

TECHNICAL COOPERATION COMMITTEE
65th session
Agenda item 6(a)

TC 65/6(a)
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THE POST 2015 DEVELOPMENT AGENDA

(a) Maritime policy development

Note by the Secretariat

SUMMARY

Executive summary: This document provides information on the Secretariat's plans to enhance assistance to Member States in the development of national maritime transportation policies

Strategic direction: 3.4

High-level action: 3.4.1

Planned output: 3.4.1.1

Action to be taken: Paragraph 10

Related documents: C 108/3/3; TC 62/3/1, TC 62/15; TC 63/3(d) and TC 63/14

Background

1 At its sixty-second and sixty-third sessions, respectively, the Technical Cooperation Committee (TCC) considered, within the context of the Secretary-General's initiative on the review and reform of the Organization, the introduction of a new approach to the delivery of technical assistance. In considering the main pillars of change proposed under this initiative, the Committee supported, in particular, the development of Country Maritime Profiles (CMPs) as a mechanism for capturing the actuality of a country's maritime needs, together with the concept of providing assistance to Member States in the formulation of national maritime transportation policies (NMTPs). Furthermore, the in-house review and reform group on technical cooperation, established by the Secretary-General, was also requested to consider the way forward in the delivery of these two issues through the Organization's technical cooperation processes.

2 The Committee also welcomed the Short Guide to Maritime Policy incorporating common elements of a typical national maritime strategic approach, which was prepared by the Secretariat as material for a series of regional meetings of maritime administrators (document TC 63/14). The Short Guide was welcomed as a framework for the development of NMTPs and strongly commended by participants at the regional meetings of heads of maritime administrations.

A key driver for national socio-economic development and for the delivery of IMO technical assistance

3 Mindful of the dynamic relationship between transport and socio-economic change, the maritime transport system, in particular, is well-placed to play a leadership role as a catalyst for development. It follows that a strategic platform needs to be formulated, first as the basis for coordinated and integrated planning and decision making, and subsequently as a mechanism for translating those goals into specific measurable objectives for maritime transport.

4 While the formulation of an NMTP is a dominant shaper of a country's economic infrastructure, it should also foster the environmental and economic sustainability of the national maritime industry by serving as a fundamental guidance document, for successive governments, enabling them to maintain a long-term vision for the future of the maritime sector.

5 The development of NMTPs, in tandem with the accurate completion of CMPs and the outcomes of the IMO Member State Audit Scheme (IMSAS) audits, will also form the new framework for assessing, in a systematic and comprehensive manner, the real technical cooperation needs of developing countries. The latter will be channelled through training and advisory activities within the IMO's Integrated Technical Cooperation Programme (ITCP), which will strengthen maritime capacities and contribute to the achievement of the current United Nations Millennium Development Goals (MDGs), to the post 2015 Development Agenda and to the subsequent Sustainable Development Goals (SDGs).

6 At the outset, it should be clarified that although related, NMTPs should be viewed as distinct from national ocean policies or integrated maritime policies, although the former could form part of or be integrated into the latter overarching policies. NMTPs should also not stand alone and should be consistent with, and complement, a country's broad strategic economic and social objectives. Moreover, they should reflect global policies and standards and, where applicable, regional policies and strategies.

7 From an IMO perspective, NMTPs should be seen as a tool to:

- .1 strengthen governance of maritime affairs and in particular maritime administrations;
- .2 promote and facilitate broader and more consistent global implementation of international maritime conventions particularly IMO conventions;
- .3 assist in and expedite the effective implementation of flag, port and coastal State obligations;
- .4 ease IMSAS audits;
- .5 protect the marine environment and ensure the sustainable use of the oceans; and
- .6 assist in achieving the Sustainable Maritime Development Goals (SMDGs) and the post 2015 Development Agenda.

Promotion of NMTPs and development of related training packages

8 Measures to be taken by the Secretariat to assist developing countries in formulating and enhancing their NMTPs will include (i) the fielding of specific technical advisory missions; (ii) ensuring the development of training programmes and material on the development, adoption and updating of NMTPs; and (iii) the subsequent delivery, as required, of related training events.

9 IMO, in close cooperation with the World Maritime University (WMU) and with financial or in-kind support of interested Member States, will ensure the initial development of training packages on the development, adoption and updating of NMTPs. Furthermore, as a first step aimed at promoting the importance of NMTPs and facilitating their preparation, a pilot technical cooperation project will be rolled out from the latter part of 2015.

Action requested of the Committee

10 The Committee is invited to consider the information provided in this document and to comment and decide, as it may deem appropriate.
