ASSEMBLY — 38TH SESSION

**REPORT OF THE EXECUTIVE COMMITTEE
ON
AGENDA ITEM 12**

(Presented by the Chairman of the Executive Committee)

The attached report on Agenda Item 12 has been approved by the Executive Committee.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.

(4 pages)

Agenda Item   12:   Technical Cooperation - Policy and activities on technical cooperation and assistance

12.1   At its second meeting, the Executive Committee considered the subject of *Technical Co-operation – Policy and activities on technical cooperation and assistance* on the basis of A38-WP/19 presented by the ICAO Council and two working papers, one of which was presented by Indonesia (A38-WP/171) and the other one by Japan (A38-WP/334), as well as an information paper presented by the Interstate Aviation Committee (A38-WP/134).

12.2   In A38-WP/19, the Council provided an update on ICAO's policy and strategy for technical assistance and technical cooperation, including the delineation of responsibilities for the implementation of these activities within the Secretariat. The Report apprised the Assembly that, in the interest of streamlining and strengthening ICAO's technical support programmes, the Council had adopted new definitions for the terms "technical assistance" and "technical cooperation" within the context of the Organization. On the one hand, the Organization would provide technical assistance with Regular Budget resources and Voluntary Funds, which would be allocated in accordance with funding principles and priority criteria defined by the Council, mainly to remedy deficiencies primarily identified in ICAO audits. On the other hand, within the technical cooperation concept, the Organization, through its Technical Co-operation Bureau (TCB), would continue to support States and other entities in the development and implementation of projects which are funded by governments or donors on a cost-recovery basis. Recalling that the Technical Co-operation Programme is a permanent priority activity of the Organization, the Report presented an analysis of the Programme's performance results in the 2010 to 2012 triennium from the financial and non-quantifiable operational perspectives, offering a comparison with the preceding triennium, and provided the Administrative and Operational Services Cost (AOSC) Fund results for the reporting period, complemented by information on the apportionment of costs between the AOSC Fund and the Regular Budget. The Report also provided information on significant developments within the Technical Co-operation Bureau in the triennium, including the establishment of a Quality Management System, reinforcing ICAO's commitment to continually improve the quality and effectiveness of its technical cooperation services to the benefit of Member States and the wider global aviation community.

12.3   A38-WP/171, presented by Indonesia, provided the State's views on ICAO's policy and funding of technical assistance and technical cooperation activities in light of the new definitions adopted by the Council. Highlighting its positive experience with Technical Co-operation Bureau projects which are funded by the government itself and the three cooperative programmes in which Indonesia participates, the Government informed of its intention to continue its involvement with the Technical Co-operation Programme. With regard to the Technical Assistance Programme, it was Indonesia's opinion that, should it be solely funded from Regular Budget resources and Voluntary Funds, only short-term activities of a more limited scope could be financed under this Programme. Under these circumstances and given the global interest and the importance of mitigating significant safety and security concerns, the paper proposed to raise additional funds through renewed efforts by the Organization to obtain funding from international institutions such as the World Bank and regional development banks. Indonesia therefore invited the Assembly to request the Secretary General to renew and intensify efforts to obtain funding for technical assistance activities, in particular for providing support in the rectification of significant safety and security concerns.

12.4   A38-WP/334, presented by Japan, apprised the Assembly of its extensive experience in international cooperation in aviation safety, security and other air navigation fields, including airport development, as well as its achievements in the planning, design, construction, operation, maintenance and management of environment-friendly airports. The Assembly was invited to note Japan's readiness to assist the Association of Southeast Asian Nations (ASEAN) and other countries in these fields of expertise.

12.5   A38-WP/134, presented by the Interstate Aviation Committee, provided information on a new approach for the training of aviation experts under the Co-operative Development of Operational Safety and Continuing Airworthiness project implemented through ICAO in the Commonwealth of Independent States (COSCAP-CIS). This new methodology replaced the conventional training provided to flight safety inspectors as well as flight operations and maintenance personnel from civil aviation administrations and airlines with training through workshops and seminars on the specific aircraft types operated in the region. This most effective, productive and economical approach will also be applied by the project in 2014.

12.6   The Executive Committee noted that the Technical Co-operation Programme's performance in the current triennium had enjoyed the continuous interest of States, donors and private entities, with a total Programme delivery of US$337.9 million and implementation of an average of 100 projects a year in approximately 150 States. The Committee acknowledged the Secretary General's efforts to further strengthen the outreach programme and develop new partnerships in order for Member States to be in a position to benefit equally from ICAO's expertise and experience in assisting with the remedying of deficiencies in the civil aviation sector. The Committee was also informed of measures taken by the Secretary General to reduce expenditures to the extent possible which, together with the increase in Programme implementation volume, contributed to restoring the financial position of the AOSC Fund to a healthy level.

12.7   The Committee was informed of the development of a Management Plan for the Technical Co-operation Programme, which set the goals and strategies to be followed in the next three years. It was recognized that in the best interest of States, ICAO's goal remains to continuously improve the efficiency and quality of services of its Technical Co-operation Bureau. In this regard, the Committee noted that priority had been given to the implementation of ISO 9001:2008 as the Quality Management System in TCB and that ISO certification had been obtained in 2013, with the exception of the Field Personnel Section, which was expected to be certified in 2014.

12.8   It was pointed out that developing adequate key performance indicators was essential to measure the effectiveness of the Technical Co-operation Programme in achieving the projects' expected outcomes, particularly in regard to the rectification of safety and security deficiencies identified through ICAO audits. It also recalled that the use of ex-post facto evaluations as a tool to measure the Programme's overall impact on ICAO's Strategic Objectives had received full support of the previous Assembly. In agreeing with these statements, the Secretariat confirmed that, as a follow-up to Assembly Resolution A36-17, a provision had been included in framework agreements signed by ICAO with governments encouraging the conduct of independent ex-post evaluations as an integral part of project planning and implementation, while key performance indicators were defined both at project and Programme levels and reported to the Council through the Management Plan process.

12.9   During discussions on technical assistance, it was noted that the new policy and funding mechanism resulted in the execution of regulatory, audit and assistance functions by the same

administrative entity in ICAO. The view was expressed that, in order to avoid potential conflict of interest, consideration should be given to assigning all responsibilities for the Technical Assistance Programme to the Technical Co-operation Bureau.

12.10   With reference to the call in WP/171 for increased funding from global and regional development banks for technical assistance activities, in particular for the remedying of significant safety and security concerns, it was pointed out that numerous air transport-related projects had been funded by the World Bank over the past 61 years in coordination and cooperation with various donors. However, normally the Bank provides funding only on the basis of competitive bidding, which had not been an option for ICAO.

12.11   A proposal was put forward that the highest priority should be accorded to funding aviation security-related technical assistance projects in States with high risk assessment on the one hand, and on the other, inadequate resources for the mitigation of deficiencies.

12.12   There was general consensus in the Executive Committee regarding the new policy and strategies on technical assistance and technical cooperation adopted by the Council in the interest of streamlining and strengthening ICAO's technical support programmes. The Committee acknowledged that ICAO and other implementation partners should continue to work in the areas of their respective mandate in close cooperation and coordination in the interest of civil aviation. With regard to the outlook in the coming triennium, it was agreed that, given the rapid development of civil aviation technologies, ICAO's Technical Co-operation Programme would continue to play an important role in providing support to States. The Committee consequently agreed to the content of WP/19 and recommended that the Assembly approve the actions proposed by the Council.