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WMU in the News

8-2-1985

World Maritime University report

Secretary General of the International Maritime Organization

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A 14/18(a)
2 August 1985
Original: ENGLISH

ASSEMBLY - 14th session
Agenda item 18(a)

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WORLD MARITIME UNIVERSITY
REPORT ON PROGRESS

Note by the Secretary-General

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1. In accordance with Article 16(h) of the Charter of the World Maritime University, its Board should report annually through the Secretary-General to the Council on the work of the University. Consequently a full and comprehensive report in documents C 54/10(c) and C 54/10(c)/Add. 1 containing the progress of the University since its inauguration in July 1983 to 31 March 1985 was submitted to the Council at its fifty-fourth session, which is attached to this note.
2. Since the submission of the above report and to date some further important events relating to the World Maritime University have taken place which the Secretary-General would wish to submit to the fourteenth session of the Assembly.
Board of Governors Meeting - Third Session - July 1985
3. The third session of the Board of Governors was held in Malmö on 8 and 9 July 1985. Thirty-seven Governors attended the meeting.
4. The Board reviewed the working of the University and approved the revised budget for 1985 and the budget for 1986. It also decided to form the Executive Council in accordance with Article 19 of the Charter.
5. The Board deferred a proposal for the construction of a Hall for the University in view of the present financial stringency, but recommended that negotiations with the City of Malmö should nevertheless continue in this regard.
6. It decided that in the view of the present inflationary trend and its consequential effect on the full economic costs of studentship, the fellowship charges paid by the sponsoring authority should be raised from \$12,000 to \$13,000 per annum.

Capital Fund Trust

7. The Capital Fund, whose target was set at \$25 million at the second session of the Board of Governors held in June 1984 has now reached \$238,618. The list of donors as at 31 July 1985 is at Annex 1. In accordance with resolutions 501 (XII) and 549 (XIII) of the Assembly and the decisions of the Board of Governors of the World Maritime University at its second session in June 1984, a Board of Trustees of the World Maritime University Trust Fund has now been established with the following composition:

Chairman

Mr. Bradford Morse, Administrator, United Nations Development Programme

Members (in alphabetical order)

Mr. Philip Bowen, Commissioner, Bureau of Maritime Affairs,
Ministry of Finance, Republic of Liberia

Mr. James G. Davis, Director, Kleinwort, Benson Limited and
Chairman, International Maritime Industries Forum

Mr. Anders Forsse, Director-General, Swedish International
Development Authority

Mr. William O'Neil, President, The St. Laurence Seaway Authority
and Chairman of the Council of the International Maritime Organization

Secretary

Mr. Bernard Zagorin, Senior Adviser to the Secretary-General, IMO

The Secretary-General would like to express his profound gratitude to all of these eminent personalities for agreeing to serve on the Board of Trustees despite their heavy preoccupations.

Graduation Ceremony of the 1985 Class

8. At a memorable and impressive ceremony held on 9 July 1985 at the Town Hall, Malmö the first graduates of the World Maritime University received their Master of Science degree from Mr. C.P. Srivastava, Chancellor. The programme of the ceremony and the list of recipients of the Master of Science degree is shown at Annex 2.

9. The Government of Sweden was represented by His Excellency Mr. Sven Wickbom, Minister of Justice, who recognized the great usefulness of the World Maritime University and reiterated the support of his Government. The City of Malmö was represented by Mr. Arne Lundberg, Chairman of the City Council, who pledged to

continue his support of the institution. The Administrator of the United Nations Development Programme, Mr. Bradford Morse, was represented by Mr. Timothy Rothermel, Director of the Division for Global and Inter-Regional Projects, who likewise reiterated the support of the UNDP for this unique maritime University which had been established to meet the special needs for high-level courses for senior maritime officials in developing countries.

10. Speaking on behalf of all students who graduated, Captain George Pimental, Chairman of Students' Council, thanked all of the authorities who were responsible for the establishment of the World Maritime University and who continued to provide financial support and facilities. He expressed the view that the University had provided the students with the most up-to-date knowledge which was bound to enhance maritime standards in the countries of the students.

11. The graduation of 68 students of the inaugural class (1983) marks the advent of an era during which developing countries will be moving in the direction of the much-needed self-reliance. On return to their respective countries, the graduates will be expected to play a vital and crucial role in the enhancement of the maritime safety standards by instituting a regular programme of survey and inspection, in the establishment of maritime training institutions or in the improvement of the standards of training in the existing training institutions and in the furtherance of regional or sub-regional co-operation in training. They will also be expected, as maritime administrators, to have a more comprehensive appreciation of a national and pragmatic maritime policy keeping in view, at the same time, the need for and adoption of global maritime safety and prevention of marine pollution standards. The recipients of the Master of Science degree in Fleet Management, similarly, have undergone a unique training programme which has been designed keeping in view the most modern and advanced technological demands that are continually being made on shipping. Above all, this personnel which forms only the nucleus of a much larger cadre of highly-trained maritime personnel will make a significant contribution in economising the large expenditure incurred in the employment of expatriates, each one of whom costs between \$80,000 to \$100,000 per year. Several developing countries continue to remain dependent on expatriates and it is the future graduates of the World Maritime University who will replace them.

Conclusions

12. The World Maritime University has already taken great strides since its establishment in July 1983. The academic side has been fully taken care of in a

manner which is befitting the high professional training standards expected of an institution of such a level. There is the small but excellent permanent resident faculty backed up by a group of very eminent and renowned Visiting Professors, each one an authority in his own field of maritime specialization. The students are being exposed to the most modern shipping technology which is available to them in the form of field trips to maritime administrations, ship yards, classification societies and other maritime organizations in developed maritime countries. The Secretary-General would wish to place on record his grateful thanks and deep appreciation to all of the governments and maritime organizations for placing these facilities at the disposal of the students. The student body itself, in all the three classes, i.e. 1983, 1984 and 1985, has been of excellent quality and there is every reason to believe that this high standard will be maintained in future years. Wherever they have been on field trips and come into contact with the maritime personnel of the host organizations, the students have left a lasting impression of a highly-motivated group constantly in search of knowledge for the improvement of the maritime infrastructure in their respective countries. In sending such excellent quality of personnel, at great sacrifice, the developing countries have displayed exceptional farsightedness and deserve rich tributes and congratulations for the wisdom of their decision to take part in the training programme of the World Maritime University. This sacrifice in the form of incurring expenditure on providing replacements or by working with a depleted strength of staff for the duration of the courses, will undoubtedly prove a good investment. When a sizeable cadre of fully-qualified and highly-trained personnel has been built up in the not too distant future, the developing countries will be able to implement their national maritime policies taking fully into account the global standards established by the Organization.

13. The financial resources situation of the University, however, continues to require attention and constant effort is needed to mobilise funds. Recurring annual financial support is now available from Sweden, Norway and the United Nations Development Programme. The Republic of Korea has indicated the possibility of an annual grant commencing in 1985 and France has agreed to provide considerable annual recurring assistance until the year 1987 when hopefully the matter will be reviewed. Finland is also providing FiM 300,000 during the year 1985. The Commonwealth Secretariat has very generously agreed to provide financing for five fellowships for students enrolled each year for two-year courses. Details of recurrent income and ad hoc financial assistance are shown in document C 54/10(c)/Add.1. The remaining revenue has to be raised through the provision of fellowships or other contributions

on a recurrent basis. The Government of the Federal Republic of Germany has taken a great lead in this regard and was most generous to provide twenty-one fellowships in 1984 and fifteen fellowships in 1985. This assistance is expected to continue in future for which the Secretary-General is most grateful. The developing countries themselves have in several cases provided fellowships from their UNDP Country Funds (IPF) and every effort is being made, through the visits of Mr. B. Zagorin, Senior Adviser to the Secretary-General, to these countries to have the training programme for students at the World Maritime University incorporated on a regular basis in their Country Programmes so as to aim for a steady enrolment of students in the University with the required fellowship funds.

Action requested of the Assembly

14. The Assembly is kindly invited to consider this report, to comment or decide as appropriate and to provide guidance to the Secretary-General as regards further action relating to the World Maritime University.

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ANNEX 1WORLD MARITIME UNIVERSITY CAPITAL FUND TRUSTREGISTER OF DONATIONSCONTRIBUTIONS PRIOR TO APPEAL

<u>Date</u>	<u>Donor</u>	<u>Amount</u>	<u>US\$ Equiv.</u>	<u>Total</u>
16.11.82	Admiral Kinney	\$1,000	1,000.00	1,000.00
04.05.83	Kingdom of Saudi Arabia	\$50,000	50,000.00	51,000.00
18.05.84	Korea Maritime Port Administration	\$40,000	40,000.00	91,000.00
29.05.84	Mr. Chandris	\$10,000	10,000.00	101,000.00
08.06.84	Mr. Livanos	\$10,000	10,000.00	111,000.00
09.06.84	Mr. Santa Cruz	\$500	500.00	111,500.00

CONTRIBUTIONS AFTER APPEAL

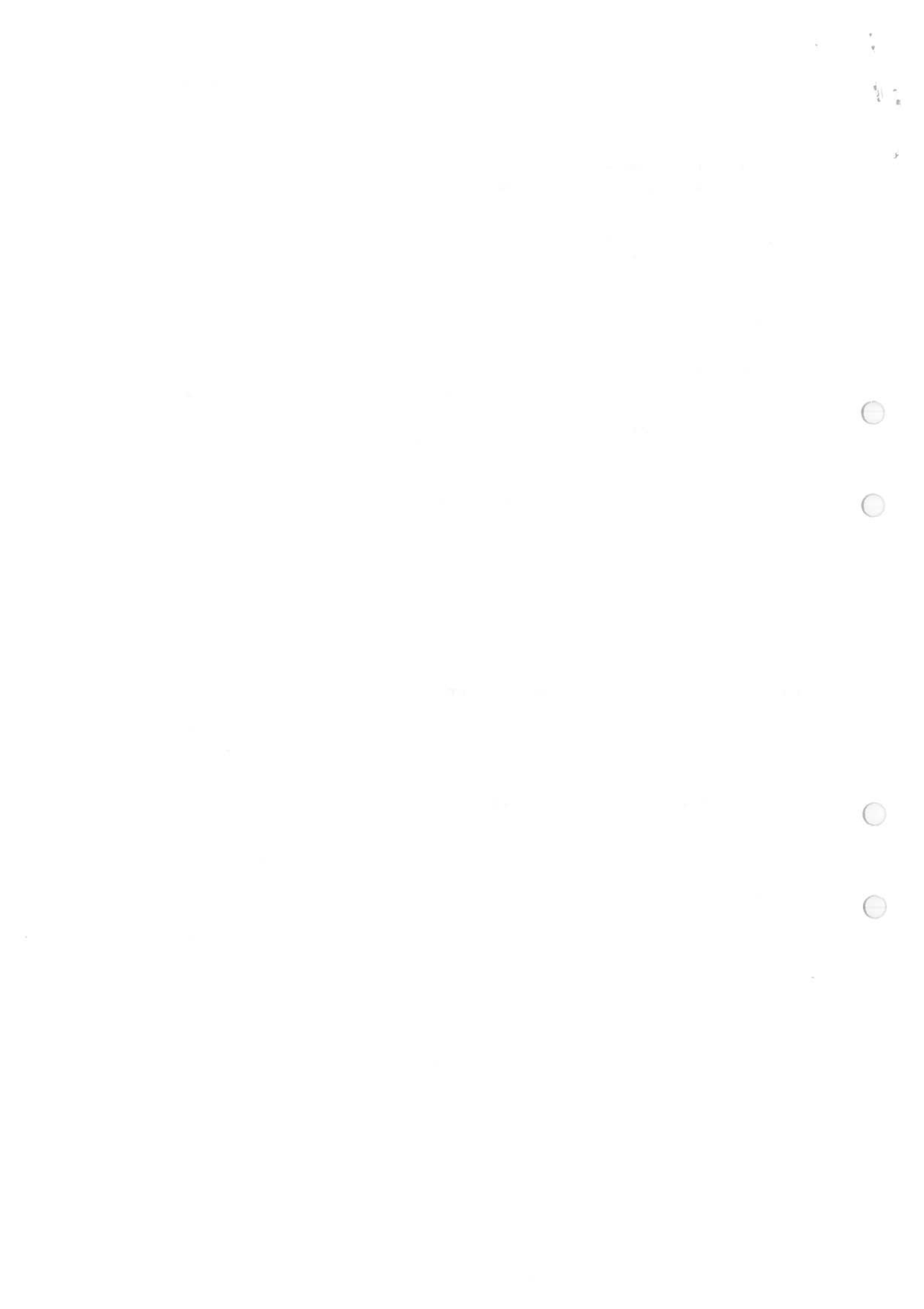
02.10.84	John Swire & Sons ltd.	£1,000	1,240.69	112,740.69
04.10.84	Intertanko	\$2,000	2,000.00	114,740.69
09.10.84	Anglo-Soviet Ship. Co. Ltd.	£50	62.03	114,802.72
16.10.84	C.P. Srivastava	\$500	500.00	115,302.72
16.10.84	Dr. J. Wonham	£100	124.07	115,426.79
18.10.84	Sedgwick Limited	\$500	500.00	115,926.79
22.10.84	Dr. J. Wonham	£800	992.56	116,919.35

24.10.84	The Baltic Exchange	£1,000	1,240.69	118,160.04
25.10.84	Port Services Corp. Ltd., Oman	\$1,443	1,443.00	119,603.04
25.10.84	Varnima Corporation International, Greece	\$15,000	15,000.00	134,603.04
26.10.84	Lloyd's Register of Shipping	£1,000	1,240.69	135,843.73
12.11.84	Dr. J. Wonham	£100	121.07	135,964.80
21.11.84	Alexandria Maritime Transport Academy	\$2,000	2,000.00	137,964.80
03.12.84	Dr. G.A. Mokhtar	\$400	400.00	138,364.80
11.12.84	Olympic Maritime S.A	\$1,500	1,500.00	139,864.80
14.12.84	CBTG, Brazil	\$5,000	5,000.00	144,864.80
27.12.84	Mexican Government	\$20,000	20,000.00	164,864.80
11.01.85	Sicula Oceanica	Lit1,000,000	534.44	165,399.24
17.01.85	Govt. of Seychelles	\$500	500.00	165,899.24
18.01.85	Hancock Ship. Co. Ltd.	\$2,000	2,000.00	167,899.24
12.02.85	Arab. American Oil Co.	\$2,000	2,000.00	169,899.24
14.02.85	I.M.P.A.	\$1,000	1,000.00	170,899.24
10.04.85	Malta Shipbuilding Co.	\$300	300.00	171,199.24
25.04.85	Government of Portugal	\$4,000	4,000.00	175,199.24
30.05.85	Government of China	\$10,000	10,000.00	185,199.24

14.06.85	Royal Netherlands Shipowners' Association	£1,000	1,250.00	186,449.24
18.06.85	Japanese Shipowners' Association	\$36,000	36,000.00	222,449.24
31.07.85.	The Shipping Corporation of India	\$10,000	10,000.00	232,449.24
31.07.85.	Indian National Shipowners' Association	\$7,100	7,100.00	239,549.24
31.07.85.	The Maritime Union of India	\$829.10	829.10	240,378.34
	Interest on investments to 31 July 1985			16,167.64
	Total of Fund as at 31 July 1985			<u>\$256,545.98</u>

Additional Pledges

India:	The Indian Ports Association	\$10,000
	The Maritime Union of India	\$10,000 of which \$829.10 is listed above.
Egypt:	Maritime Transport Academy, Alexandria	\$10,000 over five years of which the first \$2,000 is listed above.
International Transport Workers Federation (ITF)		\$2,000 and 2 fellowships of \$24,000 each.



ANNEX 2

THE WORLD MARITIME UNIVERSITY

FIRST GRADUATION CEREMONY



**TUESDAY
JULY NINTH
NINETEEN HUNDRED AND EIGHTY-FIVE
at 1400 hours**

THE CITY HALL MALMOE, SWEDEN

PROGRAMME

MUSICAL SELECTIONS

The Malmoe City Music Ensemble

ENTRANCE OF THE INAUGURAL CLASS OF 1985

ACADEMIC PROCESSION

WELCOMING REMARKS

Rector Sheldon Kinney

REMARKS BY THE VICE RECTOR

Professor Günther Zade

REMARKS BY THE CHAIRMAN OF THE MALMOE CITY COUNCIL

Mr. Arne Lundberg

REMARKS BY THE MINISTER OF JUSTICE OF SWEDEN

His Excellency Mr. Sten Wickborn

REMARKS BY THE ADMINISTRATOR OF THE UNITED NATIONS DEVELOPMENT PROGRAMME

The Honourable Bradford Morse

GRADUATION ADDRESS

Chancellor C.P. Srivastava

CONFERRING OF DEGREES

The Chancellor

PRESENTATION OF DEGREES

The Chancellor

ON BEHALF OF THE GRADUATES

Captain George Pimentel, Chairman Students' Council

RECESSIONAL

Platform Guests, Faculty and The Graduates

THE GRADUATES
Maritime Education and Training (Nautical)

Herbert Okechukwu Anarah	Kouassi Yoboué
Eduardo E. Arauz M.	Lounes Lahyani
Chen Yi-Shun	George M. Pimentel
Abu Sufi Mohamad Fatehlohani	Salah Ahmed Mohamed Saleh

Maritime Safety Administration (Marine Engineering)

Constantinos Andritsopoulos	Moses Ayi Otobo
Atanásio Francisco	João Jaime Siteo
Nazareno Montalván Cleghorn	Sul Soon-Myung

Fleet Management

Ambachew Abraha	Kim Chul
Ahmed H. Gaal	Pastor Naranjo La Grave
Charalambos Georgiades	Omar Antonio Varela
Nounke Keita	Vushi Samba Mabonko

General Maritime Administration

Charles Wenceslas Afouda	Alain Regis Gnambault Kaka
Akwo Barnabas Ngongboh	Edgard N. Jimenez Egui
Mohamad K. Al-Mazeedi	Marcos Andrés Lucchesi-Celis
Ambrose Kobina Baah Beecham	Lutumba Komba
Francis Bockari	Ofelía Mendoza Medina
Ibrahim Sidia-Dianka Condé	Mohamed Kassim Mwatuwano
Julio César Espitia Avilez	Leith Nasak Misimaki
Joseph Marie Etoughe Obarne	Che-Chihwalo Julius G. Ndalama
Ewang Hans Ntungwa	Nsahlai Nsambu Athanasius
Nestor Percy Galley	Serafim Silveira Pinheiro
Antonella L. Gaviria de Lavallo	Yousif Zain Al-Abeddin M. Zainal

Maritime Safety Administration (Nautical)

José D. Beltran M.	Miladi Samir
Andreas A. Constantinou	Hossein Mohit
Santiago Garcia Gonzalez	Philip Chukwumma Nwoko
Gonzalo Jauregui Barrenechea	Curtis A. Roach
Giannis Karitzis	Carlos Antonio Roberto Watkins
Patrick Edward Maligie Kemokai	Pakit Sangkaprija
Majid Keynejad	Malamine Thiam
Sudhir Kumar	

Maritime Education and Training (Marine Engineering)

Adel Hassan Abdelaziz	Abdelkrim Rezal
Ahimon Okon Joël	Julio L. Rodriguez
Abderrafia Bennis	Angel Saucedo Escobar
Bernard Djebaili	Mohammed A.M. Ziauddin
Andreas C. Loizides	

Course group sequence decided by drawing of lots

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ASSEMBLY - 14th session
Agenda item 18(a)

IMO

WORLD MARITIME UNIVERSITY

Note by the Secretary-General

Reference is made to Assembly document A 14/18(a), and further information on matters of interest is provided hereunder.

Seminar for Heads of National and Regional Maritime Training Institutions in Developing Countries

A Seminar for Heads of National and Regional Maritime Training Institutions in developing countries was held at the World Maritime University from 17 to 25 September 1984. This Seminar was held in co-operation with the International Maritime Lecturers' Association (IMLA), whose Third International Conference on Maritime Education and Training was held over the first two and a half days of the week.

The IMLA Conference was attended by a number of maritime educators and lecturers from a diversity of regions, including Europe, North America, Latin America, Africa, Asia and the Pacific.

The IMLA Conference was immediately followed by the World Maritime University Seminar for Heads of National and Regional Maritime Training Institutions in developing countries. The Seminar and the Conference were attended by 182 persons, of which 52 were from national and regional maritime training institutions and another 130 for the IMLA Conference. In addition, 20 WMU students in the Maritime Education courses attended both.

CONCLUSIONS

The hosting of the Seminar and IMLA Conference by the World Maritime University represented a significant step in establishing the University as

the foremost maritime training institution and the focal point for the highest of training standards. The Seminar provided the opportunity for renewed dialogue between the University and the other institutions, thereby encouraging not only a positive exchange of information and views, but also serving to increase the general understanding of the University, its aims and its functions. This reciprocity and mutual exchange helped to forge ever-strengthening links between the WMU and other organizations, thereby ensuring future co-operation between the University and other constituent parts of a world-wide network of maritime training.

Seminar for Heads of Maritime Administrations

A Seminar for Heads of Maritime Administrations was hosted by the World Maritime University in Malmö, from 25 to 31 August 1985. The seminar was attended by 65 delegates from 64 developing countries, and aimed to provide useful information on the establishment and efficient operation of maritime administrations, as well as the role of national governments in implementing IMO's conventions and other standards.

The various sessions held during the week covered maritime safety conventions, support services, the Law of the Sea Convention and maritime legislation, protection of the marine environment and technical co-operation, port operations and management, economic aspects of shipping and national maritime policy, and maritime training.

The keynote speaker at the seminar was Admiral J.B. Hayes, former Commander of the United States Coast Guard, who presented a paper on the organization of a national maritime administration. In addition to the excellent papers delivered by other distinguished experts, the delegates benefited greatly from the informal discussions which followed each presentation, and were active participants in chairing the sessions. The seminar clearly provided an apposite forum for the transfer of information between the speakers and delegates. It provided an opportunity for the direct exchange of ideas regarding the functions and responsibilities of the maritime administrations of developing countries and the attendant administrative infrastructure required to ensure appropriate maritime development, including maritime safety and protection of the marine environment.

Among the principal benefits derived from this seminar was the emphasis placed on maritime safety, marine environment protection and allied matters as provided in the relevant international maritime conventions, thus highlighting the need to conform to international standards and encouraging more developing nations to become parties to the relevant conventions.

The linchpin of such an ambitious and far-reaching project is the transfer of technology from developed to developing countries through technical co-operation. The interchange of information at the seminar created a general awareness of IMO's technical assistance programmes within this context. Training is a crucial factor in strengthening the maritime administrations in developing countries, and the venue afforded an excellent opportunity for the delegates to familiarize themselves with the structure and activities of the World Maritime University.

CONCLUSIONS

The conclusions reached by the participants are quoted below:

"The IMO/WMU Seminar for Heads of Maritime Administrations in developing countries, held at Malmö, Sweden, from 26 to 31 August 1985

1. CONCLUDES that the seminar has been most valuable to the participants since it:
 - (i) provided an opportunity for direct exchange of information, thoughts and ideas between the speakers and the participants, as well as the participants themselves, as regards the functions and responsibilities of the maritime administrations of developing countries and the attendant administrative infrastructure so as to ensure appropriate maritime development, including maritime safety and protection of the marine environment,
 - (ii) highlighted the need to conform to international standards as regards maritime safety, marine environment protection

and allied matters as provided in the relevant international maritime conventions and in this regard becoming parties to such conventions,

- (iii) highlighted the importance of technical co-operation between the maritime administrations in developing countries (TCDC) and themselves, transfer of technology from developed countries to developing countries, including IMO's technical assistance programmes,
- (iv) provided an opportunity to the participants to familiarize themselves with the activities of the World Maritime University and also enabled the professors of the University to further understand the education and training needs of the developing countries in the maritime field.

2. CONSIDERS it important for effective maritime development that the following main functions are exercised and/or co-ordinated by a single composite administration in a developing country:

- (i) overall superintendence and co-ordination of maritime matters, including those pertaining to maritime safety and prevention of marine pollution,
- (ii) initiation and ultimate implementation of national maritime policy taking into consideration the requirements of international conventions,
- (iii) initial drafting or updating of maritime legislation and its subsequent implementation,
- (iv) registration of ships,
- (v) survey, inspection and certification of ships,
- (vi) examination and certification of seafarers,

- (vii) manning of ships and crew matters,
 - (viii) inquiries and investigations into shipping casualties,
 - (ix) representation at national and international maritime fora.
3. RECOGNIZES that in order to ensure the availability of properly trained officials and through them a cost-effective maritime administration, the developing countries need
- (i) to develop training programmes for their seafarers so as to conform to the standards set out in the STCW Convention,
 - (ii) to take maximum advantage of the advanced training being offered by the World Maritime University.
4. EMPHASIZES
- (i) the need to extend continued support to the World Maritime University,
 - (ii) the need for governments to be represented in all IMO fora by relevant officials in order to ensure effective participation in the evolution of international standards.
5. RECOMMENDS
- (i) that in order to facilitate the continuation of the very useful interactions amongst senior maritime administrators of developing countries such seminars may be held on a regular basis in the future,
 - (ii) that through the technical assistance programme of IMO, assisted by WMU, suggested models for national maritime administrations may be prepared for the benefit of the developing countries concerned.

6. EXPRESSES

- (i) its sincere thanks to the Secretary-General of IMO and the World Maritime University for having organized the seminar,
- (ii) its high appreciation to the Mayor and the City of Malmö for their warm hospitality."

Additional Fellowship

In addition to the fellowships shown in annex 6 to Council document C 54/10(c) attached to Assembly document A 14/18(a), an amount of \$12,000 has since been received by the Secretary-General from The Henri D. Kummerman Foundation for financing one student from a developing country for one year at the World Maritime University. It is hoped that the Foundation will be able to provide such fellowships on a yearly basis.

The Henri Kummerman Foundation has been established to commemorate the memory of the late Mr. H. Kummerman who was an eminent personality in the maritime field and made a distinguished and invaluable contribution in the development of modern maritime technology. The Secretary-General wishes to record his deepest gratitude to Ms. Renée Kummerman who personally travelled to IMO Headquarters to hand over the fellowship contribution to the Secretary-General.

Capital Fund

Further donations to the Capital Fund have since been received. The position as at 31 October 1985 is set out in the annex to this document.

Action requested of the Assembly

The Assembly is invited to take note of the above information and comment as appropriate.

ANNEXWORLD MARITIME UNIVERSITY CAPITAL FUND TRUSTREGISTER OF DONATIONSCONTRIBUTIONS PRIOR TO APPEAL

<u>Date</u>	<u>Donor</u>	<u>Amount</u>	<u>US\$ Equiv.</u>	<u>Total</u>
16.11.82	Admiral Kinney	\$1,000	1,000.00	1,000.00
04.05.83	Kingdom of Saudi Arabia	\$50,000	50,000.00	51,000.00
18.05.84	Korea Maritime Port Administration	\$40,000	40,000.00	91,000.00
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08.06.84	Mr. Livanos	\$10,000	10,000.00	111,000.00
09.06.84	Mr. Santa Cruz	\$500	500.00	111,500.00

CONTRIBUTIONS AFTER APPEAL

02.10.84	John Swire & Sons ltd.	£1,000	1,240.69	112,740.69
02.10.84	Nissei Trading Co. Ltd.	\$500	500.00	113,240.69
02.10.84	Cayzer, Irvine & Co. Ltd.	£500	706.24	113,946.93
04.10.84	Intertanko	\$2,000	2,000.00	115,946.93
04.10.84	Papachristidis(UK)ltd.	£500	706.24	116,653.17
09.10.84	Anglo-Soviet Ship. Co. Ltd.	£50	62.03	116,715.20

16.10.84	C.P. Srivastava	\$500	500.00	117,215.50
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24.10.84	The Baltic Exchange	£1,000	1,240.69	120,213.79
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25.10.84	Varnima Corporation International, Greece	\$15,000	15,000.00	136,656.79
26.10.84	Lloyd's Register of Shipping	£1,000	1,240.69	137,897.48
02.11.84	Blue Star Line Ltd.	£500	760.24	138,603.72
12.11.84	Dr. J. Wonham	£100	121.07	138,724.79
13.11.84	MISC, Malaysia	\$1,000	1,000.00	139,724.79
13.11.84	Port Authorities, Rotterdam	\$500	500.00	140,224.79
21.11.84	Alexandria Maritime Transport Academy	\$2,000	2,000.00	142,224.79
28.11.84	SF. Santa Fe Int. Corporation	\$500	500.00	142,724.79
03.12.84	Dr. G.A. Mokhtar	\$400	400.00	143,124.79

10.12.84	London & Overseas Freighters plc.	\$300	300.00	143,424.79
11.12.84	Olympic Maritime S.A	\$1,500	1,500.00	144,924.79
14.12.84	CBTG, Brazil	\$5,000	5,000.00	149,924.79
27.12.84	Mexican Government	\$20,000	20,000.00	169,924.79
02.01.85	H. Clarkson & Co. Ltd.	£250	353.14	170,277.93
11.01.85	Sicula Oceanica	Lit1,000,000	534.44	170,812.37
17.01.85	Govt. of Seychelles	\$500	500.00	171,312.37
18.01.85	Hancock Ship. Co. Ltd.	\$2,000	2,000.00	173,312.37
25.01.85	Mr. John L. Dorn	\$50	50.00	173,362.37
12.02.85	Arab. American Oil Co.	\$2,000	2,000.00	175,362.37
14.02.85	I.M.P.A.	\$1,000	1,000.00	176,362.37
07.03.85	Intercontinental Marine Agencies Inc.	\$1,000	1,000.00	177,362.37
10.04.85	Malta Shipbuilding Co.	\$300	300.00	177,662.37
25.04.85	Government of Portugal	\$4,000	4,000.00	181,662.37
30.05.85	Mr. Qian Yong Chang Minister of Communications Government of China	\$10,000	10,000.00	191,662.37
14.06.85	Royal Netherlands Shipowners' Association	£1,000	1,250.00	192,912.37
18.06.85	Japanese Shipowners' Association	\$36,000	36,000.00	228,912.37

08.07.85	Black Star Line, State Ship. Corp., Ghana	\$2,000	2,000.00	230,912.37
08.07.85	Shipping Corporation of India Ltd.	\$10,000	10,000.00	240,912.37
08.07.85	Indian National Shipowners Association	\$7,100	7,100.00	248,012.37
30.07.85	Maritime Union of India	\$829.10	829.10	248,841.47
28.08.85	Indian Ports Association, New Delhi	\$10,000	10,000.00	258,841.47
	Interest on investments to 31 October 1985			21,213.39
	Total of Fund as at 31 October 1985			<u>\$280,054.86</u>

Additional Pledges

India:	The Maritime Union of India	\$10,000 of which \$829.10 is listed above.
Egypt:	Maritime Transport Academy, Alexandria	\$10,000 over five years of which the first \$2,000 is listed above.
	International Transport Workers Federation (ITWF)	\$2,000 and two fellowships of \$24,000 each.

INTERNATIONAL MARITIME
ORGANIZATION



A 14/18(a)/Corr.2 *
19 August 1985
Original: ENGLISH

ASSEMBLY - 14th session
Agenda item 18(a)

IMO

WORLD MARITIME UNIVERSITY
REPORT ON PROGRESS

Corrigendum

Council documents C 54/10(c) and C 54/10(c)/Add.1, referred to in paragraph 1 of Assembly document A 14/18(a) - World Maritime University (a) Report on progress - are attached herewith.

Note: The attached documents having been circulated previously, distribution is restricted to one copy per delegation.

* A 14/18(a)/Corr.1 in Spanish only.



INTERNATIONAL MARITIME
ORGANIZATION



A 14/18(a)/Corr.3
16 October 1985
ENGLISH & FRENCH ONLY

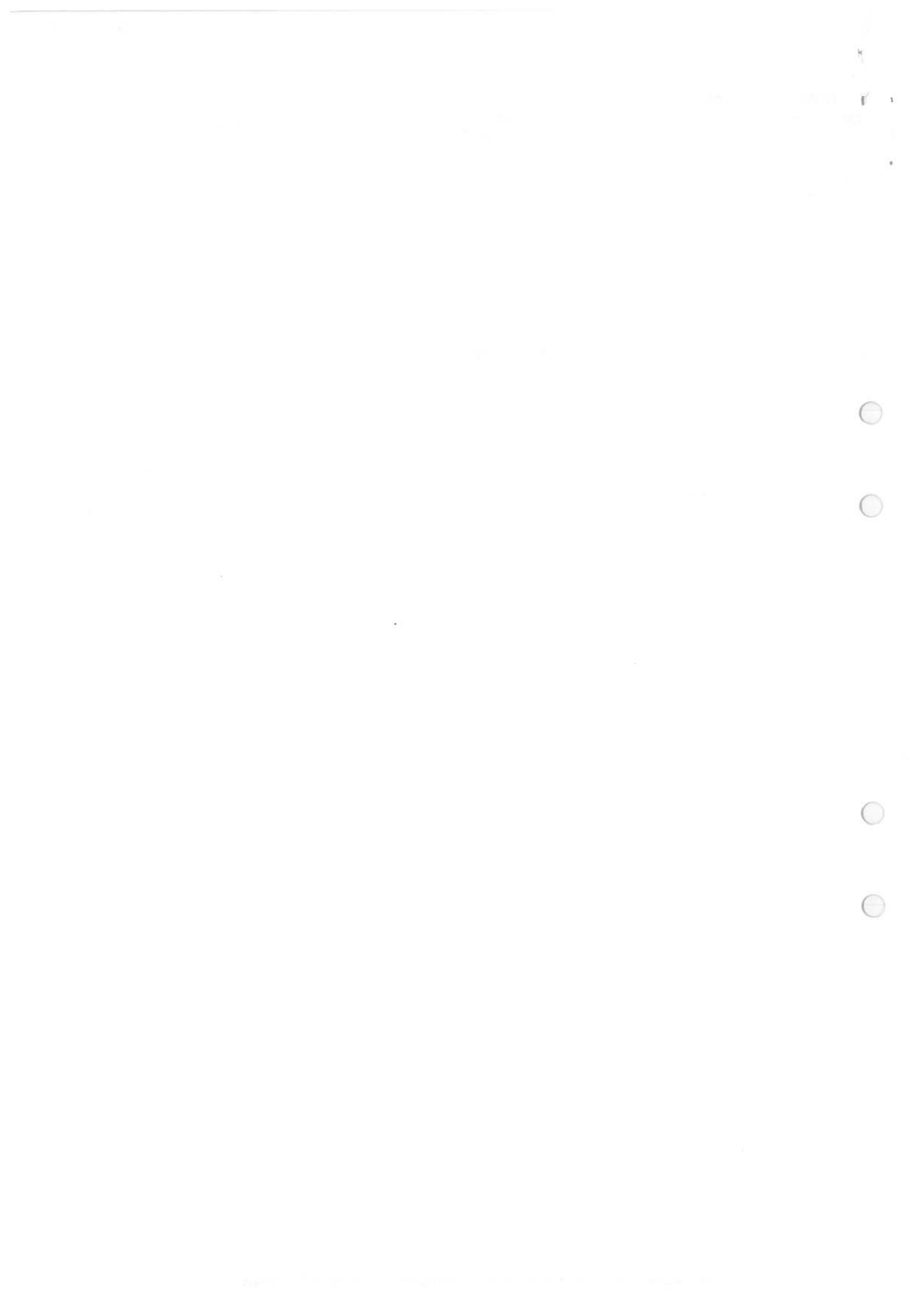
ASSEMBLY - 14th session
Agenda item 18(a)

IMO

WORLD MARITIME UNIVERSITY
REPORT ON PROGRESS

Corrigendum

The existing page 7 of document C 54/10(c) appended to document A 14/18(a)/Corr.2 should be replaced by the new page 7 attached.



Field trips and on-the-job training

Beginning in 1983 but especially in 1984, a particular effort was made to provide relevant, practical learning opportunities for the students at WMU through field trips and on-the-job training. For students in both the 1983 and 1984 classes the field trips involved visits ranging from 1-13 days, to a number of places in Denmark, Finland, Federal Republic of Germany, France, the Netherlands, Norway, Sweden and the United Kingdom.

The University concentrates its programme of on-the-job training in the third semester of a two-year programme and has attempted to arrange specially designed visits to meet the particular interests and qualifications of a student or group of students. This has meant that during the second half of 1984 the 1983 class spent a good part of their time away from Malmö. For example the four Nordic countries - Denmark, Finland, Norway and Sweden - each took all of the students in the Maritime Safety Administration course for about one month each for various on-the-job training assignments. Students from the other classes similarly went to a number of countries in Europe and the United States of America. Visits to other countries are being arranged.

Success of the programme has been made possible by the excellent co-operation shown by host country governments and organizations, and the Board of Governors wishes to express its sincere gratitude for the interest shown and the great effort which has been made to make these field trips and on-the-job training so valuable to the students at WMU.

Intensive English language programme

When the University first started it was realized that special English language courses would have to be given at WMU for students who needed strengthening in English, the language of instruction at the University. For the first class which entered in July 1983 only a few weeks were available for intensive English language instruction during the period of the regular academic programme. In 1984 the intensive English language programme was further strengthened, including the installation early in the year of a



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IMO

WORLD MARITIME UNIVERSITY

Report of the Working GroupNote by the Secretary-General

1. At its thirteenth session, the Assembly adopted resolution A.549(13) which, inter alia, established the Working Group of the World Maritime University. This Working Group was given the responsibility to assist in the organisation of a consortium for the purpose of securing over and above the contributions of the Government of Sweden, the financial support of the United Nations Development Programme and the facilities of the City of Malmö, the recurring contributions necessary to permit the continued operation of the World Maritime University. The first session of the Working Group was held on 30 and 31 January 1984, during which a Standing Committee of the Working Group, composed of all Permanent Representatives of IMO (or other representatives of Member States who are resident in London) was established. To date, three sessions of the Working Group and five sessions of the Standing Committee have been held. Mr. G. Santa-Cruz, Permanent Representative of Chile to IMO, and Mr. J. Marc, Permanent Representative of France to IMO, were elected Chairman and Vice-Chairman respectively of the Working Group. Mr. Santa-Cruz presided over all sessions of the Working Group and the Standing Committee.
2. At the outset of the first meeting of the Working Group, the Chairman urged all the members to consider themselves as forming the consortium envisaged by the Assembly. As the World Maritime University had been established in accordance with the unanimous decision of the Assembly, it was the moral obligation of all Member States to ensure that the institution was placed on a sound financial base.
3. The Working Group accordingly recognized that in order to place the World Maritime University on a secure financial base, it was necessary to ensure contributions to the institution on an annual recurring basis. The creation of a Capital Fund was therefore considered to be an essential step as a source of

recurring income through the earnings on the investments of this fund. The Board of Governors also decided that such a Capital Fund should be established with a target of US\$25 million. A Capital Fund has accordingly been established to which contributions have been invited. In order to administer the Fund, a Capital Fund Trust has been established by the Secretary-General with the following composition:

Chairman

Mr. Bradford Morse, Administrator, United Nations Development Programme

Members (in alphabetical order)

Mr. Philip Bowen, Commissioner, Bureau of Maritime Affairs, Ministry of Finance, Republic of Liberia

Mr. James G. Davis, Director, Kleinwort, Benson Limited, and Chairman, International Maritime Industries Forum

Mr. Anders Forsse, Director-General, Swedish International Development Authority

Mr. William O'Neil, President, The St. Laurence Seaway Authority and Chairman of the Council of the International Maritime Organization

Secretary

Mr. B. Zagorin, Senior Adviser to the Secretary-General, IMO

4. With regard to the fund-raising activities, there were two parallel aspects, namely to approach the Governments and to approach the private sector. Consequently, the Secretary-General and Mr. Bradford Morse, Administrator of UNDP, sent a joint letter of appeal to Ministers of Foreign Affairs of several developed countries in which the purpose of the establishment of the University and its aims and objectives were fully explained. The Administrator of UNDP being a co-signatory to this letter lent further support of the UNDP and enhanced the credibility of the project and prestige of the University. The Secretary-General would wish to thank Mr. Bradford Morse once again for standing solidly behind the University and without whose personal support the UNDP contribution may not have been available so readily. With regard to approaching the private sector, the Working Group recommended that Member States should provide the Secretary-General with the names of outstanding personalities within their own countries who could assist in raising funds from the private sector and possibly also to help with fund-raising in the public sector. Such a personality could become a focal point for establishing a body such as the Friends of the World Maritime University created in the U.S.A. and whose objective it is to mobilize donations from funds

and other sources at the national level. Accordingly, some countries have already nominated focal points while others are expected to do so in due course.

5. As a further effort to secure funds, the Working Group suggested that the Secretary-General make an appeal to the world maritime community on the occasion of World Maritime Day. The Secretary-General's message on the occasion of World Maritime Day in 1984 focused on the World Maritime University with an appeal for contributions to the University, especially to the Capital Fund. The Secretary-General also wrote over 1,500 letters of appeal to shipping companies, shipbuilding yards, classification societies, port authorities and other maritime organizations explaining the aims and objectives of the World Maritime University. In addition, the Secretary-General addressed a special letter to the Minister in charge of Shipping in each maritime country seeking his assistance to give publicity to his appeal along with the Minister's own message on the occasion of World Maritime Day.

6. In order to encourage donations to the Capital Fund, the question of exemption of tax on a central tax exemption system was also examined but not found feasible. Therefore representatives attending the Working Group have been requested to recommend tax exemption in their own countries on an individual basis. Such tax exemption in respect of contributions made to the World Maritime University has already been introduced in the U.S.A. and Canada.

7. The Working Group also decided that information in publicity documents relating to the World Maritime University should be sent for distribution during maritime events held in various parts of the world and that representatives of countries should inform the Secretary-General when such maritime events take place in their respective countries. Consequently, information material relating to the World Maritime University and copy of the Secretary-General's appeal for funds were sent for distribution at the "EXPOSHIP LONDON 1985 EXHIBITION".

8. The Working Group also noted that despite severe financial constraints, the UNDP contributions to the World Maritime University were to be maintained at the present level up to December 1986 and that thereafter the Secretary-General would enter into discussions with the UNDP authorities regarding the 1987 programme cycle. Members were urged to seek an increase in contribution for the World Maritime University through their delegates to the UNDP Governing Council which met in June 1985.

9. In order to afford the opportunity to have a closer look and to familiarize the officials directly responsible for aid in donor countries, the Working Group recommended that they should be encouraged to visit the University. It further

recommended that these officials should also be invited to the first graduation ceremony on 9 July 1985. Action was taken accordingly. Several concerned officials have since visited the University and some were also able to attend the graduation ceremony.

10. Because of the prevalent general recession which had adversely affected shipping, it was not practical to expect large donations to the Capital Fund. Nevertheless, as noted by the Working Group, the response to the Secretary-General's appeal had been positive. The balance in the Capital Fund had crossed the US\$250,000 mark. Details of contributions to the Capital Fund received from individuals and organizations are shown in Annex I to Assembly document A 14/18(a).

11. In all the deliberations of the Working Group and the Standing Committee, Mr. Santa-Cruz provided the most outstanding leadership, dedication and single-mindedness of purpose. The members participated with great interest and put forward very useful proposals. The Secretary-General would wish to express his deep gratitude and appreciation for the invaluable contribution which all of these distinguished personages have made during the sessions of the Working Group and the Standing Committee.

12. The Working Group is scheduled to meet next on 11 September 1985 and additional information, if any, will be provided through an addendum to this document.

Action requested of the Assembly

13. The Assembly is invited to consider this report, to comment or decide as appropriate and to provide guidance as appropriate.

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INTERNATIONAL MARITIME
ORGANIZATION



A 14/18(b)/Add.1
7 November 1985
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ASSEMBLY - 14th session
Agenda item 18(b)

IMO

WORLD MARITIME UNIVERSITY

Note by the Secretary-General

In paragraph 12 of document 14/18(b) it was stated that a meeting of the Assembly Working Group on the World Maritime University would be held on 11 September 1985 and that additional information, if any, would be provided as an addendum to that document.

The Assembly Working Group met on 11 September, 31 October and 6 November 1985 under the chairmanship of Mr. G. Santa-Cruz, Permanent Representative of Chile to IMO, and decided to supplement its report and to submit a draft resolution for the consideration by the Assembly. These are attached as annexes 1 and 2. Annex 3 contains the latest position of contributions and pledges to the Capital Fund.

W/1390E



ANNEX 1

Further report of the Working Group

1. In addition to its earlier sessions, details of which are contained in Assembly document A 14/18(b), the Assembly Working Group on the World Maritime University held three sessions on 11 September, 31 October and 6 November 1985, respectively, under the Chairmanship of Mr. G. Santa-Cruz, Permanent Representative of Chile to IMO. The conclusions of these three sessions are given below. A draft Assembly resolution resulting from the conclusions of the Working Group is attached for the consideration of the Assembly.

2. The Working Group unanimously agreed that the World Maritime University is a unique maritime institution which has been established to promote the objectives of IMO with regard to the enhancement of maritime safety and prevention and control of marine pollution. It noted the world-wide support the World Maritime University has received from donor countries, from UNDP, and also from developing countries who have sent a large number of students, 68 of whom graduated in July 1985, with the second class to graduate on 10 December 1985. The institution is now well established with a small resident faculty supplemented by an extremely able group of visiting professors who provide their services entirely free of charge. The first graduates have now returned to their countries and already there is feedback in respect of some that they are occupying important positions in their respective maritime organizations. Thus the usefulness of the World Maritime University as a centre of excellence for imparting instruction to senior maritime officials has been established beyond any shadow of doubt.

3. This is good progress. However, there is still one remaining problem, which is of crucial importance for its existence, namely that of an assured regular income. The present assured income amounts to about half of the annual budget of the University.

4. The Working Group was extremely encouraged to be informed by the Secretary-General, who had recently returned from discussions with the Administrator, Associate Administrator and other senior officials of the UNDP in New York, that the UNDP had indicated strong and continuing support to the World Maritime University throughout the next UNDP 5-year cycle, 1987-1991. The Secretary-General understood that the UNDP was prepared to consider enhancement of UNDP support which would initially increase, and then subsequently be on a declining scale.

5. The Working Group was aware that IMO is virtually the only United Nations Specialized Agency which does not provide any funds out of its own assessed budget for field activities or for technical co-operation projects. Nevertheless, the prevailing view was that it would be best for the University, which has an absolutely central role in training personnel from developing countries to implement IMO conventions and standards, to continue to be financed from voluntary contributions. The problem before the Working Group was how to secure the requisite reliable and secure source of funding on a voluntary basis, and in this context the Working Group considered various options ranging from firm voluntary pledges, not legally assessed but backed up by commitments of honour and endorsed by the Assembly, to more ad hoc arrangements.

6. After very careful consideration the Working Group decided to recommend a draft resolution to the Assembly incorporating its conclusions on this matter. The draft is attached at annex.

7. The Working Group also felt that in the event that the Assembly wishes the Working Group to continue its work, then it is of great importance that interpretation be provided.

ANNEX 2

Draft Resolution

THE ASSEMBLY,

RECALLING resolution A.501(XII) by which it decided to establish the World Maritime University to meet the vital need for training of personnel in the running of safe and efficient merchant marines, the operation of efficient ports and sound maritime administrations in developing countries,

RECALLING ALSO resolution A.549(13) under which it established a Working Group of the Assembly to assist in obtaining the recurring contributions necessary to permit a secure future for the World Maritime University, and authorized the Secretary-General to take all appropriate and necessary steps to facilitate and assist the work of the Working Group,

HAVING CONSIDERED the reports received on the establishment and progress of the World Maritime University and the conclusions of its Working Group,

NOTING the remarkable success of the World Maritime University which has already produced the first group of 68 graduates and a second group which is due to graduate on 10 December 1985,

NOTING ALSO that the University has been placed on a sound and solid academic and administrative basis,

NOTING FURTHER WITH GREAT APPRECIATION the generous financial support being provided at present on a regular annual basis by the Government of Sweden, the Government of Norway, the United Nations Development Programme, and the Commonwealth Secretariat and on an ad hoc basis, by other donors, as fellowships and other donations,

CONCERNED HOWEVER that regular and assured contributions presently account for only about half of the University's expenditure, and bearing in mind the desirability of developing a plan for the sound financing of the University,

BEING AWARE that the World Maritime University will do everything possible within its Charter, to maintain the quality and relevance of its courses, to publicize itself and to develop additional means of raising revenue and acquisition of other appropriate facilities,

1. REQUESTS the United Nations Development Programme to enhance significantly its annual contribution to the World Maritime University during the next UNDP programming cycle, 1987-1991;
2. REQUESTS the Government of Sweden, as host, to enhance significantly its annual financial support to the World Maritime University;
3. REQUESTS Member States of IMO, in particular developed countries to provide financial assistance to the University in all appropriate ways, for example:
 - (a) by pledging voluntarily a specific number of fellowships for the University for the period 1987-1991,
 - (b) by contributing to the World Maritime University Capital Fund with the aim of achieving its target of \$25 million, and
 - (c) by other means of support to the University, for example a voluntary annual grant;
4. REQUESTS organizations, specially those enjoying consultative status with IMO, trusts, foundations, corporations and individuals to provide financial assistance to the University in all appropriate ways, particularly in accordance with the proposals at (a), (b) and (c) in paragraph 3.
5. REQUESTS developing countries to give priority to fellowships for the World Maritime University in discussions with bilateral donors and with the United Nations Development Programme;
6. AUTHORIZES the Secretary-General to take all necessary action to follow-up the above requests.

ANNEX 3WORLD MARITIME UNIVERSITY CAPITAL FUND TRUSTREGISTER OF DONATIONSCONTRIBUTIONS PRIOR TO APPEAL

<u>Date</u>	<u>Donor</u>	<u>Amount</u>	<u>US\$ Equiv.</u>	<u>Total</u>
16.11.82	Admiral Kinney	\$1,000	1,000.00	1,000.00
04.05.83	Kingdom of Saudi Arabia	\$50,000	50,000.00	51,000.00
18.05.84	Korea Maritime Port Administration	\$40,000	40,000.00	91,000.00
29.05.84	Mr. Chandris	\$10,000	10,000.00	101,000.00
08.06.84	Mr. Livanos	\$10,000	10,000.00	111,000.00
09.06.84	Mr. Santa Cruz	\$500	500.00	111,500.00

CONTRIBUTIONS AFTER APPEAL

02.10.84	John Swire & Sons ltd.	£1,000	1,240.69	112,740.69
02.10.84	Nissei Trading Co. Ltd.	\$500	500.00	113,240.69
02.10.84	Cayzer, Irvine & Co. Ltd.	£500	706.24	113,946.93
04.10.84	Intertanko	\$2,000	2,000.00	115,946.93
04.10.84	Papachristidis(UK)ltd.	£500	706.24	116,653.17
09.10.84	Anglo-Soviet Ship. Co. Ltd.	£50	62.03	116,715.20

16.10.84	C.P. Srivastava	\$500	500.00	117,215.50
16.10.84	Dr. J. Wonham	£100	124.07	117,339.27
18.10.84	Sedgwick Limited	\$500	500.00	117,839.27
22.10.84	Dr. J. Wonham	£800	992.56	118,831.83
22.10.84	Peter Fraenkel International Ltd.	£100	141.27	118,973.10
24.10.84	The Baltic Exchange	£1,000	1,240.69	120,213.79
25.10.84	Port Services Corp. Ltd., Oman	\$1,443	1,443.00	121,656.79
25.10.84	Varnima Corporation International, Greece	\$15,000	15,000.00	136,656.79
26.10.84	Lloyd's Register of Shipping	£1,000	1,240.69	137,897.48
02.11.84	Blue Star Line Ltd.	£500	760.24	138,603.72
12.11.84	Dr. J. Wonham	£100	121.07	138,724.79
13.11.84	MISC, Malaysia	\$1,000	1,000.00	139,724.79
13.11.84	Port Authorities, Rotterdam	\$500	500.00	140,224.79
21.11.84	Alexandria Maritime Transport Academy	\$2,000	2,000.00	142,224.79
28.11.84	SF. Santa Fe Int. Corporation	\$500	500.00	142,724.79
03.12.84	Dr. G.A. Mokhtar	\$400	400.00	143,124.79

10.12.84	London & Overseas Freighters plc.	\$300	300.00	143,424.79
11.12.84	Olympic Maritime S.A	\$1,500	1,500.00	144,924.79
14.12.84	CBTG, Brazil	\$5,000	5,000.00	149,924.79
27.12.84	Mexican Government	\$20,000	20,000.00	169,924.79
02.01.85	H. Clarkson & Co. Ltd.	£250	353.14	170,277.93
11.01.85	Sicula Oceanica	Lit1,000,000	534.44	170,812.37
17.01.85	Govt. of Seychelles	\$500	500.00	171,312.37
18.01.85	Hancock Ship. Co. Ltd.	\$2,000	2,000.00	173,312.37
25.01.85	Mr. John L. Dorn	\$50	50.00	173,362.37
12.02.85	Arab. American Oil Co.	\$2,000	2,000.00	175,362.37
14.02.85	I.M.P.A.	\$1,000	1,000.00	176,362.37
07.03.85	Intercontinental Marine Agencies Inc.	\$1,000	1,000.00	177,362.37
10.04.85	Malta Shipbuilding Co.	\$300	300.00	177,662.37
25.04.85	Government of Portugal	\$4,000	4,000.00	181,662.37
30.05.85	Mr. Qian Yong Chang Minister of Communications Government of China	\$10,000	10,000.00	191,662.37
14.06.85	Royal Netherlands Shipowners' Association	£1,000	1,250.00	192,912.37
18.06.85	Japanese Shipowners' Association	\$36,000	36,000.00	228,912.37

08.07.85	Black Star Line, State Ship. Corp., Ghana	\$2,000	2,000.00	230,912.37
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Pledges

India:	The Maritime Union of India	\$10,000 of which \$829.10 is listed above.
Egypt:	Maritime Transport Academy, Alexandria	\$10,000 over five years of which the first \$2,000 is listed above.
	International Transport Workers Federation (ITWF)	\$2,000 and two fellowships of \$24,000 each.
Greece:	Greek Ministry of Merchant Marine	\$20,000

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Agenda item 18(c)

IMO

*approved by
Assembly 27 11 85*

WORLD MARITIME UNIVERSITY

AMENDMENTS TO THE CHARTER

Note by the Secretary-General

1. The Charter of the World Maritime University (WMU) currently provides for a sharing of the financial management responsibilities for the University between the International Maritime Organization and the WMU. Such an arrangement was felt necessary in the initial stages of the development of the University in order to ensure a familiar and stable financial framework for its development.

2. With the passage of time the necessary financial procedures and controls have now been developed within the University and, following consultations with the external auditors and with their agreement, it is now proposed to simplify the financial and accounting procedures by transferring full financial management responsibility to the University with ultimate control resting in the Board of Governors.

3. One other change is also proposed. The Charter provides for an initial term of four years for the Rector but such a long-term financial commitment for the University is at present very difficult in the light of the fact that financial commitments for funding are not generally made for such a period in advance. Accordingly it is now proposed to have a two-year term. The Charter also currently provides that there can be only two re-appointments of the Rector but in view of the proposed shortening of the term it is suggested that this restriction might be removed and the Rector be eligible for any number of re-appointments of two years duration.

4. The present text of the relevant provisions of the Charter is outlined in the Annex to this document together with the proposed new text and the commentary on the changes. The full text of the Charter may be found at annex 4 to document A 13/18/Add.1.

5. Article 46 of the Charter presently provides that amendments to the Charter may be made by the Council with the approval of the Assembly. At its fifty-fourth session the Council considered and approved the proposed amendments outlined at annex and decided to forward them to the fourteenth session of the Assembly for adoption.

Action requested of the Assembly

6. The Assembly is invited to adopt the proposed amendments to the Charter of the World Maritime University as in the annex to this document.

ANNEX

CHARTER OF THE WORLD MARITIME UNIVERSITY

COMMENTSPRESENT TEXTPROPOSED NEW TEXT

<u>VIII THE RECTOR</u>	<u>PRESENT TEXT</u>	<u>PROPOSED NEW TEXT</u>	<u>COMMENTS</u>
<p><u>VIII THE RECTOR</u></p> <p><u>Article 25 (extract)</u></p> <p>(b) The initial term of the Rector shall be for four years and he shall be eligible for re-appointment for not more than two further terms. The conditions of service of the Rector shall be determined by the Board on the proposal of the Secretary-General.</p>	<p><u>Article 25 (extract)</u></p> <p>(b) The initial term of the Rector shall be for two years and he shall be eligible for re-appointment for similar further terms. The conditions of service of the Rector shall be determined by the Board on the proposal of the Secretary-General.</p>	<p><u>Article 25 (extract)</u></p> <p>(b) The financial situation of the University as it now stands makes it difficult to enter a four-year commitment; on the other hand the number of possible re-appointments need not be limited.</p>	
<p><u>X FINANCE AND BUDGET</u></p> <p><u>Article 34</u></p> <p>(a) Capital costs and recurrent costs of the University shall be met from the World Maritime University Fund established and maintained by the Secretary-General on behalf of the University. Contributions, legacies, endowments and gifts to this Fund may be accepted by the Secretary-General from:</p> <p>(i) Governments, directly or through the United Nations, the specialized agencies or the International Atomic Energy Agency (IAEA);</p> <p>(ii) Inter-governmental and non-governmental sources, including foundations, universities, associations, companies, other organizations and individuals.</p>	<p><u>Article 34</u></p> <p>(a) Capital costs and recurrent costs of the University shall be met from the World Maritime University Fund established and maintained by the University. Contributions, legacies, endowments, bequests and gifts to this Fund may be accepted by the Secretary-General or the Rector from:</p> <p>(i) Governments, directly or through the United Nations, the specialized agencies or the International Atomic Energy Agency (IAEA);</p> <p>(ii) Inter-governmental and non-governmental sources, including foundations, universities, associations, companies, other organizations and individuals.</p>	<p><u>Article 34</u></p> <p>(a) Capital costs and recurrent costs of the University shall be met from the World Maritime University Fund established and maintained by the University. Contributions, legacies, endowments, bequests and gifts to this Fund may be accepted by the Secretary-General or the Rector from:</p> <p>(i) Governments, directly or through the United Nations, the specialized agencies or the International Atomic Energy Agency (IAEA);</p> <p>(ii) Inter-governmental and non-governmental sources, including foundations, universities, associations, companies, other organizations and individuals.</p>	<p>This change would transfer full responsibility for the World Maritime University Fund to the University and also would allow the Rector, as well as the Secretary-General to accept donations.</p>

PRESENT TEXT

(b) The Secretary-General may also accept contributions to the Fund for specific purposes and for fellowships and scholarships of the University. Non-financial contributions may also be accepted on behalf of the University.

Article 35

Contributions in financial and other forms may be made directly to the University in support of its activities and operations from governmental, inter-governmental and non-governmental sources including foundations, universities, associations, companies, other organizations and individuals. Financial contributions so received by the University shall be placed in a special account and administered in accordance with the Financial Regulations and Rules of the Organization.

Article 36

Contributions which may directly or indirectly involve an immediate or ultimate financial liability for the University, or which involve activity not included in the programme of the University, may be accepted with the approval of the Board.

Article 37

The World Maritime University Fund shall be kept in a special bank account or accounts, as appropriate, to be established by the Secretary-General and administered in accordance with the Financial Regulations and Rules of the Organization.

PROPOSED NEW TEXT

(b) The Secretary-General or the Rector may also accept contributions to the Fund for specific purposes and for fellowships and scholarships of the University. Non-financial contributions may also be accepted on behalf of the University.

Article 35

Contributions may be accepted by the Secretary-General or the Rector to the World Maritime University Capital Fund held by the Secretary-General and administered by a Board of Trustees appointed by the Secretary-General. The purpose of the Capital Fund shall be to produce investment income for transfer to the World Maritime University Fund, as requested by the Board of Governors and approved by the Board of Trustees of the Capital Fund.

Article 36

Contributions which may directly or indirectly involve an immediate or ultimate financial liability for the University, or which involve activity not included in the programme of the University, may be accepted with the approval of the Board.

Article 37

The World Maritime University Fund shall be kept in a special bank account or accounts, as appropriate, to be established by the University and administered in accordance with the Financial Rules of the University.

COMMENTS

The Rector, as well as the Secretary-General would be able to accept contributions.

The original Article 35 is no longer necessary in view of the change to Article 34 above. The new Article 35 brings into the Charter a reference to the World Maritime University Capital Fund approved by the Board of Governors at its second session (with a target of US \$25 million).

No change.

The University will administer the World Maritime University Fund under its own Financial Rules.

PRESENT TEXT

Article 38

To enable the University to meet its capital and recurrent costs the Secretary-General shall, from time to time, make transfers to the University from the World Maritime University Fund. All necessary financial and accounting functions of the University shall be performed by the Rector in accordance with the Financial Rules of the University. The Rector shall prepare and certify annual accounts of income and expenditure of the University.

Article 39

The Financial Rules of the University shall be established by the Secretary-General with the approval of the Board.

Article 40

The Rector shall prepare the budget estimates for the University in consultation with the Secretary-General and in such manner as may be prescribed by the Board and the Executive Council. The estimates shall be submitted to the Executive Council for consideration and transmission to the Board for approval. The budget, as approved by the Board, shall be transmitted to the Council together with the report of the Board.

Article 41

Funds administered by and for the University shall be subject to audit by the External Auditor of the Organization.

PROPOSED NEW TEXT

Article 38

[deleted]

Article 38

The Financial Rules of the University shall be established by the Secretary-General with the approval of the Board.

Article 39

The Rector shall prepare the budget estimates for the University in consultation with the Secretary-General and in such manner as may be prescribed by the Board and the Executive Council. The estimates shall be submitted to the Executive Council for consideration and transmission to the Board for approval. The budget, as approved by the Board, shall be transmitted to the Council together with the report of the Board.

Article 40

Funds administered by and for the University shall be subject to audit by the External Auditor of the Organization.

COMMENTS

The first sentence of this Article is no longer necessary in view of the changes noted above. The remaining sentences are now dealt with more extensively in the Financial Rules.

No change apart from the renumbering.

No change apart from the renumbering.

No change apart from the renumbering.

PRESENT TEXT

Article 42

The administrative and financial services located at the Headquarters of the Organization and other services of the Organization may be utilized by the University on conditions determined in consultation between the Secretary-General and the Rector, it being understood that no extra cost to the regular budget of the Organization shall be incurred.

PROPOSED NEW TEXT

Article 41

The administrative and financial services located at the Headquarters of the Organization and other services of the Organization may be utilized by the University on conditions determined in consultation between the Secretary-General and the Rector, it being understood that no extra cost to the regular budget of the Organization shall be incurred.

COMMENTS

No change apart from the renumbering.



ASSEMBLY - 14th session
Agenda item 18(c)

IMO

WORLD MARITIME UNIVERSITY

AMENDMENTS TO THE CHARTER

Note by the Secretary-General

*approved by
Assembly 14/11/85*

1. Article 46 of the Charter of the World Maritime University provides that amendments to the Charter may be made by the Council with the approval of the Assembly. Certain amendments already adopted by the Council have been forwarded for approval to the Assembly in document A 14/18(c). This document provides advance information on other proposed amendments which are due to be considered by the thirteenth extraordinary session of the Council on 8 November 1985 and which, if adopted, will be forwarded to the Assembly for approval.
2. At its third session in July 1985 the Board of Governors of the World Maritime University (WMU) decided that the necessary steps should be taken to form the Executive Council of the WMU in accordance with the Charter of the University. The functions of the Executive Council are listed in Articles 19 to 23 of the Charter and these are reproduced for information at annex 1 (the full text of the Charter may be found at annex 4 to document A 13/18/Add.1).
3. The occasion of the formation of the Executive Council has been taken to review all the Articles of the Charter in order to ensure appropriate lines of responsibility between the Board of Governors, the Executive Council, the Chancellor and the Rector. For the most part, the present text appears to be satisfactory but there are two Articles dealing with the responsibilities of the Rector where the importance of supervision by both the Board and the Executive Council could be more clearly brought out. The proposed amendments to the text which are being forwarded to the thirteenth extraordinary session of the Council are attached at annex 2.

4. It has also been noted that the present text of Article 25(c)(vii) might be improved as regards the co-ordination by the Rector of the total training programmes of the University with the activities of IMO. A suitable proposed draft amendment and explanation are given at annex 2.

Action requested of the Assembly

5. The Assembly is invited to note the proposed amendments to the Charter of the WMU indicated at annex 2 to this document which are due to be considered by the thirteenth extraordinary session of the Council on 8 November 1985. Subject to the decision of the Council the Assembly will be invited to approve the proposed amendments of the Charter.

ANNEX 1

EXTRACT FROM THE CHARTER OF THE WMU

"VI THE EXECUTIVE COUNCIL

Article 19

The Executive Council shall consist of

- (a) The Chancellor
- (b) Five members appointed by the Board of Governors, from its membership, on the recommendation of the Chancellor, for a term of two years
- (c) One member appointed by the Secretary-General to represent him on the Executive Council and to act as Secretary thereof
- (d) The Rector
- (e) The Vice-Rector.

Article 20

The Chancellor shall be the Chairman of the Executive Council.

Article 21

Members of the Executive Council appointed by the Board of Governors shall be eligible for re-appointment.

Article 22

The Executive Council shall

- (a) monitor implementation of the decisions of the Board and give directions and guidelines as necessary;
- (b) consider the draft plans of work and the budget estimates of the University prepared by the Rector in accordance with Article 25(c)(i) and establish and submit to the Board the work programme and budget of the University, having regard to the general interest and priorities of the University;
- (c) make a report to the Board at each regular session on the activities of the University since the previous regular session of the Board;
- (d) submit to the Board financial statements of the University together with the Executive Council's comments and recommendations;

- (e) co-ordinate the activities of the University, in particular between sessions of the Board, and make such adjustments in the work programme as are strictly necessary to ensure the efficient functioning of the University.

Article 23

The Executive Council shall meet at least twice a year."

ANNEX 2

CHARTER OF THE WORLD MARITIME UNIVERSITY

<u>PRESENT TEXT</u>	<u>PROPOSED NEW TEXT</u>	<u>COMMENTS</u>
<p>III ORGANIZATIONAL FRAMEWORK</p> <p align="center"><u>Article 9</u></p> <p>The University shall consist of</p> <p>(a) A Chancellor;</p> <p>(b) A Board of Governors which shall serve as the governing organ of the University;</p> <p>(c) An Executive Council which shall have the main responsibility of providing guidelines for and superintendence and co-ordination of the activities of the University as decided by the Board;</p> <p>(d) An Academic Council with such composition as may be decided by the Board, to assist the Rector in the co-ordination, promotion and implementation of the academic work programme of the University and for the regulation and superintendence of the education and discipline of the students of the University;</p> <p>(e) A Rector who shall be responsible, under the supervision of the Chancellor and Board of Governors as appropriate, for the administration, programming and co-ordination of the work of the University.</p>	<p>III ORGANIZATIONAL FRAMEWORK</p> <p align="center"><u>Article 9</u></p> <p>The University shall consist of</p> <p>(a) A Chancellor;</p> <p>(b) A Board of Governors which shall serve as the governing organ of the University;</p> <p>(c) An Executive Council which shall have the main responsibility of providing guidelines for and superintendence and co-ordination of the activities of the University as decided by the Board;</p> <p>(d) An Academic Council with such composition as may be decided by the Board, to assist the Rector in the co-ordination, promotion and implementation of the academic work programme of the University and for the regulation and superintendence of the education and discipline of the students of the University;</p> <p>(e) A Rector who shall be responsible, under the overall supervision of the Board of Governors, the Executive Council and the Chancellor, as appropriate, for the administration, programming and co-ordination of the work of the University.</p>	<p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>No change.</p> <p>Addition of the Executive Council.</p>
<p>VIII THE RECTOR</p> <p align="center"><u>Article 25</u></p> <p>(a) The Rector of the University shall be appointed by the Secretary-General.</p>	<p>VIII THE RECTOR</p> <p align="center"><u>Article 25</u></p> <p>(a) The Rector of the University shall be appointed by the Secretary-General.</p>	<p>No change.</p>

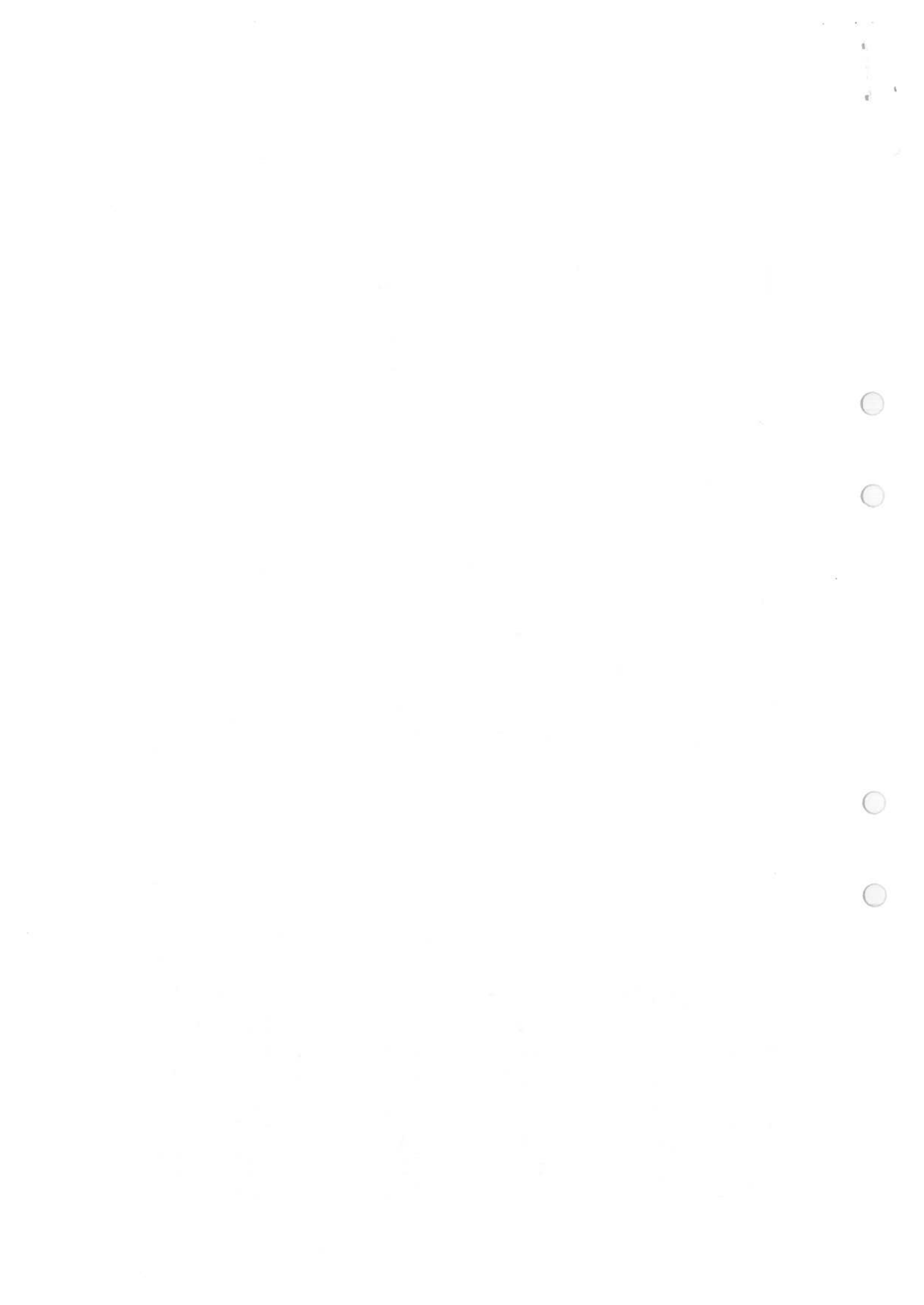
PRESENT TEXT

PROPOSED NEW TEXT

COMMENTS

<p>(b) The initial term of the Rector shall be for two years and he shall be eligible for re-appointment for similar further terms. The conditions of service of the Rector shall be determined by the Board on the proposal of the Secretary-General.</p>	<p>(b) The initial term of the Rector shall be for two years and he shall be eligible for re-appointment for similar further terms. The conditions of service of the Rector shall be determined by the Board on the proposal of the Secretary-General.</p>	<p>Both present and proposed new texts are shown incorporating the amendments approved by the fifty-fourth session of the Council and being submitted to the fourteenth session of the Assembly for adoption.</p>
<p>(c) Under the overall supervision of the Chancellor, the Rector shall direct and administer the University, with particular responsibility for the administration and organization of the programmes of the University in accordance with the general policies and criteria formulated or approved by the Board and the Executive Council. The Rector, shall, <u>inter alia</u></p>	<p>(c) Under the overall supervision of the Board of Governors, the Executive Council and the Chancellor, as appropriate, the Rector shall direct and administer the University, with particular responsibility for the administration and organization of the programmes of the University in accordance with the general policies and criteria formulated or approved by the Board and the Executive Council. The Rector, shall, <u>inter alia</u></p>	<p>Addition of the Board of Governors and the Executive Council to clarify lines of responsibility.</p>
<p>(i) submit, in consultation with the Secretary-General, the plan of work and the budget estimates of the University to the Executive Council for consideration;</p>	<p>(i) submit, in consultation with the Secretary-General, the plan of work and the budget estimates of the University to the Executive Council for consideration;</p>	<p>No change.</p>
<p>(ii) direct the activities connected with the execution of teaching programmes of the University and authorize expenditure of funds provided in the budget approved by the Board;</p>	<p>(ii) direct the activities connected with the execution of teaching programmes of the University and authorize expenditure of funds provided in the budget approved by the Board;</p>	<p>No change.</p>
<p>(iii) submit to the Chancellor proposals for the appointment of the academic personnel of the University in accordance with procedures approved by the Board, so as to ensure the highest intellectual and professional quality of the personnel;</p>	<p>(iii) submit to the Chancellor proposals for the appointment of the academic personnel of the University in accordance with procedures approved by the Board, so as to ensure the highest intellectual and professional quality of the personnel;</p>	<p>No change.</p>
<p>(iv) appoint the administrative staff of the University in accordance with procedures and directives approved by the Board;</p>	<p>(iv) appoint the administrative staff of the University in accordance with procedures and directives approved by the Board;</p>	<p>No change.</p>

<u>PRESENT TEXT</u>	<u>PROPOSED NEW TEXT</u>	<u>COMMENTS</u>
(v) in consultation with the Secretary-General, recommend to the Board such advisory bodies as may be necessary, providing in such recommendations, where appropriate, for representation on such bodies by interested United Nations organs and agencies, and governmental or non-governmental bodies concerned with the activities of the University;	(v) in consultation with the Secretary-General, recommend to the Board such advisory bodies as may be necessary, providing in such recommendations, where appropriate, for representation on such bodies by interested United Nations organs and agencies, and governmental or non-governmental bodies concerned with the activities of the University;	No change.
(vi) in consultation with the Secretary-General, recommend to the Board arrangements with Governments and international or national organizations with a view to offering and receiving services related to the activities of the University;	(vi) in consultation with the Secretary-General, recommend to the Board arrangements with Governments and international or national organizations with a view to offering and receiving services related to the activities of the University;	No change.
(vii) co-ordinate under the supervision of the Chancellor the total training programmes of the University with the activities of the Organization and, as appropriate, the United Nations and its agencies;	(vii) co-ordinate, in consultation with the Secretary-General, the total training programmes of the University with the activities of the Organization and, as appropriate, the United Nations and its agencies;	It would seem more appropriate for the Rector to co-ordinate the training programmes of the University with those of IMO and the United Nations system in consultation with the Secretary-General.
(viii) report to the Executive Council on the activities of the University and the execution of its programmes, in accordance with procedures established or approved by the Board and the Executive Council for that purpose.	(viii) report to the Executive Council on the activities of the University and the execution of its programmes, in accordance with procedures established or approved by the Board and the Executive Council for that purpose.	No change.
(ix) provide the necessary services to the Board and the Executive Council and the Academic Council.	(ix) provide the necessary services to the Board and the Executive Council and the Academic Council.	No change.



No. 16:85



ASSEMBLY - 14th session

IMO

OPENING STATEMENT BY MR. C.P. SRIVASTAVA,
SECRETARY-GENERAL

INTERNATIONAL MARITIME ORGANIZATION

TO THE FOURTEENTH REGULAR SESSION OF THE ASSEMBLY

LONDON, 11 NOVEMBER 1985

Mr. President, Honourable Ministers, Your Excellencies,
Distinguished Delegates, Ladies and Gentlemen,

I am deeply honoured and very pleased to welcome you all to the fourteenth regular session of the Assembly of the International Maritime Organization. A special welcome is extended on this occasion to the distinguished representatives of the two new Members who have joined IMO since the thirteenth regular session of the Assembly in 1983, namely Brunei Darussalam and Viet Nam. With these additional Members, IMO's membership now stands at 127, with one Associate Member. Nearly every State with a maritime interest is a Member of IMO. The Organization is therefore truly universal in membership and its mandate is fully global.

Mr. President, first of all I would like to say how honoured and privileged we are to see you presiding over this opening meeting of the fourteenth Assembly of our sovereign body, this august Assembly. Excellency, your election by acclamation as the President of the thirteenth session of our Assembly was a new historic moment. For the first time we had in the highest elective office of this Organization a dignitary who had been a Minister of his Government, an Ambassador of his country and a Master Mariner of the merchant marine. You provided outstanding and brilliant leadership with great sagacity and a remarkable sense of humour. Thanks to you, Excellency, we achieved great success.

I am also highly honoured and delighted to welcome the Honourable Ministers responsible for shipping and related matters who, despite the pressing demands on their time, have so greatly heartened us by their presence. I am particularly grateful to the Rt. Honourable the Earl of Caithness, the Minister responsible for shipping in our host State, the United Kingdom, for his kindness in being with us today and for agreeing to address this august Assembly. Your Lordship's presence here today encourages me greatly. My profound gratitude also goes to their Excellencies the Ambassadors and High Commissioners and other dignitaries who are honouring IMO by joining us at the opening of this session.

Mr. President and Distinguished Delegates, this session of the Assembly marks another major landmark in the life and development of IMO. It is the first session of the Assembly since the entry into force, in November 1984, of the important amendments to the Organization's Convention which were adopted by this Assembly in 1977 and 1979. The constitutional changes made by those amendments have now been in operation for a year. Among these was the increase in the number of Members of the Council and the formal recognition of the Technical Co-operation Committee as one of the principal constitutional bodies of IMO. The first change has made our Council even more representative of the increased membership of IMO and thus enhanced the authority and standing of the Council. The second change makes IMO the only agency of the United Nations system which has given formal constitutional status to technical co-operation and the intergovernmental body which is responsible for directing the programme of the Organization in the field of technical co-operation.

These changes, and the efficient and pragmatic way in which our Member Governments and their distinguished representatives undertake their tasks in the respective organs and committees, have served to enhance and consolidate the image of the International Maritime Organization worldwide. In this connection, it is with a feeling of great satisfaction and sincere thankfulness that I refer to the report which was made on IMO in 1984 by the Joint Inspection Unit of the United Nations. This report, prepared by two eminent Inspectors of the Unit, noted with admiration the "IMO spirit". The Council and Assembly were mentioned as being examples in many respects for

other Organizations in the United Nations system. In their conclusion to a most thorough review of all areas of the Organization's activities, the Inspectors stated that "during its 25 years of existence IMO has developed into an efficient, well-run specialized agency". This is indeed a gratifying and positive testimonial for which the Organization, its Member Governments and all who are associated with its work can be justifiably pleased. I have, on behalf of the Council, already conveyed my sincere thanks to the Inspectors and the Joint Inspection Unit for their kind and positive comments on IMO and for their most constructive suggestions for improving further the work of the Organization. With the approval of the Council, a number of specific measures have been taken to implement these suggestions. These measures are reported to the Assembly in the documents before the present session under the relevant items of the agenda. I wish on this occasion to place on record my profound gratitude and appreciation to the Member Governments, the members and officers of the governing organs and the delegations to the committees and other subsidiary bodies whose work and contribution have made it possible for IMO to receive this high commendation from such a respected source. For it is to our Members and their representatives that the credit for the success of IMO, and the effectiveness of its work method is primarily due.

Mr. President, it is with a feeling of great honour and humility that I report to you that further progress has been made during the past two years in all aspects of the work and programmes of IMO. In the technical areas, IMO has continued to provide pragmatic leadership in the international efforts to promote safety at sea, to prevent and control marine pollution from ships and to help in providing the trained manpower needed for achieving these objectives. The entry into force in 1984 and the 1978 Convention on Standards of Training, Certification and Watchkeeping for Seafarers was an important development in IMO's contribution to international measures to promote safety at sea by improving, on a global level, the knowledge, training and expertise of seafarers on whom the safety of ships and their cargo at sea, and the preservation of the marine environment, largely depend.

Another development of major and positive significance was the entry into force of the 1979 Convention on Maritime Search and Rescue which establishes, for the first time, world-wide standards and procedures and co-ordinated arrangements for providing search and rescue services to all who may be in danger at sea.

In the field of marine environment protection, work has concentrated on the implementation of MARPOL 73/78, in particular with respect to regulations for the control of pollution by oil and noxious liquid substances carried in bulk. Particular attention has also been given to the promotion of anti-pollution arrangements and the enhancement of national capabilities to combat marine pollution, in which IMO has maintained close and fruitful co-operation with the United Nations Environment Programme (UNEP). This programme continues to provide expertise in the development of co-operative agreements for the combating of marine pollution.

In the field of maritime safety and marine pollution prevention, an extensive programme of seminars has also been organized and successfully conducted on many subjects of widespread interest to Governments and other maritime operators. This programme which continues to be patronized and assisted by generous donor Governments and agencies, constitutes an essential part of IMO's programme to promote more effective implementation of its international treaties and standards.

In the legal field, a diplomatic conference, convened by IMO in 1984, successfully adopted Protocols to revise the limits of liability and compensation contained in the 1969 Civil Liability Convention and the 1971 Fund Convention. The recommendations of the Conference with regard to a future Convention on liability and compensation relating to hazardous and noxious substances are now being considered by the Council and the Legal Committee in order to determine when and how the preparation of a new Convention would be feasible. The Legal Committee has also made some advance in its work on a new international convention on salvage and assistance at sea.

The past biennium has also seen significant progress in the work of IMO in the field of facilitation of maritime transport. The 1973 amendments to the Facilitation Convention, on which the Assembly adopted a resolution at its twelfth regular session in 1979, finally entered into force in June 1984. This amendment now makes it possible for the Annexes to the Convention to be amended by the "tacit acceptance" procedure, and it therefore gives to IMO and its Member Governments an even better and more adaptable machinery to develop effective procedures to assist the smooth movement of shipping services for world trade. The Facilitation Committee held its fifteenth session in October 1984 at which it took important decisions regarding the implementation of the Facilitation Convention, including those relating to measures to simplify documentation and modernize the procedures connected with the arrival, stay and departure of ships in ports.

As in the previous biennium, the work of the Organization in all areas has been guided by the directives of resolution A.500(XII) on the "Objectives of the Organization for the 1980s", adopted by the IMO Assembly in 1981, with particular reference to the clear policy that effective implementation of existing international standards should be the cornerstone of IMO's work. During the past two years, there has been more clear evidence that the policy in resolution A.500(XII) was correct, timely and realistic; and concrete results have already been identified. For example, the increased opportunities given to Governments and IMO's committees to examine practical issues of acceptance and implementation of conventions has resulted in many more ratifications of IMO's treaty instruments, and this in turn has led to the entry into force of many more instruments and the wider coverage of those already in force. At the moment twenty-one of the twenty-eight internationally viable treaties of IMO are already in force, and another treaty has only this month fulfilled the conditions for entry into force.

It can therefore be said with considerable justification that resolution A.500(XII) and the changed programme and methods of work resulting from it have yielded positive dividends for IMO and its Members. There is also every evidence that all the committees and subsidiary bodies of IMO are ready and willing to be guided totally by the resolution in determining the urgency of subjects for inclusion on their work programmes and in considering proposals for the development or revision of international instruments and standards.

Mr. President, this Assembly and the other bodies of IMO have long recognized that effective global implementation of rules and standards can only be achieved if all the Governments concerned are willing and able to apply the necessary measures. There is now no doubt that all Member Governments of IMO are genuinely willing and keenly anxious to take all necessary and appropriate measures to apply the international regulations in all relevant areas. However, it is also a fact that very few of the developing countries have the resources, in terms of manpower and technical expertise, to take the requisite measures on their own. For example, the existence of maritime infrastructure is a pre-requisite to any programme of maritime activity in conformity with international standards. It is to enable these countries to acquire the necessary capability that IMO has placed such emphasis on its technical co-operation programme. The purpose of the programme is to lend an appropriate support to the countries, particularly the developing countries, to improve their maritime capabilities, with special emphasis on infrastructure and the training of personnel for maritime operations. The advisory and consultancy services provided by IMO to States in such fields as maritime training, training in the transport and handling of dangerous goods, maritime safety administration, development and operation of ports and harbours, the prevention and control of marine pollution and maritime legislation have been widely welcomed. States, particularly developing countries, have requested and utilized IMO's help in the establishment of national or regional maritime training academies, as well as fellowships for candidates for training in specific maritime disciplines. The World Maritime University, established by the specific decision of this Assembly, is now in its third year of operation. It has already proved an extremely vital world institution for providing high level maritime training so essential for the effective implementation of IMO's technical standards for safety and pollution prevention. Students of the highest quality from as many as 74 countries have already joined the University and the first batch of 68 students has completed its course. These students have returned to their countries and are already occupying important positions in the maritime sector. I am profoundly grateful to the host State of the University, Sweden, the host City, Malmö and to all other donor governments, institutions, organizations and individuals who have generously supported this global endeavour, a shining example of peaceful beneficial world co-operation.

Mr. President, it is now no longer necessary to emphasize the importance of technical co-operation in the overall objectives and aims of IMO nor, indeed, to call attention to the indispensable role of effective technical co-operation and assistance in IMO's current priority task of promoting effective and wider implementation of international regulations and standards. The resolutions of the Assembly, and the decision and actions of the Council and other bodies, testify without doubt to the general recognition of the need and desirability of technical co-operation. The inclusion of technical co-operation in the constitutional mandate of IMO, the institutionalization of the Technical Co-operation Committee in the IMO Convention and finally, the establishment of the World Maritime University all arose from the acceptance that technical co-operation has a crucial role to play in the achievement of the purposes of this Organization. At the same time the governing organs and the Member Governments have concluded that this programme can best and most appropriately be financed and maintained on a voluntary basis rather than through mandatory assessments on Member States. This decision has proved to be both widely accepted and justified by experience. The unanimous support given to technical co-operation by all Members and the generous assistance provided by the United Nations Development Programme, by so many Governments and by international donor agencies, organizations and individuals would suggest that a viable programme of technical assistance can be maintained and improved on the basis of the policy which IMO has adopted. But this policy assumes, and indeed requires, that the assistance and support, though on an entirely voluntary basis, must be adequate to enable growing needs to be met and dependable enough to permit realistic and credible planning of projects and deployment of personnel and resources for reasonable periods. Thanks to the generosity of all donors, IMO has been able to maintain a relatively co-ordinated and planned programme which has enabled much needed advice and assistance to many countries. For this IMO, and myself personally, are exceedingly appreciative and profoundly thankful.

Mr. President I wish now to pay my tribute to some of the many persons who have helped to make the past two years so successful for IMO. First, my sincere appreciation and thanks go to you, Sir, for finding time to preside over this opening meeting. You have always taken a keen interest in the work of this Organization and it is fitting and proper that this session of the

Assembly is being inaugurated under your Chairmanship. I recall with respect and admiration the most outstanding and magnificent manner in which you presided over the last session of our Assembly. I wish also to renew my profound gratitude to the Chairman of the Council, Mr. William O'Neil, the Distinguished Delegate of Canada, who has continued to preside over and guide the Council with high distinction and unequalled skill. His wise leadership, great personal qualities and his total commitment to IMO have been invaluable to the Council. I have benefited immensely from his advice and support at all times. My colleagues and myself are greatly indebted to him. Appreciation and thanks are also due to the Chairman and other officers of the committees and other bodies: Mr. Emil Jansen of Norway, the Chairman of the Maritime Safety Committee; to Dr. J. Cowley of the United Kingdom, the Chairman of the Marine Environment Protection Committee; to Mr. R. Cleton of the Netherlands, the Chairman of the Legal Committee; to Mr. A. Os of Norway and Ms. Ina Nicholson of Trinidad and Tobago who acted as Chairmen of the Technical Co-operation Committee; and to Mr. J. Perrett of the United Kingdom, the Chairman of the Facilitation Committee. I wish to add my thanks to those of the Council addressed to these officers and their colleagues, the Vice-Chairmen, for the leadership they have given to the respective committees in undertaking their work. In this context, I take this opportunity to place on record the deepest appreciation of the Organization and my own sincere expression of admiration and respect to Dr. F. Wiswall, Jr. of Liberia who retired as Chairmen of the Legal Committee in 1985. Dr. Wiswall served with dedication and distinction for many years as Vice-Chairman and Chairman of the Legal Committee. I join the Legal Committee and the Council in paying warm tribute to him for his outstanding contribution to IMO's work in the legal field. I want to express my thanks and admiration for the inspiring leadership provided by Mr. G. Santa-Cruz, the distinguished representative of Chile, as Chairman of the Assembly Working Group on the World Maritime University. As Chancellor of the World Maritime University and the Chairman of its Board of Governors, I wish to express my profound gratitude to all Members of the Board of Governors, in particular to the Vice-Chairman, Mr. Sandvik the distinguished representative of Norway.

May I also express my grateful thanks to the distinguished Secretary-General of the United Nations and to all other distinguished colleagues of mine, the executive heads of all specialized agencies and

programmes. No words will be enough to express my feelings of immense gratitude in particular to the Administrator of UNDP, Mr. Bradford Morse, the Associate Administrator, Mr. Arthur Brown and all their colleagues at the Headquarters and in the field. All of them have given us every possible co-operation and support. We have benefited greatly from the advice and co-operation of so many intergovernmental and non-governmental organizations associated with our work and we are much indebted to them.

Mr. President, Your Excellencies, Distinguished Representatives, as you would have noticed from this report, IMO is now a well-established global Organization. Its Convention has been vastly improved and updated by this august Assembly so as to reflect better the aims and aspirations of its universal membership. It has the great good fortune of being supported strongly by all its Member States. IMO has already developed, with utmost care, pragmatism and consensus a well co-ordinated and balanced regime of Conventions, Protocols, Codes and Practices to enhance maritime safety and to prevent the pollution of the seas from shipping. The bulk of IMO's work is now part of prevailing international maritime law serving the best interest of all nations of the world. Safe shipping and clean oceans ensure the efficiency of world's shipping on which depends the prosperity of the world through trade and commerce and also ensure the preservation of ocean quality and resources, so vital for mankind's future. A clear and well-defined policy for the current decade has been laid down by this sovereign body, the Assembly, in resolution A.500. This policy is being pursued vigorously and effectively. In brief, IMO is now accepted globally as a well-run specialized agency, contributing positively in its own small way to the meaning and substance of the concept of the United Nations - yes, truly United Nations.

But we must never forget the foundation on which this luminous superstructure of achievement is based. The foundation, the most important asset of the Organization is a magnificent pattern of inter-woven relationships. Our Member States of the North and the South, of the East and the West have shown, not just by precept but by practice in the functioning of the Organization, in the process of decision making, a unique spirit of mutual goodwill, mutual respect, mutual co-operation and mutual accommodation. Together they search and find what is just and fair and reasonable in common interest, inspired by what has come to the known as IMO spirit. We have also had, over the past many years, the support of a considerate, liberal indeed

generous host State, the United Kingdom. This superb Headquarters building is one example of that support. On many occasions in the past I have expressed our profound gratitude to the United Kingdom and I reiterate the same feelings to your Lordship today.

The confidence of all our Member States and the graciousness and generosity of our host State have greatly encouraged and inspired all my colleagues in the Secretariat and myself. Our numbers in the Secretariat may be small, possibly about the smallest in the United Nations system, but our resolve to serve our Member States is immense and our commitment total. But Mr. President, Your Excellencies, we must never take these vital relationships for granted. We must never allow any of these elements, any of these pillars, to be weakened. We must all endeavour constantly to preserve and enhance this most important asset of our beloved Organization. Mr. President, that is my mission, that is my appeal and that is my prayer.

May I in conclusion wish you every success in your work and a pleasant stay in London. All of us in the Secretariat are at your service.

Thank you very much.



ASSEMBLY - 14th session

IMO

ADDRESS BY THE EARL OF CAITHNESS
PARLIAMENTARY UNDER SECRETARY OF STATE FOR TRANSPORT
UNITED KINGDOM
TO THE FOURTEENTH REGULAR SESSION OF THE ASSEMBLY
OF THE INTERNATIONAL MARITIME ORGANIZATION

LONDON - 11 NOVEMBER 1985

Mr. President, fellow delegates, Mr. Secretary-General, it is a great honour for me to have this opportunity to address the fourteenth session of the IMO Assembly and to be able to welcome most warmly the delegations who have come to London.

I have only recently taken on ministerial responsibility for transport in Her Majesty's Government, but even in this short time I have acquired some understanding of the IMO and admiration for the uniquely important contribution it makes to marine safety and prevention of pollution from ships - subjects which, as a maritime and coastal State, are of vital interest to the United Kingdom. I have also learned something of the amicable and effective spirit of consensus to be found within the IMO - the "IMO spirit". For these reasons I am particularly pleased to be here to lead the United Kingdom's delegation at the first session of the Assembly since my appointment.

I welcome this opportunity to reaffirm the wholehearted support of Her Majesty's Government for the International Maritime Organization. As the Government which has the honour to be host to IMO, we shall continue to do everything in our power to facilitate the working of the Organization in the United Kingdom. For some delegates this will be the second Assembly that you have attended in your new Headquarters building, but for those of you who are attending for the first time I hope that you will feel that the building

suitably reflects the importance and dignity of IMO and is suitable for the work that is carried out here.

The distinguished Secretary-General has given a most excellent report on the work of the Organization over the last biennium. It is an impressive record. The entry into force of the Standards of Training, Certification and Watchkeeping Convention last year and the International Convention on Maritime Search and Rescue this year are major landmarks. The revision of chapter III of the SOLAS Convention and the adoption of amendments to that Convention that will make certain International Codes mandatory are, I am sure, in their turn going to prove equally beneficial.

The Marine Environment Protection Committee has given the highest priority to the implementation of MARPOL 73/78, reflecting IMO's determination to see existing Conventions fully implemented before tackling new work, and progress there too has been good. The work of IMO and the oversight of the Technical Co-operation Committee in providing technical assistance without adding a single penny to IMO Member States' assessments and, indeed, actually increasing this assistance at a remarkable rate is a lesson to us all. And the Legal Committee's success in updating the two important Conventions on Civil Liability and the Fund for Compensation for Oil Pollution Damage is to be commended. May I remind delegates that those two Protocols remain open for signature until the end of this month.

Finally, Mr. President, may I pay tribute to you and to the Secretariat of the Organization without whose diligence and dedication it would be impossible for so few in number to achieve the enviable quality and quantity of work that it does.

Mr. President, Mr. Secretary-General, distinguished fellow delegates, I am confident that we should all look forward to another important and successful Assembly of the International Maritime Organization.



ASSEMBLY - 14th session

IMO

ADDRESS BY MR. S. CLINTON DAVIS
MEMBER OF THE COMMISSION OF THE EUROPEAN COMMUNITIES
TO THE FOURTEENTH REGULAR SESSION OF THE ASSEMBLY
OF THE INTERNATIONAL MARITIME ORGANIZATION

LONDON - 11 NOVEMBER 1985

Mr. President, Mr. Secretary-General, Heads of Delegation, I am particularly conscious of the honour you pay me in being, I think, the first European Commissioner to address your august Assembly.

My first contact with the IMO was in the IMCO days - in your cramped headquarters in Piccadilly - when I was first appointed as Shipping Minister in the United Kingdom Government in 1974. Throughout my period of office I worked extremely closely with this Organization and, in particular, with your distinguished and able Secretary-General. I became a great admirer - a real fan - of the sterling work it has undertaken in the cause of maritime safety and in combating marine pollution; in approaching these issues globally and practically, eschewing these political divides which all too often cause so much damage in other international organizations. It was, therefore, a matter of great pleasure and pride for me and the Government I served that we were able to assist in establishing the IMO in this superb building.

The IMO and the Commission have similar objectives in the field of maritime safety and in combating marine pollution. For the Commission, this latter activity includes:

- Management of the sea in a global approach, which aims at co-ordinating all the different uses of the sea from fishing to dumping of waste.
- Prevention of sea pollution, which covers numerous actions, such as the implementation of MARPOL Annex 1 in the Mediterranean.
- Pollution intervention, where our efforts are devoted to the development of the appropriate means of combating accidental discharges.

Let me mention in this respect that the Community has also either signed, or become a Contracting Party, to three regional arrangements for fighting pollution at sea:

- the Protocol to the "Barcelona Convention", concerning co-operation in combating pollution in the Mediterranean sea by oil and other harmful substances in cases of emergency;
- the "Bonn Agreement" for the North Sea area; and
- the Protocol to the Convention concerning co-operation in combating pollution by oil in the Caribbean Sea.

But what should be the relationship between the IMO and the Commission? I see us combining our efforts in a form of partnership. You, in your wisdom, draw up conventions - you set the standards - but you have no policing arm. We, in the Community, are more than happy to accept those standards - but we can go one step further. We can encourage Member States to ratify your conventions and draw up legislation designed to ensure that they implement them. Thus, nothing that we do in supporting your work should be interpreted as duplicating or hindering the IMO; rather, by helping in the speedier implementation of the conventions, should it be seen as a means of strengthening your Organization.

Of course, as far back as 1974 the Commission signed a co-operation agreement with the IMO. But I want to go further and build, in practical terms, on this agreement.

The Secretary-General and I have agreed that our two organizations will benefit from the establishment of a clear working relationship at our level and we, therefore, propose to have formal meetings twice yearly. There will also be even closer co-operation at the level of our respective services.

How can we attain our objectives? Where can the Commission itself assist the IMO in its activities? First and foremost the Commission will examine every possible way of helping the cause of maritime safety, which is the primary aim of the IMO - and we can help in a way that goes beyond the Community Member States. The Commission has already sponsored training programmes in the Far East and will continue to do so, especially in those areas where the IMO points to a specific need. We also envisage sending high level experts to such regions, especially to protect the marine environment.

For shipping safety and pollution control are not simply the concern of the Community - they are world-wide issues - but they are areas in which the Community Member States can frequently take a lead.

Our objectives are also similar in the field of port State control. Through its membership of the Port State Control Committee the Commission will work to hasten the implementation of the other MARPOL Annexes.

Port State control, properly implemented, must represent the most effective means so far devised to attack the menace of sub-standard ships to the benefit of everyone concerned in the maritime industry. I only hope that the European efforts - which extend beyond the Community - will be copied by others, and I am encouraged to note the advances made by two other great maritime nations, Japan and the USA. The essential point in the context of our partnership is that port State control is not a means of duplicating the work of the IMO - but of ensuring its effectiveness.

There are many other facets of our work which are complementary to IMO activities. For example, we are much encouraged by the IMO's interest in our research action (COST 301) on navigation in congested waters, which should lead to a major report by the middle of next year. I am sure that our work in this connection will contribute substantially to the IMO's efforts on maritime safety.

I am also acutely aware of your growing interest in combating maritime fraud; a massive incubus on the shipping industry and all those it serves. The Commission shares your concern and wishes to co-operate with you as fully as possible. And may I add that we are most interested in the IMO's valuable suggestion for ship identification numbers.

I should like to thank you for giving me this opportunity of highlighting the interest the Commission and the Community have in matters which are of great concern to us all. I shall look forward, Mr. President, Mr. Secretary-General, Heads of Delegation, to increasingly fruitful co-operation between our two organizations.

