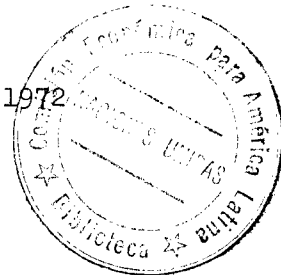


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Date: 12 June 1972



ECONOMIC COMMISSION FOR LATIN AMERICA
Office for the Caribbean

THE INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION

AS A SOURCE OF

TECHNICAL ASSISTANCE IN IRAN

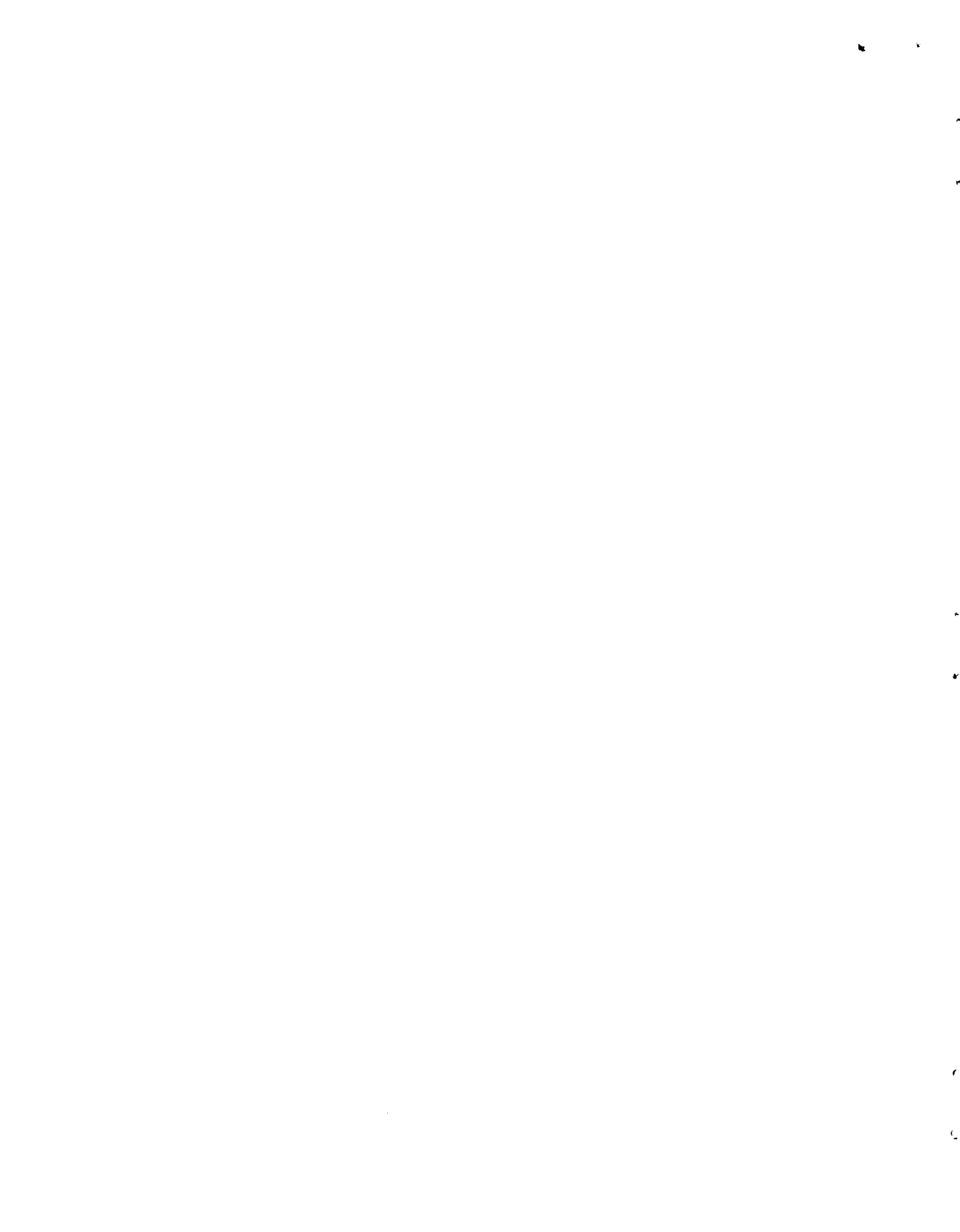
1973-1977

Report on a Visit to Teheran

May 26-29, 1972

by

S. Ambrozek



THE INTER-GOVERNMENTAL MARITIME CONSULTATIVE
ORGANIZATION AS A SOURCE OF
TECHNICAL ASSISTANCE IN IRAN, 1973-1977

A. GENERALITIES

My visit to Teheran, Iran, on 26-29 May 1972 was a brief side trip from Ankara where I was a member of a United Nations - OTC team assigned to assist UNDP Office in Turkey with the programming study for Turkey. I took advantage of the week-end in Turkey which were working days in Iran, though I had to return to Ankara, for the discussion of my draft report on the transport sector.

The visit was in accordance with a request of the Head of IMCO's Technical Co-operation Department following the confirmation that all concerned, i.e. ECLA, OTC, and the Turkish Government were in agreement.

The Resident Representative of the UNDP in Ankara verified the necessity of my trip during his visit on 19 May to Teheran for consultations at the UNDP Office there; on his return confirmed that my arrival was necessary but that the two or three days may not be sufficient. However, because of the pressure of other urgent projects at the ECLA Office for the Caribbean; since I had no information from that Office on the progress of the work for which I am responsible, I could not stay for any longer time.

The purpose of my brief assignment on behalf of IMCO was to assist UNDP with the identification of technical assistance projects and studies over the next several years, on which the Government may ask their co-operation and which would be in the field of IMCO's competence. List of agencies and persons interviewed is attached (Annex 1). The visits were arranged by the UNDP Resident Representative, who also assigned a Project Officer to accompany me.

B. FIFTH DEVELOPMENT PLAN

In the course of my briefings at the UNDP Office it was concluded that while there was no question of discussing and drafting any specific requests, the UNDP required a precise orientation for the programming of its co-operation with Iran that will cover the whole period of the country's next Five Year Development Plan - 1973 - 1977.

I have been informed that for this programming task the UNDP Ankara has an understanding with Government Authorities on a joint planning of all technical assistance and pre-investment studies; UNDP is to prepare a first draft, consider the whole of the programme, disregarding whether a project on the programme would be assisted by UNDP or other bi-lateral or multi-lateral sources of technical co-operation. As far as the transport sector is concerned, the draft has not yet been started. Our discussions were therefore necessarily of a preliminary nature.

C. THE TRANSPORT SECTOR

1. Transport co-ordination

We have been informed that the issues of transport policy and co-ordination of transport are to be treated with a high priority in the next Plan. A special Unit has been set up for the purpose in the Office of the Prime Minister headed by Mr. Musarain. This Unit is engaged already on the first of the three main stages, of which its work is to consist. A review has been undertaken of the different existing governmental departments and agencies with responsibility for matters concerning the transport sector: administrative questions, investments, tariffs, services. In the following stage the Unit will prepare a detailed survey of the actual situation of the sector. The concluding phase of the operation of the Unit will be the preparation of a transport plan for the country. A firm of consultants has been selected for this project (BCOM of France).

Here I could mention that the Plan Organization has a section headed by Mr. Faruk Samme, where matters of external assistance are centralised. It handles the approval of financing; selection of consultants, advisors, etc.; approving and placing the corresponding contracts. This section has no material on the mission of IMCO, nor does it know which are the areas where IMCO specializes in providing assistance to developing countries and to what extent. The UNDP Office is very anxious to receive complete data from IMCO; on its receipt UNDP will present it to the Under-Secretary in charge of the Plan Organization, and assure itself that the material is brought to the attention of the consultant section in the Plan Organization.

2. Maritime Administration

As is mentioned above, a survey has started of the different departments competent for transport matters. It is already known from other reports that at the present time there is no Ministry which would be responsible for the co-ordination of transport and rationalization on the administrative level. The creation of the Ministry of Transport has been suggested to the Government as a desirable solution. At present, there is the Ports Shipping Organization which has some administrative competence besides the functions to operate the country's public ports.

The Organization has as its consultants on all port operations and administration the firm, Arthur D. Little, which apparently, has already made some recommendations on the division of the administrative and operational responsibilities. These consultants, however, have as their principal assignment to advise on improvements in port management and on measures to increase efficiency in port operations so that the problem of maritime administration is not covered in sufficient detail to permit the setting up of a Directorate-General for maritime matters. For the time being this Directorate would be in the Ministry of Economy, but depending on the results of the survey of the transport sector it would be transferred to the envisaged Ministry of Transport.

In conclusion, the Government may wish to ask IMCO assistance on the setting up of the Directorate-General, and the related matters on administration of ports and shipping. The exact scope of such assistance will have to await the findings of the survey which is being organized by the special Unit in the Office of the Prime Minister. Of course, it may be useful for the consultants (BCOM) to be briefed by IMCO on the results of its co-operation in this field with other Governments.

3. Manpower Development

We have been informed that the Fifth Plan has three main objectives with regard to Ports and Shipping. The first is to develop a 20 year Master Plan for capital investments in the major ports, and thereby remedy the actual shortage of port facilities. This decision represents a shift of policy in transport development since in the preceding plan periods the major investments were channelled elsewhere than ports, they were mainly made in railways, roads and air transport. The consultants for the Master Plan have been selected (Frederick Harris, Consulting Engineers, a U.S.A. firm); and the contract negotiation is in the final stage. Apparently, the contract will be financed from a World Bank Loan and the project will take one and a half years to complete.

The second main target is achieving operational improvements in the ports administered by the Ports and Shipping Organization. In this project, the Japanese International Development Centre agreed to provide a team of three experts. Its first stage should take six months. A related project is being organized by UNIDO with UNDP assistance and relates to port machinery maintenance. Ports and Shipping Organization assures that the latter project is properly co-ordinated with the project on the improvement of port operations. The third target in the Plan is the establishment of a modern continuous programme of training for the port and merchant marine personnel and the establishment of a college. The project is apparently termed in the Plan as Manpower Development, but is stated in global terms only since the Ports and Shipping Organization has not been in a position to contact a suitable source of co-operation for consultation on the proper organization, material

requirements and costs. IMCO has been thought of as a desirable source of assistance, but the planners lacked the data on IMCO activities and interest in this field.

This project therefore has a high priority. IMCO may wish to consult by correspondence the Ports and Shipping Organization (Mr. Seirafi) and ask him for all the data which will help draft the Government's request for the assistance in the setting up of a training programme. The programme is to be orientated mainly to middle level personnel to the levels of port pilots and ship captains. There should be also short refresher courses for existing staff to enhance their career expectation and complete study programmes for new entrants. It may be practicable for IMCO to obtain the data by sending a questionnaire, though this should be accompanied by full information on technical assistance provided by IMCO in maritime transport, such as appears in the booklet now under preparation by IMCO Headquarters, page 5 and the first two paragraphs on page 6, and pages 8 and 12.

The project on Manpower Training, as the Plan Organization and the Ports and Shipping Organization envisage it, could not be covered even partly by the project on Port Training Facilities, being sponsored by ECAFE and ILO (see Annex II). It would appear that only at a later stage when the national training project is established, the Government authorities would be interested in joining it. Then they might contemplate the setting up of local schools for port workers in the individual ports and would agree to participate in sub-regional training projects.

With regard to merchant marine specifically, the Fifth Plan proposed that the present capacity of 550,000 DWT of the fleet operated by ARYA National Shipping Lines S.A., should be increased to one million DWT by the end of the Plan and the fleet should be manned by Iranian personnel. This calls for a large training programme for all classes of technical personnel. The expansion of the shipping line has been already started for the Company placed

orders for ship-building in Europe to replace some of the tonnage on charter (at present about 400,000 DWT).

The Company is very much interested in obtaining assistance for economic feasibility studies of routes and on design and specifications of ships to serve the traffic between the Persian Gulf, Europe and North America. It has been indicated to us that the Company may designate a representative to consult IMCO and UNCTAD for advice or for the formulation of one or more projects.

4. Navigation laws and rules, facilitation

The Ports Shipping Organization has been interested to bring about a modernization of laws and regulations on ships and shipping, and to simplify and expedite international maritime documentation required in the Iranian ports. It experienced this necessity in conjunction with certain port development projects. The case has been cited of the port Bandar Shahpur, now being modernized. The plans prepared by consultants (the engineering firm, Kampsax) provide for several additional jetties. There should be at least one berth with shore facilities including a portal crane to handle container ships and also there is a provision for bulk loading of ores and access to ships of up to 50,000 DWT.

The Government could not carry out any of the work for the lack of professional expertise. It would be interested in obtaining advice by IMCO experts in the above fields of maritime laws and regulations and it would give priority to implementing recommendations by IMCO experts. The Government would be also prepared to strengthen the staff of the Ports and Shipping Administration which would be charged with these responsibilities. However, the personnel, designated to strengthen the service, would need a previous training. IMCO's assistance in arranging courses in advanced countries through fellowships for the selected personnel would be required.

5. Other Matters:

Container traffic

In a discussion of container ship services a mention was made that a team of experts of UNCTAD and ECAFE is visiting Teheran on 15-16 June 1972, but that the documents provided in preparation for the meeting consisted only of UNCTAD studies and that no information has been provided on the proposed UN/IMCO Conference on International Container Traffic. It is not certain whether Iran would be interested at this time to participate in discussion of the draft Customs and safety agreements on the agenda of the Conference. There is interest in the general development of combined container transport, and in the economic implementations for the country in the field of multi-modal goods transports.

IMCO may wish to provide the Ports and Shipping Organization with a set of Conference documents.

Free ports

A study has been recently made by UNCTAD for the Government on the Establishment of a Free Port Area in Benderabas. It has been commented to us that the implementation of the recommendations in the Report on both trans-shipment operations and on designating a Free Port Area, will have to await the findings of the Port Master Plan. As a short term measure, however, already now a free area is being designated in that port, though not for any industry or commerce, but to permit trans-shipments to and from ships of the major overseas lines calling at the port to ships of feeder services. Such feeder services are to be established locally under the sponsorships of the major lines but the Iranian national line is not expected to participate.

Representation on IMCO committees

There has been a lack of information on the progress of inter-governmental consultations within IMCO. There is apparently, interest on the part of the Iranian authorities to be represented in the technical work of the Committees established by the Assembly. There is only a minor awareness that IMCO has been the forum of discussion on problems of marine pollution, and the comment has been made to us that on this particular subject Iran would be well placed to assist IMCO in bringing about a closer co-operation among the countries of the sub-region.

PERSONS INTERVIEWED

Plan Organization

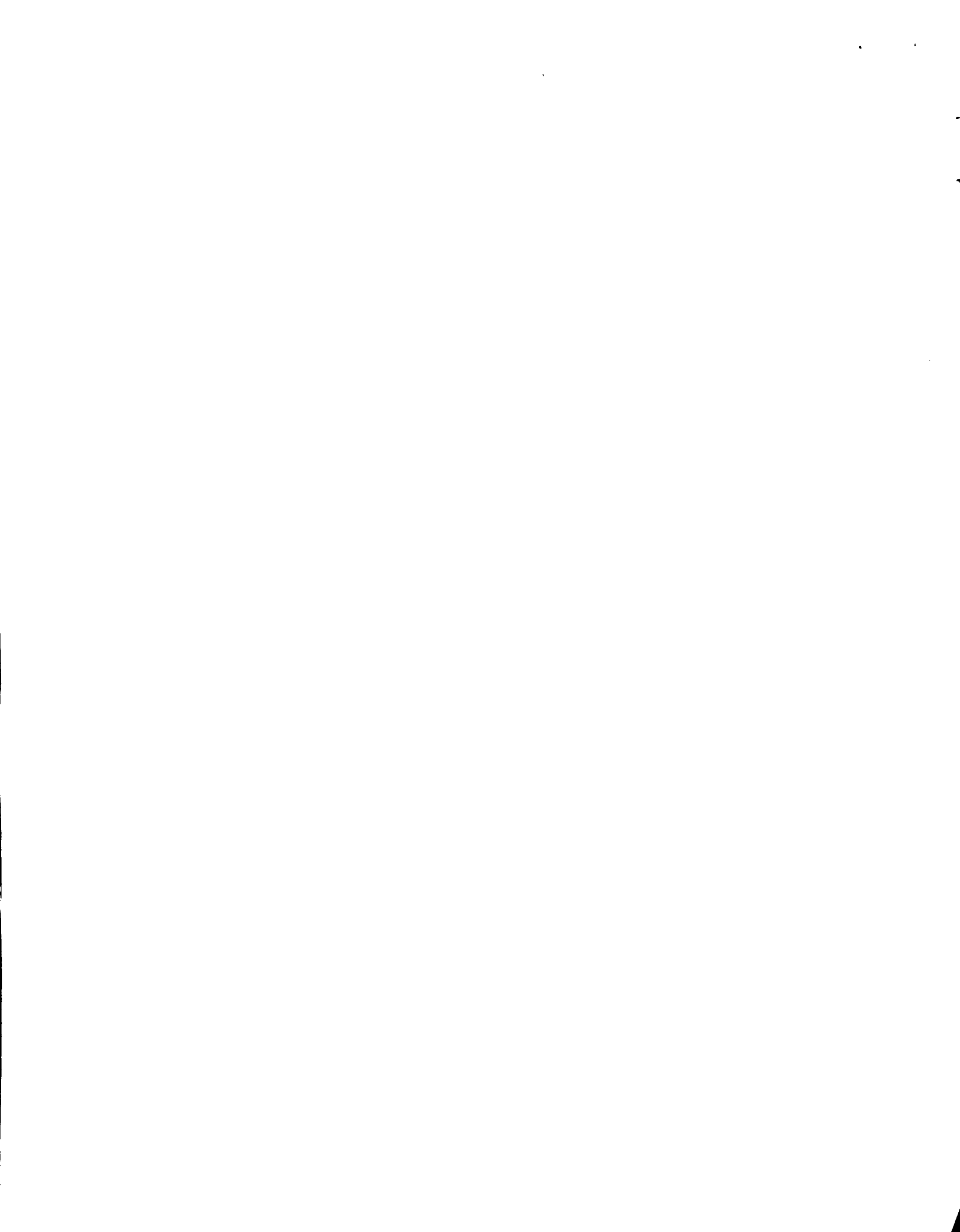
Two staff members of the transport
development section

ARYA National Shipping Lines S.A.

Mr. R. Shayegar, Managing Director,
POB 353, Teheran, Iran

Ports and Shipping Organization

Mr. Mohammed Ali Seirafi,
Deputy Managing Director for Planning
Kouche Simorgh
Ave. Pahlavi, Teheran, Iran



File: 1322
3000/4

Letter No. 733
22 May 1972

Excellency,

ECAFE Region Port Training Facilities

..... As you will see from the copy of the attached letter, ECAFE are proposing to depute a team consisting of a Regional Ports Adviser and an ILO expert (or experts) to undertake further studies in connection with the region's port training requirements. This follows from the recommendations made by Mr. L.J. Money who visited various countries, including Iran, last year and whose report we shall forward to you as soon as it is received.

Assuming that the Government of Iran is agreeable to the team's visit, I would be grateful if you could indicate a suitable data together with suggestions for a programme.

Accept, Excellency, the assurance of my highest consideration.

Nessim Shallon
Resident Representative in Iran

H.E. Mr. N. Hakimi
Managing Director
Ports and Shipping Organization
Teheran

cc: Mrs. E. Nahvi, Plan Organization, Teheran
Mr. Ambrozek, IMCO

Dear Mr. Shallon,

Port training facilities

In pursuance of decisions taken by the Commission and its subsidiary bodies, the secretariat has undertaken a project concerning port training facilities, which has been included in our work programme. The background and proposals for further action in regard to this project are stated briefly below.

Resolution No. 108(XXVI) of the Commission (copy enclosed) instructed the secretariat to develop a plan for establishing one or more regional maritime training centres, taking into account the needs and facilities of the region and, for this purpose, requested the Executive Secretary to conduct a comprehensive survey of the current training facilities in the region to ascertain the economic feasibility of organizing training for ship, shore and port personnel on a regional and subregional basis and to take other necessary steps with a view to the early establishment of regional or subregional training centres. Accordingly, a survey was undertaken last year by Mr. L.J. Money, a United Kingdom non-reimbursible expert, in co-operation with an ILO expert. Their report, submitted in February 1972, deals with both shipping and certain aspects of port training. In so far as the latter are concerned, the main conclusion is that, while there are training facilities available for certain categories of workers in some ports of the region, there is a need throughout the region for pre-employment training, upgrading and refresher training at all levels and in all aspects of port operations, administration and management. Moreover, there is a special need for the training or retraining of supervisory personnel, mechanical equipment operators and cargo-handling workers, particularly in the handling of unitized container cargoes. The report has also stated that it is important that a comprehensive basic training programme for various categories of staff and workmen should be compiled, on the basis of internationally recommended standards for such training.

Mr. Nessim Shallon
Resident Representative of the
United Nations Development Programme
in Iran
P.O. Box 1555
Teheran
Iran

The report also states that, owing to limitations of time and others and the nonavailability of certain information, it was not possible to carry out an "in-depth" survey; therefore, it recommends a comprehensive countrywide survey of training requirements and of available facilities to provide data for further consideration.

At the same time it is tentatively suggested that standard training courses in various aspects of port operations should be established in all major ports, particularly for workers and operative staff. Furthermore, it might be feasible to have area or subregional centres at which instructors from each port could be trained to carry out programmes at home. For management personnel, it was felt, that there was every advantage in having a regional residential training centre for economies in deployment of qualified teaching staff and facilities. An initial step would be to provide a country training centre.

In addition, it is considered that the existing arrangements, if any, for holding workers' education classes to impart a basic knowledge on trade unionism, labour laws, collective bargaining, and the like should also be studied.

It is now proposed to deal with ports training separately and to depute a team consisting of the Regional Port Adviser and an ILO expert (or experts) to undertake the further studies recommended in the earlier team's report, in consultation with the government departments and port authorities concerned.

It is requested that the Governments be apprised of the proposals and at the same time requested (a) to indicate when it would be convenient for the team to visit their countries and (b) to suggest a programme of visits and discussions. It is proposed that during May and June, the Regional Port Adviser might visit Singapore, Malaysia and India, where the ILO is already engaged in field work. Visits to the other countries will be arranged after receipt of the Governments' replies.

With kind regards,

Yours sincerely,

S. Masood Husain
Chief
Transport & Communications Division

ECONOMIC COMMISSION FOR ASIA AND THE FAR EAST

Twenty-sixth session
14-27 April 1970
Bangkok, Thailand

108 (XXVI). ESTABLISHMENT OF REGIONAL OR SUB-REGIONAL
CENTRES FOR MARITIME AND PORT PERSONNEL

The Economic Commission for Asia and the Far East,

Fully convinced that a serious shortage of qualified maritime and port personnel at all levels constitutes one of the major impediments to the sound development of national merchant marines and port facilities and also to the establishment and effective operation of shippers' organizations and freight study units in the developing countries of the ECAFE region.

Noting the survey conducted in 1967 by the ECAFE secretariat, with the assistance of the Government of Singapore, of the training facilities for ship and shore personnel in the ECAFE region, which indicated the areas in which maritime training could be organized on a regional and sub-regional basis.

Further noting the findings of the Working Party on Shipping and Ocean Freight Rates (first session), which was endorsed by the Committee on Trade (eleventh session) and the Commission (twenty-fourth session), that there was considerable scope for regional co-operation in the training of ships' officers and management personnel and that the training facilities in one or more of the existing institutions in the region could be expanded so that they could become regional centres.

Noting with appreciation the offers made in the Committee on Trade by the Governments of China, India and Singapore to place their national training facilities at the disposal of trainees from other countries of the region and also the offers made by other Governments to provide technical assistance in this field.

1. Endorses the view of the Committee on Trade (thirteenth session) that the secretariat should develop a plan for establishing one or more regional maritime training centres, taking into account the needs and existing facilities in the region;

2. Requests the Executive Secretary of ECAFE to conduct a comprehensive survey of the current training facilities in the region, to ascertain the region's current and future needs, to study the economic feasibility of organizing training for ship, shore and port personnel on a regional and sub-regional basis, to take other necessary steps with a view to the early establishment of such regional and/or sub-regional centres, and to report to the Committee on Trade and the Committee on Transport and Communications;

3. Urges the developed countries, the United Nations Development Programme and other interested international organizations to give their fullest co-operation and support to the work of the secretariat in this field.

(Adopted by the Commission at its
427th meeting on 24 April 1970)

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Project UNCTAD/IRA/69/12. November 1971

P.A. Management Consultants Ltd.
in collaboration with Shannon Fee Airport
Development Co. Ltd.

Report on a visit to Teheran

1 - 10 February 1970

Jack N. Bathurst, Senior Economic Affairs Officer
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