Regional Capacity Building: The Role of International Cooperation

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REGIONAL CAPACITY BUILDING:  
The Role of International Cooperation
Background

- UN Security Council Resolution 1368(2001), September 2001
- IMO Assembly Resolution A.924(22), November 2001
- SOLAS Conference Resolution 5, December 2002
IMO Integrated Technical Co-operation Programme (ITCP) –

IMO pursues activities aimed at empowering developing countries to enable them to effectively implement IMO conventions and instruments.

Action taken

A global technical co-operation programme was launched, under the existing framework of the ITCP, 11 months before the IMO Diplomatic Conference on Maritime Security, December 2002.
Phase 1 (2002)

- Awareness of maritime security and other threats
  - Achille Lauro (1985)
  - USS Cole (2000)
  - MT Limburg (2002)

- Awareness of possible new maritime security regime

Phase 2 (2003-2005)

- Understanding of the provisions of SOLAS chapter XI-2 and the ISPS Code
- Training instructors capable of training others
- Promotion of regional or subregional collaboration on counter-terrorism and prevention of unlawful acts at sea and in ports
Phase 3 (2006-2007)

- Review implementation of SOLAS chapter XI-2 and the ISPS Code with a view to identifying further action
- Continue to promote collaboration at the regional and subregional level
- Train more maritime security instructors
- Field needs assessment and advisory missions to identified countries in need of help
- Promote awareness of 2005 SUA Protocols

Training tools

- Participant’s and instructor’s maritime security manuals
- 3 IMO model courses for SSOs, CSOs and PFSOs
  - A Train-the-Trainer course
  - A DVD film: “Know your port”
  - An interactive computer-based PFSO Training
### Summary of activities delivered*

<table>
<thead>
<tr>
<th>Activity</th>
<th>Phase 1 (2002)</th>
<th>Phase 2 (03-05)</th>
<th>Phase 3 (06-07)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional/subregional seminars/workshops on maritime security and Train-the-Trainer courses</td>
<td>8</td>
<td>33</td>
<td>9</td>
<td>50</td>
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<tr>
<td>National seminars/workshops on maritime security and Train-the-Trainer courses</td>
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<td>60</td>
<td>8</td>
<td>68</td>
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<tr>
<td>No. of people trained</td>
<td>364</td>
<td>4,421</td>
<td>1,030</td>
<td>5,815</td>
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<tr>
<td>Needs assessment missions</td>
<td>3</td>
<td>30</td>
<td>26</td>
<td>59</td>
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<tr>
<td>Consultancy assignments</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>2</td>
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<tr>
<td>UN CTED on-site visits</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>8</td>
</tr>
</tbody>
</table>

* (as at 30 September 2007)

### Summary of activities delivered by region*

<table>
<thead>
<tr>
<th>Region</th>
<th>AFRICA</th>
<th>ARAB STATES/MED</th>
<th>ASIA &amp; PACIFIC</th>
<th>LATIN AMERICA/CAR.</th>
<th>CIS/EASTERN EUROPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional/subregional seminars/workshops on maritime security and Train-the-Trainer courses</td>
<td>8</td>
<td>13</td>
<td>10</td>
<td>15</td>
<td>4</td>
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<tr>
<td>National seminars/workshops on maritime security and Train-the-Trainer courses</td>
<td>26</td>
<td>9</td>
<td>20</td>
<td>11</td>
<td>2</td>
</tr>
<tr>
<td>Needs assessment missions</td>
<td>18</td>
<td>9</td>
<td>19</td>
<td>10</td>
<td>3</td>
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<tr>
<td>UN CTED on-site visits</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TOTAL</td>
<td>53</td>
<td>34</td>
<td>53</td>
<td>36</td>
<td>9</td>
</tr>
</tbody>
</table>

* (as at 30 September 2007)
Protection of vital shipping lanes

STRAITS OF MALACCA & SINGAPORE

- Jakarta Statement (2005)
- Kuala Lumpur Statement (2006) – MoU for the implementation of a regional MEH demonstration project
- Singapore Statement (2007)

Resource mobilization

- TC Fund
- IMST Fund
- Partnership arrangements
- One-off cash donations
Achievements

- Awareness
- Strengthened implementation
- Enhanced regional and subregional co-operation

Obstacles identified in the implementation of the maritime security regime

- Lack of appropriate administrative arrangements
- Absence of proper and effective national legislative framework
- No effective measures or approaches taken
- Shortage of qualified human resources
- No verification arrangements in place
- Lack of funding
Difficulties in the TC delivery

- Inadequate information provided by States
- Lack of coordination between government departments and agencies
- Failure of nominated trainees to meet “entry requirements”
- No follow-up efforts on the assistance given
- Identification and availability of qualified consultants and variations in terms of the quality and depth of their work
- Non-availability of updated training materials

What to do next

- Continue to review implementation of the IMO special measures on maritime security
- Continue to promote collaboration at regional and subregional level by putting action plans into practice, with a focus on protection of vital shipping lanes
- Train more maritime security personnel using revised and new model courses
- Organize seminars and workshops with a view to building the capacity of SOLAS Contracting Governments to exercise control and compliance
- Continue to co-operate with CTITF within the coordinated implementation mechanism and develop new technical assistance proposals to implement the UNGCT Strategy