

INTERNATIONAL MARITIME ORGANIZATION



IMO

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ASSEMBLY
25th session
Agenda item 12

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Resolution A.1006(25)

**Adopted on 20 November 2007
(Agenda item 12)**

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

THE ASSEMBLY,

RECALLING Articles 2(e) and 15(k) of the Convention on the International Maritime Organization concerning the functions of the Organization in relation to the facilitation and promotion of technical co-operation,

RECALLING ALSO United Nations General Assembly Resolution A/RES/55/2 on the United Nations Millennium Declaration, which calls for greater policy coherence and better co-operation between the United Nations, its agencies and other multilateral bodies with a view to achieving a fully co-ordinated approach to the problems of peace and development,

RECALLING FURTHER Resolution A/RES/60/1 adopted by the UN General Assembly on the 2005 World Summit Outcome, which calls for action by Member States, civil society, other stakeholders and by the UN system as a whole to be more effective and efficient across the breadth of their agenda and to demonstrate greater coherence in undertaking concrete measures to achieve the Millennium Development Goals (MDGs),

RECALLING IN PARTICULAR resolution A.986(24) on the *Importance and Funding of Technical Co-operation as a Means to Support the United Nations Millennium Declaration and the MDGs*, which requests the Secretary-General to explore sources of funding to support IMO's contribution to the achievement of the MDGs,

MINDFUL of the obligations and responsibilities of all Member States, including the Least Developed Countries (LDCs) and Small Island Developing States (SIDS), to implement systems and procedures, in accordance with the instruments to which they are parties, to the best of their abilities and in a co-ordinated way, so as to contribute to their long-term development,

RECOGNIZING the important role that a safe, secure, efficient and environmentally sound shipping and port sector plays in the sustainable development of all States and the achievement of the MDGs,

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RECOGNIZING ALSO the enabling role played by IMO in providing an internationally acceptable regulatory framework within which the maritime sector can thrive and contribute to sustainable development,

RECOGNIZING FURTHER the fundamental importance of IMO's technical co-operation activities, channelled through the Integrated Technical Co-operation Programme (ITCP), in enhancing the capacity of developing countries to implement the aforementioned international regulatory framework,

HAVING CONSIDERED the recommendations of the Technical Co-operation Committee at its fifty-sixth and fifty-seventh sessions on the issue of linkage between the Organization's ITCP and the MDGs,

1. INVITES Member States and donor organizations to recognize the importance of building maritime capacity in achieving the MDGs and to ensure that consideration is given to the inclusion of the maritime sector in Official Development Assistance (ODA) programmes;
2. INVITES Member States and partner organizations to use IMO as the mechanism for co-ordination in relation to technical co-operation in the maritime sector, so as to ensure strengthened coherence and co-ordination;
3. INVITES Member States to voluntarily utilize the Maritime Capacity Checklist, annex 1, and the Maritime Capacity Analysis tool, annex 2, to analyse and assess the levels of maritime capacity progress in developing maritime capacity over time;
4. REQUESTS the Technical Co-operation Committee to give high priority to those activities, which not only promote the early ratification and effective implementation of IMO instruments but also contribute to the attainment of the MDGs, taking into account the special needs of the LDCs and SIDS, and the particular maritime transport needs of Africa, and ensure that these needs are reflected in the ITCP;
5. ENCOURAGES all IMO Member States and international organizations concerned to provide and, as the case may be, increase their financial and in-kind support for the delivery of the ITCP individually and through bilateral and multilateral development aid programmes;
6. URGES all Member States to make every effort to ensure that technical assistance is acted upon;
7. REQUESTS the Technical Co-operation Committee to keep this resolution, including the annexes, under review and take action as appropriate.

ANNEX 1

MARITIME CAPACITY CHECKLIST

1 The Maritime Capacity Checklist shown is a holistic tool that can be modified by individual countries to meet their needs. The proposed key requirement is to provide a systematic ongoing tool that can be used to measure progress in maritime capacity over time. The Maritime Capacity Checklist can be used as a strategic tool complemented by the Maritime Capacity Analysis (MCA) found in annex 2.

2 Measurements of specific business areas/processes should be devised in order to provide a clear input that can be used to target resources for specific improvement.

3 The goal is measurable and overall maritime capacity will require significant improvement in the following areas: Institutional, Security, Human, Economic, Environmental, and Safety.

4 To assess adequacy, the following descriptions may be used:

Poor
Fair
Satisfactory
Good
Very Good

The above-mentioned scale recognizes that realistic targets based on national/regional best practice will help provide useful progress and realistic expectations.

5 To measure priority, the following scale may be used:

Not relevant
Low priority
Medium priority
High priority

6 The indicators shown can be used to evaluate the adequacy of the measures shown. For example, if port delay time and costs are increasing, it would indicate that port infrastructure, procedures, etc. would need to be evaluated.

7 Supporting notes may be formulated nationally or regionally taking into account relevant circumstances.

Type of Capacity	Criteria	Priority	Adequacy	Recommendations
1. Institutional	Institutional capacity should be assessed as a means of supporting good governance and direct realization of: MDG 1 – Reduce poverty and hunger MDG 3 – Empowerment of women MDG 7 – Ensure environmental sustainability MDG 8 – Developing a global partnership for development			
1.1	Ratification of international agreements and standards.			
1.2	Achievement of an effective and comprehensive legal framework for implementing conventions to which the country is a party.			
1.3	Effective maritime administration: Is there a dedicated, well-resourced governmental or semi-governmental unit responsible for maritime administration?			
1.4	Institutional capacity to monitor enforcement of laws as flag State (e.g., an inspectorate, coastguard).			
1.5	Institutional capacity to monitor enforcement of laws as port State (e.g., an inspectorate, coastguard).			
1.6	Legislation on safety of non-Convention vessels including domestic passenger vessels and ferries.			
1.7	Legislation on protection of fish stocks by security infrastructure.			
1.8	Dedicated maritime budget.			
1.9	Inspectors: how many? Sufficient for requirements?			
1.10	Coastguard/marine policing capacity.			
1.11	For landlocked countries: do agreements exist that facilitate transport through transit corridors?			
1.12	Ability to enforce legislation and regulations through due legal process.			
1.13	Investigative and police resources, coastguard.			
1.14	Prosecutorial resources.			
1.15	Courts and dispute resolution (specialized courts of enquiry or Admiralty courts, or sufficient capacity within general courts and dispute resolution procedures).			

Type of Capacity	Criteria	Priority	Adequacy	Recommendations
1.16	Maritime lawyers: are there specialist maritime lawyers? Are they organized in an association?			
1.17	Completion of voluntary audit.			
1.18	Effective legal framework and governmental administration of coastal zones.			
1.19	Empowerment of women.			

2. Security	Security capacity should be assessed as a means of providing good governance to realize: MDG 1 – Reduce poverty and hunger MDG 3 – Empowerment of women MDG 7 – Ensure environmental sustainability			
2.1	Port facilities and vessels in conformity with ISPS requirements.			
2.2	Adequate port security measures (sufficient police, legal and private security resources).			
2.3	Adequate coastal zone and inland waterway security available for public order and environmental protection.			
2.4	For landlocked countries: do security agreements exist to facilitate transit through transit corridors?			
2.5	Empowerment of women.			

3. Human resources	Human resources capacity should be assessed as a means of realizing: MDG 1 – Reduce poverty and hunger MDG 3 – Empowerment of women MDG 6 – Combat HIV/AIDS MDG 7 – Ensure environmental sustainability			
3.1	Sufficient literacy, numeracy and IT skills of all staff at all levels?			
3.2	Do foundation skills exist to move to higher level skills?			
3.3	If needed, are skills remedial programmes available to maritime transport personnel?			
3.4	STCW certificates or local equivalents held as required by seafarers, port personnel: Is there a register of seafarers? Are seafarers required to register?			

Type of Capacity	Criteria	Priority	Adequacy	Recommendations
3.5	Managerial and technical competency of staff engaged in shipping and logistics management, e.g., compliance with IMO, ILO, give example. ISO certification?			
3.6	Maritime training and education institutions for seagoing skills: Quantity, quality, placement record of graduates?			
3.7	Does training for seagoing personnel include HIV/AIDS awareness?			
3.8	Maritime training and education institutions for shipping and logistics management: Quantity, quality, placement record of graduates?			
3.9	Do formal and informal networks exist to assist seagoing and shoreside graduates in finding employment with international private sector companies?			
3.10	Empowerment of women in training and education: students and candidates.			
3.11	Empowerment of women in training and education: staff and management.			

4. Economic	Economic capacity should be assessed as a means of realizing: MDG 1 – Reduce poverty and hunger MDG 3 – Empowerment of women MDG 8 – Developing a global partnership for development			
4.1	Evaluation of the following resources should include public and private sector organizations. For example, if port authorities systematically plan for future requirements, governmental overview may suffice without the need to duplicate the activity.			
4.2	Ports: is there a dedicated, well-resourced public or private organization for each port?			
4.3	Efficiency, including freight costs, connectivity, port congestion, delays, cargo losses.			
4.4	Infrastructure and equipment performance: capacity versus current and forecast requirements, utilization, preventive maintenance, readiness, down time.			
4.5	Value-added processes: does the sector assist end users with logistics and supply chain management?			

Type of Capacity	Criteria	Priority	Adequacy	Recommendations
4.6	IT capability and use in operations, commercial and general management functions.			
4.7	Does sufficient intermodal access to ports exist? Are bottlenecks identified? Is there a plan to remove them?			
4.8	Are facilitation procedures in place to reduce customs and inspection delays?			
4.9	For landlocked countries: Is transit corridor capacity sufficient?			
4.10	For landlocked countries: are facilitation procedures in place to expedite transit through transit corridors?			
4.11	Evaluation of performance: is there a systematic evaluation of current performance as described by above-mentioned economic criteria?			
4.12	Planning process: is there a systematic evaluation of future requirements?			
4.13	Are there research institutions to improve performance in maritime transport?			
4.14	Shipping: Shipping of various types is sufficient to serve economic activities.			
4.15	Insurance: sufficient insurance is available to support economic activities at reasonable cost.			
4.16	Empowerment of women.			
	<i>Indicators used to track economic progress include:</i>			
	<i>freight costs as % of GDP;</i>			
	<i>liner service connectivity index;</i>			
	<i>port congestion, congestion charges, demurrage cost;</i>			
	<i>avoidable cargo losses due to inefficient handling and inadequate storage;</i>			
	<i>facility utilization and readiness;</i>			
	<i>customs and inspection procedures: time requirements; and</i>			
	<i>fishing output as proportion of sustainable limits.</i>			

Type of Capacity	Criteria	Priority	Adequacy	Recommendations
5. Environmental	Environmental capacity should be assessed as a means of realizing: MDG 3 – Empowerment of women MDG 7 – Ensure environmental sustainability			
5.1	Suitable legal framework consistent with international agreements for ports and coastal zones.			
5.2	Institutional capacity to monitor the environment (e.g., an inspectorate).			
5.3	Institutional systems to prevent, prepare for and respond to pollution from maritime-related incidents.			
5.4	Sufficient pollution prevention, control and clean-up equipment available?			
5.5	Sufficient training for pollution prevention, control and clean-up among responsible personnel?			
5.6	Ability to enforce environmental regulations through due legal process.			
5.7	Is the country a member of an MoU on port State control?			
5.8	Sufficient salvage capacity available?			
5.9	Empowerment of women in environmental agencies.			

6. Safety	Safety capacity should be assessed as a means of supporting good governance and direct realization of: MDG 1 – Reduce poverty and hunger MDG 3 – Empowerment of women MDG 7 – Ensure environmental sustainability			
6.1	Are there dedicated resources performing at best practice levels for the following areas?			
6.2	Workplace health and safety.			
6.3	Aids to navigation and lighthouses: Is there a dedicated authority? Are aids to navigation well maintained?			
6.4	Nautical charts and hydrography: Are high quality charts readily available in paper and electronic format?			
6.5	Pilotage services.			
6.6	Tugboat services: are there sufficient resources for safe docking and transit of ships? Is emergency towage feasible?			

Type of Capacity	Criteria	Priority	Adequacy	Recommendations
6.7	Vessel traffic control services: Are they needed? At what level? Is an appropriate level of hardware (e.g., radar, communications) and software (requirements, procedures) in place?			
6.8	Marine and port fire prevention and fire-fighting services.			
6.9	Marine cargo surveyors: are there sufficient public and private resources available for safe cargo loading?			
6.10	Marine engineering support: are there sufficient resources available for ship repair?			
6.11	Search and rescue.			
6.12	Maritime communications: do communications support SAR and safe, secure, and environmentally sound maritime transport?			
6.13	Ship registry: do vessels meet national, international, and class requirements?			
6.14	For non-Convention vessels including passenger, ferry and small fishing vessels: do vessels meet national safety requirements?			
6.15	Salvage: is sufficient salvage capacity available?			
6.16	Dredging: is sufficient dredging capacity available?			
	<i>Indicators used to track safety include:</i>			
	<i>Reduction of accidents, injuries, and deaths in maritime transport.</i>			
7. Outreach to women	Outreach to women capacity should be assessed as a means of realizing: MDG 3 – Empowerment of women			
7.1	Is there measurable progress in outreach to women and employment of women in the individual sectors?			
7.2	<i>Indicators used to track outreach to women include:</i>			
7.3	<i>number of women enrolled in training institutions;</i>			
7.4	<i>number of women employed in positions at sea; and</i>			
7.5	<i>number of women employed in positions in staff, middle management, and senior management ashore.</i>			

Type of Capacity	Criteria	Priority	Adequacy	Recommendations
8. Public awareness	Is there a maritime culture in the country? Is the public aware of maritime transport as an important sector and a career option?			
8.1	Are there public awareness tools such as maritime museums? How many? How successful are they?			
8.2	Empowerment of women.			

ANNEX 2

MARITIME CAPACITY ANALYSIS

1. The Maritime Capacity Analysis (MCA) is a recommended tool that can be utilized by individual countries to analyse and assess level of maritime capacity¹, as a means of identifying maritime capacity deficiencies² that require attention in order to realize full potential and a meaningful contribution by the maritime sector to poverty reduction and to the broader economic development of the country.

2. The tool has an audit element and the output can be used in benchmarking processes. The key requirement is to provide a systematic, ongoing tool that can be used to analyse the existence, and the levels, of maritime capacity in specific areas of maritime transport. The information obtained during the analysis process will feed into the Maritime Capacity Checklist for purposes of monitoring progress in addressing hindrances to maritime capacity development and or enhancement.

¹ Maritime Capacity is the resources and activities (including shipping, ports, intermodal access to shipping and related support services) required for safe, secure and environmentally sustainable maritime transport.

² Maritime capacity deficiency is the lack or inadequacy of the maritime capacity necessary for a country's development needs.

MARITIME CAPACITY ANALYSIS (MCA)³

.1 Aids to navigation

Quantity and type		Year commissioned	Expected period of replacement	Budget position/status	Findings
Type	Quantity				

.2 Coastguard infrastructure

Structure of institution	Type and quantity of equipment		Expected period of replacement		Budget position/status	Findings
Attach organigram	Type	Quantity	Type	Year		
How many incidents did you handle in the past to current year?						

.3 Court of enquiry

Structure of institution: <i>ad hoc</i> or permanent	Year commissioned	Staff profile and number		Budget position/status	Findings
		Professional			
		Non professional			
How many cases have you handled in the past year?					

³ MCA is a strategic tool for identifying and analysing the existence and levels of the maritime resources and activities necessary to achieve efficient, safe, secure and environmentally sustainable maritime transport.

.4 Dedicated maritime budget

Is there a dedicated maritime budget?	Budget Items	% split between overhead and operational expenditure		Shortfall amount and source of budget		Findings
Yes	No	Overhead	Operational	Public	Private	
Did you register a surplus/deficit and/or underspending on your budget at the end of the previous year?	What is your total budget?					

.5 Women empowerment

Is there a restriction on employment of women across institutions?	How many women occupy key positions in the sector?	Profile		Leadership		Findings
		Category	Quantity	Category	Quantity	
Do you have instruments to monitor achievement of equal opportunities and gender balance in the sector?	Is there a women's association for the maritime sector?					

.6 Inspectors

Do you employ inspectors in your administration?	Breakdown		Specialization		Qualification		Findings
	Category	Quantity	Area	Quantity	Formal	Informal	
How many inspections have you conducted in the past up to the current year?							

.7 Legislation

Do you have any legislation regulating the maritime industry?	What areas of maritime transport are regulated?	Who drafted or prepared your legislation?	How long is the legislative passage up to the point you implement legislation?	Findings
		How long is the tradition of your maritime law?		

.8 Lighthouses

Quantity, type and location			Purpose of use		Institutional framework		Budget position			Findings
Type	Quantity	Year	Nautical only	Nautical and other	Ministry	Agency	Private	Public	PPP	

.9 Maritime administration

Institutional structure		Functional responsibilities		Staffing profile		Equipment and systems		Findings
Ministry	Agency	Marine	Maritime, including ports and other	Professional	Non professional	Type of equipment	Systems	
Budget								
Allocated by Ministry	Levies and fees							
Have you made technical input to the work of IMO?								

.10 Maritime culture

Estimated length of tradition	Do you have seamen’s clubs?	Are maritime matters part of the school curriculum?	Do you have a dedicated ministry or part of the transport ministry?	Findings
What are the main uses of your ocean territory?	Do you have national maritime days and national maritime symbols?	Do you have maritime museum(s)?		
Fishing				
Navigation				
Tourism and leisure				
Trade				
Transport route(s)				
What activities did you hold this year in recognition of your maritime culture and tradition?	What is the attitude and contribution of the media in promoting the industry?			

.11 Ocean territory

What resources do you have in your ocean territory?	What are the main uses of your ocean territory?	Is there a framework for ensuring that landlocked countries have access to the resources at sea?	What is the governance structure of your ocean territory? <table><tr><td>Under a single ministry</td><td>Multiple ministries</td></tr><tr><td></td><td></td></tr></table>	Under a single ministry	Multiple ministries			Findings		
Under a single ministry	Multiple ministries									
	What means do you have to sustainably harvest the resources of your ocean territory?	What means do you have to protect your ocean territory's wealth? <table><tr><td>Equipment</td><td>Systems</td><td>Budget</td></tr><tr><td></td><td></td><td></td></tr></table>	Equipment	Systems	Budget					
Equipment	Systems	Budget								

.12 Maritime lawyers

How many maritime lawyers are practising in the sector?	Specialization breakdown in numbers		Maritime association structures		Where do most of your maritime lawyers get their training?		Findings
	Public	Commercial	Specialized	General	Locally	Abroad	
How many cases were handled in the past year?							

.13 Maritime training and education

Institutional framework	Breakdown of national institutions		Courses/course material		Other institutions where you train maritime experts		Findings
	Institution	Quantity	Own (national)	Other (foreign)	Regional	Abroad	
	Schools						
	Colleges						
	Universities						
	Other						
	Did you run any conferences or seminars?						
Did you conduct any examinations?	What was the pass rate in each category of institutions?						

.14 Hydrography

Institutional framework		Qualification of hydrographer			Status of surveys			Equipment and systems			Findings
		National	Regional	Abroad	Current	Frequency	Next survey	Qty.	Type of Equip.	Type of Sys.	
Type of charts produced		Do you participate in a regional facility for hydrography services?									
Paper	Electronic										
		Region			Type of service						

.15 Pilotage services

Do you provide pilotage services?	Institutional framework	Equipment and quantity	Where do you train your pilots?	Findings															
<table border="1"> <tr> <td>Compulsory</td> <td>Optional</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Compulsory	Optional				<table border="1"> <tr> <td>Agency</td> <td>Private</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Agency	Private			<table border="1"> <tr> <td>Boats</td> <td>Helicopter</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Boats	Helicopter			<table border="1"> <tr> <td>Nationally</td> <td>Abroad</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Nationally	Abroad	
Compulsory	Optional																		
Agency	Private																		
Boats	Helicopter																		
Nationally	Abroad																		
How many pilotage movements were made in the past year?	How many incidents did you handle this year and how were they handled?																		

.16 Pollution prevention

Do you have a pollution prevention strategy?	What is the institutional framework for the provision of services?	Vulnerability status - how exposed is your coast to potential polluters?	Monitoring equipment	Findings									
	<table border="1"> <tr> <td>Agency</td> <td>Ministry</td> <td>Various ministries</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Agency	Ministry		Various ministries					<table border="1"> <tr> <td>Type</td> <td>Qty</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Type	Qty	
Agency	Ministry	Various ministries											
Type	Qty												
How many incidents have been recorded in the past year?	Pollution prevention and abatement plan	Do you have equipment to handle disasters?											
<table border="1"> <tr> <td>Major</td> <td>Minor</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Major	Minor											
Major	Minor												

.17 Port authority

Institutional framework	Functional responsibility	Equipment	Systems	Findings																	
<table border="1"> <tr> <td>Ministry</td> <td>Agency</td> <td>Agency per port</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Ministry	Agency	Agency per port					<table border="1"> <tr> <td>Marine</td> <td>Landlord</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Marine	Landlord			<table border="1"> <tr> <td>Type</td> <td>Qty</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Type	Qty			<table border="1"> <tr> <td>Type</td> <td>Qty</td> </tr> <tr> <td></td> <td></td> </tr> </table>	Type	Qty	
Ministry	Agency	Agency per port																			
Marine	Landlord																				
Type	Qty																				
Type	Qty																				

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.18 Port State control

What is your port State control regime?	Do you have dedicated port State control inspection officers?	Do they specialize and, if so, is the specialization based on the following? <table><tr><td>Type</td><td>Size</td></tr><tr><td></td><td></td></tr></table>	Type	Size			Are you a member of any Memorandum of Understanding on port State control and do you follow any form of benchmarking? <table><tr><td>Name</td><td>Year joined</td></tr><tr><td></td><td></td></tr></table>	Name	Year joined			Findings
Type	Size											
Name	Year joined											
How many inspections?	How many detentions?											

.19 Ports including ship repair facilities

What is the overall contribution of the port sector to the economy of your country?	What facilities does your port provide?	What is the depth of each of your ports?	What is the type of cargo moved by your ports and how much of that is export and, or import?			Findings
			Type of cargo	Outbound	Inbound	
	List industries supported by your ports	What is the capacity of your port repair facilities, if any?				
How many ships visited your facility for repairs?						

.20 Research

Do you have a research institute dedicated to maritime transport?	Does it have a research agenda?	How is this centre resourced?	How is it structured?		Findings
			Stand alone	University	
Are you aware of a regional centre?					

.21 Seafarers

How many seafarers do you have in your register?	What is their qualification and where was it obtained?	Do you have national or regional training facilities where you train your own seafarers?	What is the percentage of your national seafarers employed by the world fleet?	Findings
Do you have any register at all?				
	Do you have crewing companies and are they required to register under national legislation?		Do you have a register of seafarers?	

.22 Search and rescue

What is the size of your SAR region?	Do you have a dedicated MRCC?	Do you have trained search mission co-ordinators?	Do you have SAR assets? Please list:	Findings
		Where do you train your officers?	Do you have any SAR system software and where was it purchased?	
How many incidents have been handled by the MRCC in the past up to the current year?				

.23 Security

Institutional framework (who is responsible for maritime security?)	Do you have any form of maritime surveillance system?	Do you have an EEZ including a territorial sea patrol vessel?	Do you have any physical security at any of your ports?	Findings
Do you have a general policy on maritime security?		Are you part of a regional coastguard network?		
Do you have maritime security legislation?	How many security breaches have been reported and or detected in the past up to the current year?			

.24 Ship register

How many ships do you have in your register?	What is your competitive edge in ship registry?	What incentive do you give to shipowners to register under your flag?	What is the direct contribution of your ship register to the national economy?	Findings
How many new ships have joined your flag in the past two years?				

.25 Maritime and shipping policy

Do you have a maritime policy?	Do you have a shipping policy?	How often is it reviewed?	When is the next scheduled review?	Findings
		Do you have a dedicated policy research capacity?		

.26 Ships including ship building

Do you have ships in your register?	Size and type of ships	What is their contribution to the national economy?	What is the industry/ administration's opinion of your flag?	Findings
What is the percentage of your own nationals employed on vessels under your flag?				
	What percentage of your fleet is foreign flagged?	How many were surveyed in the past year?	Do you have shipbuilding capacity?	

.27 Surveyors

How many surveyors are under your employ?	Where did they obtain their training?	Do they specialize in any particular area?	How do you ensure that transparency and a corruption-free inspection service are provided?	Findings
How many salvage activities and incidents have been handled in the past two years?				

.28 Dredging

Do you have a dredging capacity?	How often do you undertake dredging of your port?	Do you have dedicated dredging equipment per port?	Do you have an environmental policy consideration with regard to dredging?	Findings
Where is this capacity drawn from?				

.29 Maritime Communication

What communication systems does your country provide?	Institutional framework	At what cost are the communication systems provided?	Do you participate in any regional maritime communication scheme and or network?	Findings

.30 Salvage

What resources do you control?	How are these resources provided (private or public and, or PPP arrangements)?	Are these resources shared with other countries in the region?	What types of asset do you have and how many are they?	Findings

.31 Shipping

Institutional framework	What shipping activities and/or services does your country provide?	Do you have industry associations and are they part of a global organization with similar objectives?	What shipping capacity does your industry have to support the global maritime industry?	Findings
What is your shipping policy?				

.32 Systems

Do you have other systems that you run in support of the maritime industry?		Do you have a regional framework for co-operation?	What is the financing mechanism of this system?	What benefits does it provide to your country and the region?	Findings
Name	Year commissioned				
		How integrated are these systems?	How do they support SAR, and safe, secure and environmentally sound maritime transport and shipping?		

.33 Dispute-settlement mechanisms

Do you have dispute-settlement mechanisms?	On what type of matters is this mechanism applied?			What are the levels of your dispute-settlement mechanisms?	How quickly are disputes resolved?	Findings
What is the budget?	What is the venue for handling disputes of significance?					
	National	Regional	Abroad			

.34 Insurance

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