



ASSEMBLY – 37TH SESSION

EXECUTIVE COMMITTEE

Agenda Item 11: Activities and policy on technical cooperation during the period 2007-2009

**CURRENT ISSUES ON ICAO ACTIVITIES AND POLICY
REGARDING TECHNICAL CO-OPERATION**

(Presented by the Russian Federation)

EXECUTIVE SUMMARY

This paper presents a proposal to re-confirm the status of the ICAO Technical Co-operation Bureau (TCB) as an integral part of the Organization, as well as a proposal to support the initiatives of ICAO's Secretary General and Council, aimed at further developing and strengthening the Technical Co-operation Programme.

Action: The Assembly is invited to:

- a) confirm the status of the ICAO Technical Co-operation Bureau as an integral part of the Organization;
- b) support the strengthening of the ICAO regional offices with employees who will directly handle technical co-operation matters;
- c) confirm the exclusive prerogative of the Technical Co-operation Bureau to implement projects within the ICAO Technical Co-operation Programme, taking into consideration the further strengthening of the role of the ICAO regional offices in the initiation process and control over project implementation in collaboration with national aviation administrations in the different regions;
- d) support financing for five key positions within the Technical Co-operation Bureau from the ICAO Regular Programme budget.

<i>Strategic Objectives:</i>	This working paper relates to all of the Strategic Objectives of the Organization
<i>Financial implications:</i>	Not applicable
<i>References:</i>	Doc 9902, <i>Assembly Resolutions in Force (as of September 28, 2007)</i> A36-WP/48 Doc 9892, A36-EX (<i>Report and minutes of the Executive Committee</i>)

1. INTRODUCTION

1.1 The International Civil Aviation Organization (ICAO), as the United Nations (UN) specialized agency for civil aviation, is recognized by the UN as the competent body for implementing technical co-operation with developing countries through civil aviation projects.

1.2 According to Assembly Resolution A36-17, ICAO has the specialized technology and authority to "assist States in advancing their civil aviation and at the same time, promote the realization of its Strategic Objectives".

2. ACTIVITIES OF THE ICAO TECHNICAL CO-OPERATION BUREAU

2.1 Technical cooperation projects were first implemented in 1951 and are now one of the most important tasks of the Organization, leading to the implementation of its main objectives to ensure safety and the orderly development of civil aviation around the world. Over the past sixty years, technical cooperation projects have been executed at a total cost of over USD 2 billion (around 300 projects a year costing between USD 20,000 and USD 120 million).

2.2 The rapid technical progress of civil aviation requires countries, particularly developing countries, to spend significant amounts on developing their aviation infrastructure and bringing their regulatory framework in line with ICAO Standards and Recommended Practices (SARPs). It also results in an ever-growing need to train the national civil aviation workforce, which cannot be done with limited financial means and incomplete academic and logistical resources.

2.3 Technical cooperation projects are implemented based on the principle of cost recovery within the Technical Co-operation Programme, which is an on-going priority for ICAO and complements its activities to achieve the Strategic Objectives of the Organization within the Regular Programme. During the 36th Session of the Assembly in 2007, ICAO acknowledged "the important role of the Technical Co-operation Programme in achieving the Organization's Strategic Objectives".

2.4 The ICAO Technical Co-operation Programme plays an important role in the implementation of SARPS by the countries involved, as well as in the development of civil aviation infrastructure and human resources in developing countries.

2.5 The Technical Co-operation Programme is financed from extra-budgetary sources, which allows ICAO to use TCB to provide the necessary support base for countries which need assistance in resolving problems which have emerged during audits under the Universal Safety Oversight Audit Programme (USOAP) and the Universal Aviation Security Audit Programme (USAP).

2.6 At the same time, ICAO provides technical cooperation services for non-governmental organizations and bodies which governments have entrusted with certain civil aviation responsibilities. The Assembly has also extended the possibility of implementing the Technical Co-operation Programme with third parties, who would be invited to carry out civil aviation projects in participating countries.

3. CURRENT PROBLEMS

3.1 The ICAO Technical Co-operation Bureau is the only self-financing sub-division of ICAO, and its activity is focussed on providing technical support primarily to developing countries. The non-commercial nature of TCB's activity ensures that the cost of the projects is much lower than similar commercial proposals. In this respect, the issue of removing TCB from the ICAO structure has been raised several times with, it would seem, the aim of later abolishing it. This initiative was not supported in any case by the ICAO Council.

3.2 The ICAO Council believes that TCB's operational flexibility is one of the reasons for its success; however, issues related to the effective financing of its activity need further discussion. Assuming that the Organization's activity in terms of technical co-operation is based on the principle of cost recovery, the share of administrative and operational expenses in the cross-financing structure for the implementation of the Technical Co-operation Programme should be specified and should reflect actual expenditure.

3.3 As of 30 November 2009, the total Technical Co-operation Programme implementation volume was USD 102 million, while the estimated revenue for the Administrative and Operational Services Cost (AOSC) Fund was USD 6.2 million, and the financial deficit was USD - 1.5 million. . In the event of a financial deficit in the AOSC Fund at the end of any financial year, this deficit should first be covered from the AOSC Fund surplus, and the Regular Programme should only be used to cover this budget deficit as an extreme measure.

3.4 Given that the implementation of technical cooperation projects helps to achieve ICAO's Strategic Objectives for the Regular Programme, it is advisable to support the financing from the Regular Programme budget of a number of key TCB positions, namely: the Director of TCB (category D-2), Deputy Director of TCB (D-1), assistant for relationship with the Council (P-4), financial assistant (P-2/G-8) and secretary (G-7).

3.5 It is also a good idea to support the Secretary General's initiative to strengthen the ICAO Technical Co-operation Programme at the regional office level and in the field - including giving TCB the option to more actively and effectively carry out its role, without increasing charges to the projects. (This refers to strengthening regional offices with TCB employees who will directly handle technical cooperation matters and which will be financed from the AOSC Fund).

3.6 In order to achieve more effective cooperation between the recipients and service providers to monitor project implementation within the Technical Co-operation Programme, the programme should be organized so that the service recipients have the option to monitor project implementation with the support of the ICAO regional offices.

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