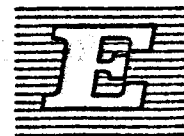


INTER-GOVERNMENTAL MARITIME  
CONSULTATIVE ORGANIZATION



IMCO



COUNCIL XI/Res.5  
1 June 1964

Original: ENGLISH

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COUNCIL - 11th session  
Agenda item 7

TECHNICAL ASSISTANCE

RESOLUTION C.5(XI)  
adopted on 28 May 1964

THE COUNCIL,

HAVING CONSIDERED the report submitted by the Secretary-General, pursuant to the Assembly's request (Resolution A.62(III)), concerning the implications to the Organization of membership of the United Nations Technical Assistance Board,

DECIDES to request the Secretary-General to address a letter, annexing the text of the present resolution, to the Secretary-General of the United Nations for transmission to the President of the Economic and Social Council requesting that IMCO be made a member of the United Nations Technical Assistance Board,

ACCEPTS, as a basis for discussion between the Secretary-General and the United Nations, the division of technical assistance responsibilities in the maritime field between IMCO and the United Nations as suggested by the latter and which is attached as an annex to this resolution,

REQUESTS the Secretary-General in the event that IMCO is accepted to membership on the United Nations Technical Assistance Board to seek arrangements whereby for the time being the United Nations will administer on behalf of the Organization such technical assistance projects as are assigned to IMCO by the Board.

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COPY OF A LETTER ADDRESSED TO  
THE SECRETARY-GENERAL OF IMCO  
FROM MR. WILLIAM R. LEONARD  
ACTING COMMISSIONER FOR TECHNICAL ASSISTANCE  
UNITED NATIONS, NEW YORK  
DATED 12 MARCH 1964

TE 210 (2) IMCO

VIA AIRMAIL

SPECIAL DELIVERY

Dear Mr. Roullier,

This is in reference to your letter of 23 January and 20 February concerning technical assistance projects in the maritime field. Because of illness Mr. de Breuvery, who was to have seen you in London, was not able to come.

Subsequently, the services of the Department of Economic and Social Affairs prepared a note on a possible division of responsibility in the maritime field between IMCO and the United Nations. I believe that the note, together with its annexes, sets out a realistic arrangement in terms of specific areas of work. I should be happy to have your comments.

In addition, a further note has been prepared dealing with the request in your letter of 23 January for a brief note covering all technical assistance projects in the maritime field. I note particularly that there have been no projects received dealing with safety of life at sea or pollution of the sea by oil.

Yours sincerely,

(Signed) William R. Leonard  
Acting Commissioner for Technical Assistance

- Attachments:
1. Note on the Division of Responsibility in the Maritime Field Between IMCO and the United Nations.
  2. Note on the Request for a Brief Report on Technical Assistance Projects in the Maritime Field.

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28 February 1964

NOTE ON THE DIVISION OF RESPONSIBILITY IN THE  
MARITIME FIELD BETWEEN IMCO AND THE UNITED NATIONS

1. By the very nature of the two organizations, their composition, location and existing inter-relationships with other bodies, it would seem that the division of responsibility for the maritime field between IMCO and the United Nations<sup>1/</sup> falls very naturally into two main complementary fields of responsibility.
2. IMCO appears to be the logical vehicle for all maritime matters of an international character which are of a regulatory nature or matters which affect international maritime standards, whereas the United Nations appears to be the logical vehicle for dealing with matters in the maritime field which reflect more or less directly on the overall economic development of the less-developed countries, areas and regions.
3. Under this suggested division IMCO would be responsible for all matters which require any form of international agreement or consultations at the national governmental level for their establishment, maintenance or enforcement, while the United Nations would be responsible for all aspects affecting the inter-relationship, co-operation and co-ordination of maritime and other forms of transport, maritime transport infra-structure, and other factors which affect the operation of an efficient national maritime transport system within the complex of world trade. Some suggested areas of responsibility to illustrate this are listed in annexes 1 and 2, together with an indication of the areas in which technical assistance programming may be required. It will be seen from reference to these annexes that,

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<sup>1/</sup> The office responsible for maritime transport at United Nations Headquarters is the Resources and Transport Branch of the Department of Economic and Social Affairs.

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in general, matters which have an economic repercussion on the development of the less-developed countries remain the responsibility of the United Nations, while matters which establish the international framework within which maritime transport must operate are the responsibility of IMCO. It is fully realized that the closest possible co-operation between the two organizations must exist and be maintained at all times as the subjects are so closely inter-related.

18 February, 1964

(Annex I)

Inter-Governmental Maritime Consultative Organization

Some of the subjects listed below are already in being, while others cover fields in which hitherto there has been no co-ordinated international activity but which are in need of early attention. Furthermore, IMCO would be the logical international organization to create liaison and co-operate with other international agencies whose work is related to or affected by maritime affairs, such as ILO, WMO, International Court of The Hague, etc.

<u>Subject</u>	<u>Technical Assistance Requirement</u> <u>(experts and/or fellowships)</u>
1) <u>Regulations for the prevention of collision at sea</u>	Maritime Law
2) <u>Regulations for international waterways</u> (Canals such as the Suez, Panama, etc., and other narrow international waterways such as Bosphores and the Kattegat/Skagerrak)	Maritime Law
3) <u>Regulations for territorial waters</u>	Maritime Law
4) <u>Regulations for safety at sea</u>	Life saving - search and rescue operations and equipment (in conjunction with WMO and ICAO) Meteorology (in conjunction with WMO and ICAO) Radar, Loran, Decca, and other electronic navigational aids, the equipment, maintenance and operation Fire fighting, equipment, methods and international regulations Hydrography and marine surveying

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<u>Subject</u>	<u>Technical Assistance Requirement</u> ( <u>experts and/or fellowships</u> )
5) <u>Ship classification</u> (Construction and building standards. Lloyds, Bureau Veritas, Norsk Veritas, the American Bureau, etc.)	Naval architecture and engineering, shipbuilding inspection, etc.
6) <u>Uniform system of buoyage</u>	-
7) <u>International standards for the certification of ships officers</u>	Training schools, training ships and other facilities, the training and examination of navigation engineers and radio officers and other crew training (in conjunction with ILO)
8) <u>International Manning Standards and Crew Conditions</u>	(In conjunction with ILO)
9) <u>International Maritime Statistics</u>	Maritime Law and Statistics
10) <u>International Standards for Documentation</u> (Freight and passengers, bills of lading, customs papers, other internationally required ships papers and certificates)	As required in various fields outlined opposite
11) <u>International tonnage measurement regulations</u>	-
12) <u>Prevention of oil pollution</u>	Maritime Law - Equipment - Procedures
13) <u>International Codes and Signals</u>	See under 7)

<u>Subject</u>	<u>Technical Assistance Requirement</u> <u>-(experts and/or fellowships)</u>
14) <u>International load line regulations</u>	Maritime Law - See under 5)
15) <u>Carriage of dangerous goods</u> <sup>1/</sup>	See under 4) and 5)
16) <u>Ship registration and "flags of convenience"</u>	Maritime Law
17) <u>Marine Insurance</u> (Ships only, not cargoes)	See under 5)

It is understood that the convening of international conventions, meetings or seminars connected with the above listed subjects are the responsibility of IMCO.

<sup>1/</sup> In co-operation with the United Nations Committee of Experts on the Transport of Dangerous Goods.

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(Annex II)

United Nations

(Department of Economic and Social Affairs)

(Resources and Transport Branch)

<u>Subject</u>	<u>Technical Assistance Requirement</u> <u>(experts and/or fellowships)</u>
1) <u>Ports and Off-shore Loading Structures</u>	Operation and administration, construction, maintenance and requirements for development
2) <u>Shipyards</u>	Layout, operation and administration functioning
3) <u>Ships and shipping lines</u>	Operation and administration, maintenance, repair, requirements, freight rates (freight rates are usually determined by local Conferences and affect individual trade routes which affect a country's economy, therefore all freight rate matters should remain within this field of the Resources and Transport Branch)
4) <u>Cargo Handling</u>	Equipment, maintenance, operations, warehousing, security, insurance (this is dependent on ship and port security and can affect freight rates)
5) <u>Marine Salvage and Towage</u>	Operations, equipment, maintenance and requirements



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<u>Subject</u>	<u>Technical Assistance Requirement</u> <u>(experts and/or fellowships)</u>
6) <u>Dredging</u>	Operations, equipment, maintenance and requirements
7) <u>Navigational aids</u> (Not electronic but lighthouses, light ships, buoys, etc.)	Construction, operations and maintenance - requirements

It will be noted that all the foregoing covers only matters which lie within the power of a country to control the efficiency or otherwise and which will therefore reflect on its economy.

All seminars, visits, etc., connected with the foregoing subjects remain the responsibility of the United Nations.

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NOTE ON THE REQUEST FOR A BRIEF REPORT ON TECHNICAL  
ASSISTANCE PROJECTS IN THE MARITIME FIELD

1. Concerning the request of IMCO for a brief report on technical assistance projects in the maritime field, it should be pointed out that periodic reports on this subject have been forwarded to IMCO during the past few years. These were sent under cover of the following letters, all file number TE 210 (2) IMCO, and all addressed to Mr. M. Higgins:

21 January 1960  
26 February 1960  
31 August 1960  
28 February 1961  
27 October 1961  
17 August 1962

It is felt that the foregoing will prove of assistance in locating these reports in the IMCO files.

2. It is impossible to provide the breakdown of information requested, i.e., "nature and size of each project, numbers and grades of administrative and technical personnel required at Headquarters, specifically for the execution of these projects". The maritime field is only one of the many aspects of the overall technical assistance activity concerning the development of under-developed countries and it is virtually impossible to separate it from the whole.

... 3. However, to assist IMCO further in their requirement, an Annex is attached to this note giving detailed information on technical assistance in the maritime field for the last five-year period, 1959 to 1963, inclusive. Owing to the short time available for preparation of the Annex there may be some very

slight errors and omissions, but it is considered to be sufficiently accurate for all practical purposes.

4. It is estimated that the financial cost of providing experts and fellowships alone for the technical assistance in the maritime field during the five-year period in question has been in the region of a million and a half dollars, a general average of about \$300,000 per year.

5. Further, and in continuation of IMCO's inquiry, it may be stated that no projects whatsoever have ever had to be turned down for lack of a suitable executing agency.

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(Annex)

Summary by Country of Technical Assistance in the Maritime Field  
1959 to 1963 inclusive

ASIA

<u>Country</u>	<u>Activity</u> <sup>1/</sup>	<u>Experts</u> <u>Man Months</u>	<u>Number of</u> <u>Fellowships</u>
INDONESIA	Naval Architecture	27	
	Inter Island Shipping	20	
	Marine Engineering	18	
	Shipping Statistics	24	
	Shipping Economics	60	
	Shipbuilding and Repairs	12	1
	Shipping Administra- tion		1
	Ports and Shipping Organization		6
	Ship Operations		1
	Freight Rates		4
	Port Administration		4
Port Operations		1	
<u>SOUTH PACIFIC</u> <u>REGION</u>			
SOLOMON ISLANDS	Boatbuilding Courses	36	
NEW CALIDONIA	Boatbuilding Courses	24	
PHILIPPINES	Naval Architecture	12	
	Shipbuilding	38	1

<sup>1/</sup> For brevity, "Activity" has been generalized as much as possible without, it is hoped, unduly detracting from the specific. For instance, some experts and fellows have dealt with a minor specific item of a general subject, such as "Hull Corrosion and Protection" which has been listed under "Shipbuilding" in the above list.

ASIA (continued)

<u>Country</u>	<u>Activity</u>	<u>Experts Man Months</u>	<u>Number of Fellowships</u>
INDIA	Port Development (Dredging)	11	
	Port Development Hydraulic Engineering (Coastal)	29	1
	Lighthouse Engineering	10	1
	Marine Engineering	16	
		12	
SINGAPORE (MALAYSIA)	Dockyards and Shipbuilding	18	
	Cargo Handling	2	
HONG KONG	Ship Designing	4	
BURMA	Shipbuilding and Repairing	8	
	Marine Engineering (Civil)	1	1
JAPAN	Marine Engineering (Civil)	1	
CAMBODIA	Hydrography	12	
CEYLON	Hydrography	12	
	Ports and Shipping Organization		1
KOREA	Shipbuilding		1
	Port Construction		1
	Hull Inspection		1
CHINA (TAIWAN)	Port Safety		1
	Shipbuilding		1
	Marine Engineering (Ships)		1
THAILAND	Ship Navigation		6

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AFRICA

<u>Country</u>	<u>Activity</u>	<u>Experts Man Months</u>	<u>Number of Fellowships</u>
UAR	Hydraulic Engineering (Coastal)	8	
	Shipbuilding	5	
	Shipyard Designing	9	
	Port Operations	11	
	Naval Architecture	6	1
	Ports and Shipping Admin.	12	
	Port Planning		1
CAMEROUN	River Navigation	1	
CONGO (BRAZZAVILLE)	Ports and Shipping Admin.	7	
CONGO (LEOPOLDVILLE)	Port Accounting	66	
	Transport Co- ordination	26	
	Marine Engineering (Diesel)	18	
SENEGAL (RIVER BASIN)	Port Development and River Navigability	5	
GUINEA	Port Administration		1
SUDAN	Port Administration		1
	Marine Engineering		1
DAHOMY	Port Administration		1

EUROPE

<u>Country</u>	<u>Activity</u>	<u>Experts Man Months</u>	<u>Number of Fellowships</u>
TURKEY	Port Construction	3	
GREECE	Port Accounting	10	2
	Port Operations	12	1
	Port Construction		1
	Port Administration		2
YUGOSLAVIA	Freight Rates	2	6
	Cargo Handling		4
	Port Installations		4
	Port Management		5
	Ship Operations		4
	Marine Salvage		1
	Marine Law		2
	Marine Towage		1
	Port/Rail Economics		1
	Shipbuilding		8
MALTA	Yacht Harbours	2	
POLAND	Port Construction		1
	Shipbuilding		4
SPAIN	Port Administration		1

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MIDDLE EAST

<u>Country</u>	<u>Activity</u>	<u>Experts Man Months</u>	<u>Number of Fellowships</u>
JORDAN	Ports and Shipping Operations	20	
ISRAEL	Ports and Shipping Operations	6	
	Port Security		1
	Marine Engineering (Civil)		1
	Meteorology		1
	Port Safety		1
	Marine Engineering (Mechanical)		1
	Training Methods		1
	Naval Architecture		2
LEBANON	Ports and Shipping Operations		3



LATIN AMERICA

<u>Country</u>	<u>Activity</u>	<u>Experts Man Months</u>	<u>Number of Fellowships</u>
ARGENTINA	River Navigation	16	
	Port Accounting	17	
	Port Administration		3
	Port Construction		2
	Marine Salvage		1
	Ports Security		1
CHILE	Ports and Shipping Operations	6	
	Port Accounting	24	
	Port Organization	27	
	Ship Operations	35	
	Port Modernization	6	
	Cargo Handling	24	
	Cargo Equipment Maintenance	18	
	Marine Engineering (Mechanical)	6	
COSTA RICA	Port Construction	48	
MEXICO	Maritime Law	4	
EL SALVADOR	Port Administration	3	1
HAITI	Coastal Shipping	5	1
URUGUAY	Marine Salvage		1
BRITISH GUIANA	Port Operations		2

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INTER REGIONAL

The Inter Regional Seminar on Ports and Shipping was held in Copenhagen in 1959, 1962 and 1963. Approximately 30 participants of different nationalities attended each one. The Seminars and local tours to shipping facilities in neighbouring countries last approximately 5 weeks.

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