instar des instituts maritimes mondiaux, j'ai l'insigne honneur de porter votre connaissance de la création de l'Institut de Sécurité Maritime Interrégional en abrégé "ISMI" au sein de l'Académie.

Pourquoi l'ISMI?

Cette initiative à savoir l'institut de sécurité maritime, se veut être une véritable riposte aux menaces contre la sécurité et l'économie maritime dans le golfe de guinée qui s'étend de la Mauritanie à l'Angola.

En effet depuis plus d'une décennie, cette zone émergente en économie pétrolière et gazière fait face des fléaux comme la piraterie et les vols à main armée, le trafic des migrants, la pêche illicite, le terrorisme et la pollution marine qui constituent de véritables obstacles au développement durable des états côtiers.

L'ISMI est né de la volonté conjointe de la Côte d'Ivoire et de la France. Des partenaires stratégiques notamment l'Union Européenne, le Japon, les USA et d'autres états amis et organisations internationales ont décidé de s'y associer à travers un accord multilatéral.

Ces partenaires sont membres du comité stratégique qui chapeaute les autres organes de cette institution tels que le comité consultatif pédagogique et la direction.

Quelles sont les types de mission assignée à L'ISMI?

Au plan stratégique: L'Institut de sécurité maritime interrégional vise à pallier au déficit de structure de formation de niveau stratégique dans le domaine de la sécurité et de la sûreté maritime.

Cet institut s'est donné la mission d'assurer la formation et le renforcement des capacités des cadres des administrations et entités privées ayant des compétences ou activités en mer.

En outre, cet institut vient en appui au centre interrégional de coordination de Yaoundé mis en place par le sommet des Chefs d'Etat de l'Afrique de l'Ouest et du Centre sur la sécurité maritime.

Au plan académique:

L'ISMI va bénéficier des partenariats avec des Universités et d'autres instituts de formation de haut niveau.

Deux programmes de formation seront mis en œuvre dans cette institution interrégionale de formation à savoir:

- Un programme de courte durée sous forme de séminaires;
A cet effet, je voudrais annoncer l'auditoire que le 1er séminaire de l'ISMI aura lieu du 05 au 09 Octobre 2015 à Abidjan avec l'appui des experts de France, des Etats-Unis d'Amérique et du Japon.
- Un programme de Master en sécurité et sûreté maritime (MSSM) sur une année séculaire en unités de valeurs.

Quelles sont nos attentes?

L'ISMI par ma voix, souhaite vivement l'assistance technique, didactique et financière ou multiforme des organes de l'OMI et de ces partenaires de l'industrie maritime.

Nous voudrions lancer un appel à nos amis pays membres de l'OMI et aux différentes organisations ici représentées de nous rejoindre et d'apporter leurs aides multiformes pour faire grandir ce nouveau joyau de formation en sécurité et sûreté maritime qui constitue un important instrument de lutte contre la piraterie et les autres actes illicites commis contre les personnes, les navires et l'environnement marin du golfe de Guinée.

Je vous remercie pour votre aimable attention."

ANNEX 3

INTEGRATED TECHNICAL COOPERATION PROGRAMME:

Biennial Status Report for 2014 and 2015

Technical Cooperation Committee (TCC)								
Planned output number	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
1.1.1.1	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	Annual	Assembly	Council	MSC / MEPC / FAL / LEG / TCC	Completed	In progress	TC 65/3(a) Annual report for 2014
1.1.2.1	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	Annual	Assembly	Council	MSC / MEPC / FAL / LEG / TCC	Completed	In progress	TC 65/3(a) Annual report for 2014; TC 65/7(b) Partnership arrangements
2.0.2.2	Capacity-building aspects of the Scheme reflected in and implemented through the Integrated Technical Cooperation Programme (ITCP)	Continuous	TCC			Ongoing	Ongoing	TC 65/8 Programme on VIMSAS TC 65/3(a) Annual report for 2014
3.1.1.1	Analysis and consideration of reports on partnership arrangements for, and implementation of, environmental programmes	Annual	TCC			Completed	In progress	TC 65/7(b) Partnership arrangements

Planned output number	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
3.1.2.1	Analysis and consideration of reports on implementation of resolution A.965(23) on Development and improvement of partnership arrangements for technical cooperation	Annual	TCC			Completed	In progress	TC 65/7(b) Partnership arrangements
3.1.3.1	Monitoring of ITCP programme implemented on the enhancement of maritime training capacities, including middle and senior management levels	Annual	TCC			Completed	In progress	TC 65/10 Global maritime training institutions
3.2.1.1	Monitoring of TCDC reflected in the ITCP and partnerships	Continuous	TCC			Ongoing	Ongoing	TC 65/3(a) Annual report for 2014; TC 65/7(b) Partnership arrangements
3.2.1.2	Analysis and consideration of reports on the TC Fund, voluntary trust funds, multi-bilateral funds, cash contributions and in-kind support under the ITCP	Annual	TCC			Completed	In progress	TC 65/3(a) Annual report for 2014; TC 65/4(b) Sustainable financing
3.2.2.1	Analysis and consideration of reports on the implementation of the approved mechanism for sustainable financing of the ITCP	Annual	TCC			Completed	In progress	TC 65/4(b) Sustainable financing
3.3.1.1	Analysis and consideration of reports on the promotion and implementation of resolution A.1006(25) on The linkage between the Integrated Technical Cooperation Programme and the Millennium Development Goals	Annual	TCC			Completed	In progress	TC 65/5 ITCP&MDGs

Planned output number	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
3.4.1.1	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in the ITCP	Continuous	TCC		MSC / MEPC / FAL / LEG	Ongoing	Ongoing	TC 65/3(a) Annual report for 2014; TC 65/3(b) Programme for 2016-2017
3.4.1.2	Approved ITCP for 2016-2017	2015	TCC				Ongoing	TC 65/3(b) Programme for 2016 and 2017
3.5.1.1	Identify thematic priorities within the area of maritime safety and security, marine environmental protection, facilitation of maritime traffic and maritime legislation	Annual	TCC		MSC / MEPC / FAL / LEG	Completed	In progress	TC 65/3(b) Programme for 2016 and 2017
3.5.1.2	Input to the ITCP on emerging issues relating to sustainable development and achievement of the MDGs	2015	TCC		MSC / MEPC / FAL / LEG	Completed	In progress	TC 65/5 ITCP&MDGs
3.5.2.1	Analysis and consideration of reports on strengthened regional associations for women managers in the maritime sector	Annual	TCC			Completed	In progress	TC 65/9 Strengthening the impact of women in the maritime sector
3.5.3.1	Monitoring measures on new and cost-effective measures to deliver technical assistance	Annual	TCC			Completed	In progress	TC 65/3(a) Annual report for 2014; TC 65/4(b) Sustainable financing
4.0.1.2	Approved report on ITCP implementation during 2012-2013	2014	TCC			Completed		TC 63/14; TC 64/14

Planned output number	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
4.0.1.3	Endorsed proposals for unplanned outputs for the 2014-2015 biennium as accepted by the Committees	Annual	Council		MSC / MEPC / FAL / LEG / TCC	No work requested of organ by parent	No work requested of organ by parent	C 112/D, paragraphs 8.1 and 8.2(i)
4.0.2.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Continuous	Council		MSC / MEPC / FAL / LEG / TCC	Ongoing	Ongoing	C 112/D, paragraphs 8.3 (vii) and 8.3(ix)
4.0.5.1	Revised Guidelines on the Application of the Strategic Plan and the High-level Action Plan of the Organization ("GAP") and guidelines on organization and method of work of the committees, as appropriate	2015	Assembly	Council	MSC / MEPC / FAL / LEG / TCC	Completed	Completed	TC.1/Circ.68
7.2.3.1	Increased activities within the ITCP regarding the OPRC Convention and the OPRC HNS Protocol	Annual	TCC		MEPC	Completed	In progress	TC 65/3(a) Annual report for 2014
9.0.1.1	ITCP programme implemented on support to SIDS and LDCs for their special shipping needs	Annual	TCC			Completed	In progress	TC 65/3(a) Annual report for 2014

ANNEX 4

SUBSTANTIVE ITEMS FOR INCLUSION IN THE PROVISIONAL AGENDA FOR THE COMMITTEE FOR THE PERIOD 2016 TO 2019

Sixty-sixth session of the Committee (June 2016)

Work of other bodies and organizations

Integrated Technical Cooperation Programme (ITCP): Annual Report for 2015

Sustainable financing of the ITCP

[Linkage between the ITCP and the Post 2015 Development Agenda]

Maritime policy development and Country Maritime Profiles

Partnerships:

(a) Regional coordination

(b) Partnership arrangements

IMO Member State Audit Scheme

Capacity building: Strengthening the impact of women in the maritime sector

Global maritime training institutions

Impact Assessment Exercise for the period 2012 to 2015: report

Application of the Committee's Guidelines

Work programme

Election of Chairman and Vice-Chairman for 2017

Any other business

Consideration of the report of the Committee on its sixty-sixth session

Sixty-seventh session of the Committee (July 2017)

Work of other bodies and organizations

Integrated Technical Cooperation Programme (ITCP):

(a) Annual Report for 2016

(b) Programme for 2018 and 2019

Financing the Integrated Technical Cooperation Programme:

- (a) Technical Cooperation Fund Allocation for 2018 and 2019
- (b) Sustainable financing

[Linkage between the ITCP and the Post 2015 Development Agenda]

Maritime policy development and Country Maritime Profiles

Partnerships:

- (a) Regional coordination
- (b) Partnership arrangements

IMO Member State Audit Scheme

Capacity-building: Strengthening the impact of women in the maritime sector

Global maritime training institutions

Application of the Committee's Guidelines

Work programme

Election of Chairman and Vice-Chairman for 2018

Any other business

Consideration of the report of the Committee on its sixty-seventh session

Sixty-eighth session of the Committee (June 2018)

Work of other bodies and organizations

Integrated Technical Cooperation Programme (ITCP): Annual Report for 2017

Sustainable financing of the ITCP

[Linkage between the ITCP and the Post 2015 Development Agenda]

Maritime policy development and Country Maritime Profiles

Partnerships:

- (a) Regional coordination
- (b) Partnership arrangements

IMO Member State Audit Scheme

Capacity building: Strengthening the impact of women in the maritime sector

Global maritime training institutions

Application of the Committee's Guidelines

Work programme

Election of Chairman and Vice-Chairman for 2019

Any other business

Consideration of the report of the Committee on its sixty-eighth session

Sixty-ninth session of the Committee (June 2019)

Work of other bodies and organizations

Integrated Technical Cooperation Programme (ITCP):

(a) Annual Report for 2018

(b) Programme for 2020 and 2021

Financing the Integrated Technical Cooperation Programme:

(a) Technical Cooperation Fund Allocation for 2020 and 2021

(b) Sustainable financing

[Linkage between the ITCP and the Post 2015 Development Agenda]

Maritime policy development and Country Maritime Profiles

Partnerships:

(a) Regional coordination

(b) Partnership arrangements

IMO Member State Audit Scheme

Capacity building: Strengthening the impact of women in the maritime sector

Global maritime training institutions

Impact Assessment Exercise for the period 2016-2019: general principles and methodology

Application of the Committee's Guidelines

Work programme

Election of Chairman and Vice-Chairman for 2020

Any other business

Consideration of the report of the Committee on its sixty-ninth session