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S U P P O R T

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Enhancing the capabilities of maritime
transport training institutions with
multinational scope in the developing countries

Report of the Administrator

Summary

The Governing Council in its decision 81/33 requested the Administrator, in co-operation with the United Nations Conference on Trade and Development, the Intergovernmental Maritime Consultative Organization and other agencies, to take the necessary measures to enhance the capabilities of maritime transport training institutions with multinational scope in the developing countries through, *inter alia*, interregional and regional programmes and assisting them with training specialists, training equipment and fellowships in the field of maritime transport.

The Administrator was further requested to report to the Council at its twenty-ninth session on the implementation of decision 81/33. This report summarizes the measures taken or planned to be taken by the United Nations development system to enhance the capabilities of maritime transport training institutions with multinational scope in developing countries through interregional, regional and national programmes. Chapter I deals with the interregional measures which have helped give multinational scope to three national maritime transport training institutions and the further measures planned to develop more national training institutions with multinational scope. Chapter II reports on the measures taken through regional programmes to improve national maritime training institutions in order to give them multinational scope. Chapter III describes measures being taken through national projects to enhance national maritime training institutions and give them multinational scope.

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INTRODUCTION

1. The second High-level Committee on the Review of Technical Co-operation among Developing Countries, by its decision 2/5, requested the UNDP Governing Council "to take steps in identifying and strengthening national maritime transport training facilities which have multinational scope".^{1/} In response to this request, and recalling General Assembly resolution 35/56 of 5 December 1980 on the International Development Strategy for the Third United Nations Development Decade, in which the international community is called upon to assist the developing countries in the maritime sector in infrastructure and in the training of maritime personnel, the Governing Council at its twenty-eighth session by its decision 81/33 requested the Administrator of UNDP, in co-operation with the United Nations Conference on Trade and Development (UNCTAD), the Inter-governmental Maritime Consultative Organization (IMCO) and other agencies to take the necessary measures to enhance the capabilities of maritime transport training institutions with multinational scope in the developing countries through, inter alia, interregional and regional programmes, the training of specialists, and the provision of training equipment and fellowships.

2. UNDP, in co-operation with the International Labour Organisation (ILO), IMCO, UNCTAD and the United Nations regional commissions, has supported the maritime transport training efforts of developing countries through direct expert assistance to national maritime training and other institutions, by the provision of interregional and regional maritime transport advisers and consultants, by the organization of intensive programmes of fellowship training, workshops, seminars, courses and study tours, and by the preparation of research documents on technical subjects for use as reference material in training institutions and by maritime administrations in developing countries. The Economic Commission for Africa (ECA) has 17 maritime transport training projects identified in the plan of action for the first phase of the United Nations Decade for Transport and Communications in Africa, and as the lead agency within the United Nations system is assisting the Governments in negotiating financing for the implementation of these projects. Since the mid-1960s, the Economic and Social Commission for Asia and the Pacific (ESCAP), with UNDP assistance and through bilateral sources, has been assisting the countries of the region in the development of maritime manpower and training institutions for seafarers and various categories of maritime shore personnel. IMCO and UNCTAD are executing a number of UNDP and funds-in-trust maritime transport training projects. The ILO maritime programme, which aims at improving the conditions of work and life of ships' officers and the ratings in seagoing vessels and of port personnel, has supported the establishment of port training centres in Peru, the Philippines and Singapore.

3. The present report, in response to the Governing Council directive, describes the measures taken or planned by these organizations of the United Nations development system, through their interregional, regional or national programmes, to enhance the capabilities of maritime transport training institutions with multinational scope in the developing countries.

^{1/} Official Records of the General Assembly, Thirty-sixth Session, Supplement No. 39 (A/36/39).

I. INTERREGIONAL MEASURES TAKEN TO ENHANCE THE CAPABILITIES OF NATIONAL MARITIME TRANSPORT TRAINING INSTITUTIONS WITH MULTINATIONAL SCOPE

A. Training development in the field of maritime transport (TRAINMAR), pilot phase

4. In 1978 UNDP and UNCTAD assessed training needs in shipping and port management in the developing countries and found that 60,000 managers at the senior, middle and junior levels were in need of training. A training strategy was developed to respond to these needs by creating/strengthening developing countries' training institutions so that they could progressively and adequately cover all training requirements.

5. As a first step in the strategy, from early 1979 to March 1982 UNDP, through UNCTAD, provided \$1.1 million in assistance to the project, Training Development in the Field of Maritime Transport (TRAINMAR) (INT/79/016). The project was designed to introduce new and innovative techniques of training port managers and other personnel in maritime transport. It aimed essentially at enhancing the capabilities of the maritime training institutions of developing countries and promoting their multinational usefulness through the establishment of regional training networks and the development of co-operation among these institutions.

6. The TRAINMAR project introduced the idea of co-operation in training development through the decentralized production of training material according to common methodology and standards and the large-scale dissemination of pre-prepared training courses. Under the project, assistance was provided to three national maritime training institutions which may increasingly acquire subregional, regional and even international responsibilities. These three institutions are the Narottam Morarjee Institute in Bombay, India; Bandari College in Mombasa, Kenya; and the Institut de recherches en économie maritime (IDREM) et Groupement des écoles de la marine marchande (GEMMA) in Abidjan, Ivory Coast. At each training institution a team of national course developers worked under the guidance of a resident UNCTAD expert. A model course in port planning for senior and middle managers was developed at UNCTAD headquarters, while technical courses in different subjects were developed at the national centres at Mombasa, Bombay and Abidjan.

B. TRAINMAR, Phase II

7. The first phase project will be followed by the Phase II project (INT/31/040) which will be operational from April 1982 to March 1984 at a cost of \$1.0 million to the interregional IPF. During this period project activities will be extended from three to about eight main regional training centres (two in each region) and to about 14 local training centres. Additional support in the amount of \$200,000 will be made available to the project from the intercountry programme for Asia and the Pacific. In TRAINMAR II, project activities will be executed within the framework of one interregional, several regional and several national projects. In addition, as a specific contribution to the United Nations Decade for Transport and Communications in Africa, the project will encourage and strengthen co-operation among the training institutions in Africa which are associated with the TRAINMAR programme.

8. Regional projects for Asia and the Pacific, Latin America, and the Arab States, are under preparation for possible financing from regional and/or national IPFs and/or local budgets. The training institutes in Bombay, Mombasa and Abidjan will

continue to receive assistance. New training institutes will be added to the TRAINMAR network as and when both local and external funding can be secured and course developers and instructors recruited.

9. In addition to the regional components, several national projects are expected to be associated with this interregional project. Egypt, Mexico and Peru have shown interest in being associated with the Phase II project. Pakistan, Malaysia, Sri Lanka and Tanzania may also be interested. A possible TRAINMAR extension for countries in Latin America would consist of a network of national projects financed out of national IPFs or through cost-sharing arrangements and co-ordinated and supplemented by a regional project.

10. TRAINMAR activities during the first phase project were limited to fields of UNCTAD competence, i.e. the economic, commercial, operational and other related aspects of shipping, ports and multimodal transport. The Phase II project will be open to other United Nations agencies which play a role in the technical, social and related aspects of shipping (IMCO and ILO respectively) and which are willing to test/utilize the TRAINMAR approach. Steps have already been taken to associate closely all regional economic commissions with the definition and implementation of the TRAINMAR regional networks. In the specific case of ECA, it has also been envisaged to utilize or test the TRAINMAR approach in fields other than shipping.

II. MEASURES TAKEN THROUGH REGIONAL PROGRAMMES TO ENHANCE THE CAPABILITIES OF NATIONAL MARITIME TRANSPORT TRAINING INSTITUTIONS WITH MULTINATIONAL SCOPE

A. Africa

11. In view of the importance of maritime transport to the development of the countries in West and Central Africa, a UNDP-funded joint IMCO/UNCTAD/ECA preparatory mission in 1975 recommended, inter alia, that the existing subregional maritime training institutions in Accra and Abidjan should be strengthened and enlarged. Both were therefore included in the first Regional Programme for Africa, with an initial earmarking of \$1.0 million each.

(i) Regional Maritime Training Academy, Accra, Ghana

12. This IMCO-executed project is financed by UNDP at a cost of \$ 977,874 and by the Government of Norway, whose approximate contribution during 1981-1983 is \$2 million. Buildings and other local support are to be provided by the Government of Ghana. The duration of the project is three and one half years; a five-year extension at a cost of \$2 million is under consideration. Preliminary earmarkings of this amount have been made by UNDP for 1982-1986. The project is developing a comprehensive and liberal programme of maritime education and training at the Ghana Nautical College with a view to promoting the administrative, managerial and operational skills of shore-based shipping and ports personnel of participating countries. The latter are the English-speaking countries of West Africa: Gambia, Ghana, Liberia and Sierra Leone.

(ii) Academy of Sciences and Techniques of the Sea, Abidjan, Ivory Coast

13. The Regional Abidjan Academy which UNDP is supporting through IMCO will cater to the needs of maritime staff training throughout French-speaking West and Central Africa. The project will assist the participating governments of Benin, Ivory Coast, Senegal, Togo and the United Republic of Cameroon to build up a cadre of

sufficiently trained and qualified personnel to manage, operate and man the entire maritime industry of the region. Sea-going and port personnel from these countries will receive training at the Abidjan facilities through the regionalization of the existing "Groupe des écoles de l'enseignement et de l'apprentissage maritime" (CREAM), which provides training for merchant and fishery fleets, and the "Ecole supérieure de navigation" (ESM) for senior on-shore administrative and management personnel. It is expected that the capacity of the Academy will be around 500 students.

14. The UNDP contribution to the Abidjan institution, including assistance planned in the third cycle, totals approximately \$5 million. The participating Governments will contribute \$8,480,000 in cash; the Government of Japan has provided a training ship and additional assistance will be sought from the European Development Fund (EDF) for the purchase of equipment. UNCTAD will be associated with IMCO in this project by recruiting and supervising a maritime transport economist who will be based in one of the academy schools. The project has been extended through the five-year period of the second Regional Programme for Africa.

(iii) Mano River Union Marine Training Centre

15. This subregional centre is a transport training institution for the general training of seamen, lower-grade maintenance personnel and repair staff. The two countries involved (Liberia and Sierra Leone) have decided that its capacity is for 124 seamen trainees (for machinery) from commercial navigation. It also is expected to train fishermen. A study by the Food and Agriculture Organization of the United Nations (FAO) is currently underway and should clarify the opportunity and modalities for creating a training centre for fishermen. The cost of the project (apart from the cost of existing buildings and their improvement, which will be financed by the Mano River Union) is estimated by ECA at \$2.25 million. The Government of the Federal Republic of Germany has promised \$50,000 for the project.

B. The Caribbean

16. There are no regional maritime transport training institutions at present in the Caribbean. However, a UNDP/IMCO feasibility study is underway in collaboration with the Caribbean Community (CARICOM) secretariat to determine whether to establish one school in Jamaica to train high-level marine officers and another in Saint Lucia to teach middle- and lower-level marine officers. These schools would meet CARICOM requirements for trained seagoing personnel for both foreign and subregional trade.

C. The Arab region

(i) Arab Maritime Transport Academy, Alexandria, Egypt

17. The Arab Maritime Transport Academy in Alexandria was established in 1971 with the assistance of UNDP and IMCO. The objective of the academy was to provide training for seagoing officers and sailors who would eventually man Arab merchant fleets and to provide training to management personnel employed ashore in the operation of ports and shipping. UNDP assistance was provided under the regional

IPF from 1971 until 1979. Since November 1979 the project has continued as a national project, with UNDP contribution from the country IPF (see para. 29 below).

(ii) Arab Maritime Transport Academy, Sharjah, United Arab Emirates

18. The Board of Directors of the Arab Maritime Transport Academy decided in August 1979 that assistance would be required for the development of a Regional Maritime Training Academy in Sharjah, United Arab Emirates. UNDP approved in June 1980 preparatory assistance at a cost of \$212,000 from the regional IPF for Arab States for two experts for one year each to help the Governments of the region in the selection and determination of the permanent site for the academy and to assist the authorities in planning the layout of the classrooms, laboratories, etc., preparing a complete list of equipment to be acquired and generally preparing the requirements for the entry of cadets to be trained.

D. Asia and the Pacific

19. ESCAP has carried out a number of surveys of maritime training institutions in that region, with the assistance of the Governments of the United Kingdom of Great Britain and Northern Ireland and Japan, for the purpose of (a) assessing the possibility of establishing regional or subregional training centres in this region to avoid costly duplication of sophisticated training equipment and (b) identifying national training centres where positive and practical aid could be given. As a result of the survey, maritime training equipment was donated by the Japan Shipbuilding Industry Foundation (JASIF) to the maritime training centres in India, the Philippines and Thailand at a total cost of 55 million yen (US\$242,290). A similar assistance to China is expected to be given by JASIF on the basis of a study made in 1981.

20. At the request of ESCAP, UNDP has provided two IMCO experts in maritime training, based in Bangkok and Jakarta respectively, for three years to assist developing ESCAP countries in improving their maritime manpower.

21. The ESCAP secretariat, with assistance from a donor country and the ILO, is currently assisting Malaysia and Sri Lanka in establishing a port training centre for national and possibly regional training of port personnel at various levels.

22. ESCAP also has endorsed a proposal for the establishment in Bangladesh of a centre for the development of appropriate technology for inland water transport in developing countries. A project document for submission to potential donors is being prepared in consultation with the Governments concerned.

23. As approved by the Governing Council for the third programming cycle UNDP will provide around \$4 million in the Regional Programme for Asia and the Pacific for the maritime sector. A substantial part of this allocation will be utilized to enhance the capability of maritime transportation training institutions of the developing countries in the region. Following are two projects under active preparation:

(i) Regional Network of Maritime Training Centres

24. Under the project, it is proposed to support a regional network of existing national institutions on the basis of specialized complementary training, e.g.

training of trainers and examiners, training in hydrographic surveys, navigational aids (including radar simulation), marine survey and inspection, firefighting and handling of dangerous goods. UNDP will allocate \$1.5 million for the project during 1982-1986.

(ii) Support to Maritime Sector (ASEAN)

25. This is an umbrella project in the maritime sector of the Association of South-East Asian Nations (ASEAN) countries with a UNDP contribution of \$1.75 million from 1982-1986. This maritime programme would include some training elements such as specialized maritime training for specially trained personnel as required by IMCO conventions; standardization of curriculum for maritime training; a shipping management course; standardization of documents and procedures of vessels at all ASEAN ports and shipping co-ordination assistance.

E. Pacific island countries

Regional Maritime Training Co-ordinator, Pacific island countries

26. A regional maritime training co-ordinator project was included in the UNDP interregional programme for 1979-1981 to assist in the establishment of uniform maritime standards and upgrading of the regional maritime training facilities in the Pacific. In July 1980, IMCO appointed a regional maritime training co-ordinator located in the Solomon Islands for the 13 South Pacific participating countries: Cook Islands, Fiji, Kiribati, Nauru, Niue, Papua New Guinea, Samoa, Solomon Islands, Tokelau, Tonga, Trust Territory of the Pacific Islands, Tuvalu and Vanuatu. In consultation with the South Pacific Bureau for Economic Co-operation (SPEC), the co-ordinator has visited most of the islands and rendered valuable advice and assistance in the training of ratings. The project calls for the training of nationals from the South Pacific region in the fields of nautical science and marine engineering. One notable development was the decision of the Government of Vanuatu, on the co-ordinator's advice and assistance, to establish a maritime training school, which was officially opened in February 1981.

III. MEASURES TAKEN TO ENHANCE NATIONAL PROJECTS WITH
MULTINATIONAL SCOPE IN AFRICA, WEST ASIA, LATIN
AMERICA AND ASIA AND THE PACIFIC

Maritime Training Institute, Angola

27. The Government of Angola has recently approved a project commencing early in 1982 with UNDP/IMCO support for the establishment of a Maritime Training Institute in Lobito. The project provides for 9 lecturers, fellowships and equipment totalling approximately \$2.7 million. The Government's input into the project is estimated at approximately 8 million kwanza (US \$270,000). When the project is completed in 1986, it is anticipated that this institution will become the Regional Maritime Training Academy for the Portuguese-speaking countries in Africa and thereby promote technical co-operation among developing countries (TCDC) in this field among those countries.

Coastal Navigation School, Cape Verde

28. This two-year project began in July 1980 with the appointment by IMCO of a Portuguese expert (engineer) in maritime training, financed under funds-in-trust arrangement with the Government of Norway. This is a national project with possible subregional impact. There are currently a few students from Guinea-Bissau following maritime training courses at this institution. Under the plan of action of the first phase of the Decade for Transport and Communications, it is intended to upgrade the school into a full-fledged maritime training institution and to provide education and training to deck, engineering and radio officers. Project proposals to this end are under preparation by the Government.

Nautical College, Oron, Nigeria

29. This is a national project with regional and subregional impact. UNDP support to this IMCO-executed project is for a duration of four to five years with a contribution of \$1.4 million. The Government's contribution amounts to 103 million naira (US\$161.7 million). The college is open to candidates from other African countries and already a number of African students other than Nigerians are attending courses.

Alexandria Maritime Transport Academy (AMTA), Egypt

30. Since 1979 and through the end of 1982, UNDP is providing assistance to this national project with regional and subregional impact from the country IPF in the amount of \$705,750 with IMCO as executing agency. Of this amount, \$510,325 is for expertise, \$20,856 for training, \$166,568 for equipment. The Maritime Transport Academy in Alexandria has proposed the establishment of a fellowship scheme of a regional cum interregional nature under the sponsorship of the Government of Egypt to provide maritime educational and training facilities in Egypt to fellows from English-speaking African and Asian countries. A significant feature of the programme is the training of trainers at AMTA to meet the needs of other maritime training institutions within these regions. In the period January-June 1981, the number of students in the Academy was 517, of which 325 were in the nautical and 192 in the engineering departments. Between July 1979 and July 1980, a total of 1,735 applicants registered for the competency examinations, of whom 804 in nautical and 931 in engineering specialities. Of these, 1,474 were Egyptians; the remaining were from the following countries: Algeria (1), Bahrain (24), Ethiopia (1), Jordan (37), Kuwait (36), Lebanon (7), Libyan Arab Jamahiriya (14), Pakistan (2), United Arab Emirates (6). Five Palestinians also participated. Though data for the period after July 1980 are not readily available, it is anticipated that many Asian and African countries may be interested in taking advantage of the fellowship scheme provided by the Government of Egypt.

Academy for Maritime Transport, Basra, Iraq

31. The Basra Maritime Academy, which opened in the late 1970s, concentrates on the training of sea-going officers and ratings for both merchant and naval vessels. The teaching of commercial subjects in the field of shipping was planned, and the Government discussed some time ago with United Nations agencies the possibility of regionalizing the Academy.

Nautical School, Argentina

32. This project is UNDP-financed at a total cost to UNDP of US\$819,742, plus contributions from the Government of 4,155,811,400 Argentine pesos (US\$415,581). The duration of this IMCO-executed project is three and one-half years. The project became operational in July 1979 and is directed towards the expansion and improvement of the infrastructure for transport and communication. Expansion and modernization of the Argentine merchant fleet has led to the need to upgrade the capacity of the National Nautical School (NNS) and there is a shortage of both deck and engineering officers. The objectives of this project are to expand and improve the training of merchant marine officers in the fields of deck tasks, engineering, radio communications and administration. The project will also expand and further develop NNS as a leading centre in the region for the training of merchant marine officers and create a basis at NNS for future training of officers, including those from other countries in Latin America, on the grounds of common language, culture and tradition, as a TCDC approach. The project seeks furthermore to promote the participation of women in economic development by training women for careers as merchant marine officers in the fields of administration and radio-communications. Under the assistance approved, UNDP will provide, through the executing agency, the services of two experts, one in nautical training and the other in thermodynamics. UNDP will also provide high technology equipment, a radar simulator and modern teaching instruments. The project has an important TCDC potential and the school is envisaged as a regional centre for merchant marine officers from other Spanish-speaking countries of Latin America.

Training of Merchant Marine Personnel at CIABA, Brazil

33. This project has a total cost of US\$8,713,981. UNDP is providing US\$2,163,900 and the Government's contribution is US\$6,550,081. The executing agency is IMCO, and the project, which commenced in January 1977, has been extended by a number of revisions to December 1982. The main objective of the project is to strengthen the training centre, "Almirante Braz de Aguiar" (CIABA), located in Belem at the mouth of the Amazon River, which provides instruction to seagoing and river navigation officers as well as to crews for Brazil's expanded merchant marine programme. Specifically, UNDP assistance has consisted in the provision of training equipment used in modern ships, in the training of CIABA instructors on the use of this sophisticated equipment and in the preparation of teaching materials for its operation. The Centre at Belem complements the training provided by the Centro de Instrução Almirante Graça Aranha (CIAGA) in Rio de Janeiro for merchant navy deck and engine room officers. CIAGA was established with UNDP/IMCO assistance and is now fully self-supporting. In order to man its expanding fleet, Brazil needs more deck, engine and radio communications officers. CIAGA and CIABA have been established to give the necessary training. It is envisaged that at the end of UNDP/IMCO assistance, the major areas of instruction will be brought to the minimum levels required by the International Conference on Training and Certification which, together with the radio communications training being provided to ensure a common level of training to radio operators aboard ships of all flags, will enhance the Centre's capacity to train personnel from other countries. At the official request of the Brazilian Planning Secretariat, the Director of CIABA is in the process of studying the possibility of giving special courses to Latin American and Portuguese-speaking African countries as part of the Brazilian TCDC programme. The strengthening of co-operation between the Brazilian Centre and the Panamanian Nautical School through a UNDP-assisted project has already been envisaged.

Nautical School, Panama

34. In the light of the country's urgent need to increase its self-reliance in maritime administration and transport, the Government has assigned a very high priority to strengthening the Nautical School. This recently approved IMCO-executed project became operational in January 1982. It is financed by UNDP (\$327,100) and by cost-sharing from the Government of Panama (US\$1,800,000). The duration of the project is three years. Its objectives include developing full training capacity at the School with a view to promoting the administrative, managerial and operational skills of seagoing and shore-based shipping and ports personnel. At a later stage the School's capabilities will be made available to nationals of other Central American and Caribbean countries.

Marine Academy, Bangladesh

35. Under this IMCO-executed national project, approved in January 1980, UNDP is providing experts, fellowships and some equipment for a total contribution of \$2,200,000 up to 1984. The project will strengthen the Academy so it can provide pre-sea officers' training to 22 nautical and 22 engineering cadets annually and post-sea preparatory courses for the competency examination. The Government has expressed interest in extending training opportunities to other developing countries, especially to the least developed ones, and in co-operating with other countries in the region in setting up this Marine Academy as the regional institution for the area.

Melaka Maritime Training Centre, Malaysia

36. The project was approved in June 1980 with the objective of establishing courses at the Melaka Maritime Training Centre to train Malaysian nationals as deck and engineering officers. The bulk of UNDP support is in the form of two training advisers provided by IMCO in nautical studies and a marine engineer for 24 months each. The total UNDP contribution to date is \$397,000 and is currently budgeted through 1983. The Training Centre commenced pre-sea deck cadet training courses in 1979 and junior officer training was initiated in 1981. Courses for senior officers and senior marine engineers are planned to begin in 1983. The Centre has the potential of developing appropriate capabilities to provide training services to other developing countries in the fields mentioned.

Seamen Training at the Shore-based Ratings Training School, Singapore

37. The project was approved in December 1978 for the purpose of establishing a shore-based ratings training school for newly recruited and service seamen to provide trained manpower to the Singapore merchant marine fleet. The UNDP input was to cover the advisory services and foreign training for national staff. The project, executed by IMCO, was completed in 1981. Total UNDP assistance was \$775,000. The project objective was to strengthen training courses for general purpose ratings and catering crew. The Government of Singapore has expressed keen interest in developing the school as a training facility for participants from ASEAN and other developing countries and has already offered 12 fellowships for the 1978-1980 period.

Marine Training School, Tuvalu

38. The project was approved in December 1978 for an estimated duration of three years. UNDP provides for the services of an IMCO/Operational assistance (OPAS)

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captain superintendent who is responsible for the on-the-job training of the counterpart staff as well as the upgrading of local skills. To date UNDP assistance is \$122,000 and is currently budgeted through 1982. Although the school is new, progress so far has been impressive. It will eventually have the capability of providing some training services to the neighboring developing island countries.

Maritime Training School, Kiribati

39. UNDP assistance to this school consisted mainly of experts' services and training fellowships. The IMCO-executed project was completed in 1981 with a total UNDP contribution of \$311,500. Until recently, the school was providing training to approximately 25 Tuvalu nationals annually, and it is capable of extending similar services to other neighboring island developing countries.

Merchant Marine Academy, Philippines

40. This IMCO-executed project was approved in June 1980 for a period of three years with a UNDP contribution of \$3.5 million to upgrade the quality of training of approximately 100 deck officers and 100 marine engineers to international convention standards. UNDP will provide the services of a chief technical adviser, a marine training expert, lecturers, fellowships, and equipment. The Academy will have the capability of extending training services to other developing countries at the end of the project period.

Seafarers' Polytechnical Training Centre, Pusan, Korea

41. In 1974, the Government of the Republic of Korea offered to make the Seafarers' Polytechnical Training Centre at Pusan a regional centre for the training of seafaring personnel of developing ESCAP countries. For this purpose it has had contacts with ESCAP secretariat and with IMCO concerning the Centre's needs for teaching aids and equipment, including a training ship.

Modern Hydrographic Survey Training, Goa, India

42. The project was approved in June 1980 for a two-year period with a UNDP contribution of \$3.5 million and a Government counterpart contribution of \$1,862,507. The project, executed by IMCO, will strengthen the Hydrographic Training School located at Goa and provide comprehensive training ranging from the basic to the advanced surveying and recorder courses, in the school and at sea. UNDP will provide equipment and short-term consultancies. The school has the capability to extend consultancy and training services to other developing countries. The Government has expressed willingness to provide such co-operation by earmarking its national IPF and other resources for TCDC purposes.

IV. CONCLUSIONS

43. The relevant United Nations agencies, ILO, UNCTAD and IMCO, the regional commissions, especially ESCAP and ECA, in co-operation with UNDP and with the support of bilateral donors, have taken and are taking the necessary measures to enhance the capabilities of maritime transport training institutions with multi-national scope in the developing countries through interregional, regional and country programmes and by assisting them with training specialists, training equipment and fellowships in the field of maritime transport.

44. There is one major interregional training project (TRAINMAR) financed by UNDP at a cost of \$1.1 million and executed by UNCTAD, which in the past two years has strengthened the multinational scope of three maritime training institutions in Bombay, Mombasa, and Abidjan. In April 1982 the Phase II TRAINMAR project will begin, with prospects of increasing the number of regional training institutes from three to eight (two in each developing region). UNDP will provide approximately another \$1.0 million for Phase II from its interregional IPF, with complementary support of \$200,000 from the intercountry programme for Asia and the Pacific.
45. During the 1977-1981 programming cycle, the UNDP Regional Programme for Africa alone devoted more than \$25 million to the transport and communications sector in Africa. These efforts will be pursued and substantially increased during the 1982-1986 programming cycle; more than 21 per cent of the Programme's resources will be allocated to this vital sector. A good part of these allocations will be for training, including training in maritime transport and ports, which could lead to enhancing capabilities of maritime training institutions with multinational scope.
46. Three ongoing regional projects (academies at Accra and Abidjan in Africa and another planned for the Arab States) and two projects planned in the Asian region, all financed from regional IPFs, will provide facilities for the maritime training of nationals from the regions concerned. One subregional project (Mano River Marine Training Centre) needs investment support before it can serve the training needs of the two African countries involved.
47. Several national maritime transport training projects with multinational scope have received or are receiving the support of the United Nations development system. Almost all of them have the potential to become multinational training institutions.
48. National maritime training institutions which have multinational capacity but do not have adequate numbers of trainees need to assess the needs of other countries in the region or in other regions and, from national funds or national IPFs, provide incentives such as fellowship schemes to attract foreign trainees.
49. There is need to co-ordinate the training activities of national training institutions among themselves. By using relevant and accumulated experience from national projects on a regional basis, duplication of efforts and overlapping of facilities could be avoided.
50. In regional projects, close contact and consultation among, if not actual participation by, all the international organizations concerned with maritime activities are a necessity. The regional economic commissions should also be involved or closely associated with the implementation of regional projects, as is envisaged in the TRAINMAR II regional networks.
51. When regional projects and programmes are being developed, consideration should be given at an early stage on whether and how the resources of existing national training institutions could be utilized.
52. The present report has dealt with maritime transport institutions that have received or are receiving assistance from the United Nations development system. However, there are many high quality maritime transport training institutions of multinational scope in UNDP-assisted countries which are not receiving any assistance from the United Nations system. These unsupported national institutions may offer considerable opportunities for TCDC in maritime transport training.
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