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## 1) World Maritime University cash appeal 2) IMO sees funding shortfall top \$11m

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# World Maritime University cash appeal

THE WORLD Maritime University is to launch an appeal for financial aid, its Rector Erik Nordstrom has announced.

The appeal will be officially launched to coincide with World Maritime Day on Sept 21 by International Maritime Organisation secretary general C. P. Srivastava.

It is being stressed however that the WMU is not directly affected by the current cash crisis facing the IMO.

The Malmo-based WMU is looking to

secure its long-term financial security through contributions to its capital development fund (currently just over \$350,000), fellowships, donations of equipment and other financial aid.

The six-year-old university has an annual budget of \$7million, one-third of which is met by host country Sweden. A further \$1.2m comes from the UN Development Programme and \$500,000 comes from Norway.

The rest of the budget is met from fellow-

ships and personal donations such as the \$1m given by Japanese philanthropist Ryoichi Sasakawa.

The appeal follows an earlier one in 1983. Mr Nordstrom believes that the recovery in shipping should mean a better response from the private sector.

He added that the WMU's six years of operating success had proved its value to the world's shipping community.

# IMO sees funding shortfall top \$11m

THE International Maritime Organisation is now owed £7.2million (\$11.6m) in contributions from member states' as the cash crisis at the UN agency continues.

Of the total, £2.2m is still owed from last year while £5m of this year's £10m is outstanding. Countries which are behind in their contributions include Liberia, Panama, the Philippines, Libya and, surprisingly the US.

Liberia has now paid half of its arrears and promised to pay the rest, while Panama's payment is said to be in the post. The US has told IMO that payment has been delayed because of legislative problems. Other countries have also made promises to pay.

Ironically, IMO was singled out in the communique issued at the Group of Seven summit in Paris last week as one of the agencies which could do more to

By Andrew Guest

help in the fight against global pollution.

IMO secretary-general C. P. Srivastava said he was "surprised and very pleased" at the call for more action and that "IMO was ready to respond". He was aware of the irony, however, of the US being a signatory to the communique while failing to keep up its IMO membership dues.

The cash crisis led to half this year's meetings being cancelled. Eight technical sub-committees on such subjects as containers and cargoes, safety of navigation, ship design and equipment, loadline and stability and the carriage of dangerous goods were scrapped.

Other savings came from a cutback in overtime and in the



C. P. Srivastava.

use of temporary staff but this still left a deficit of £906,400. A £418,000 supplementary levy was imposed on the member states.

This October the budget for the next two years is due to be adopted. A full programme has been planned on the assumption

that the present crisis will have been resolved.

Mr Srivastava, who is due to retire at the end of this year, said the current financial problems of the London-based organisation were due entirely to member states not paying dues on time.

"IMO has always made savings and has never exceeded its budget," he said. "Our problem arose not because the contributions assessed are too much — no-one has ever said they are too high — but because member states just don't pay. They say they'll find the money in next year's budget."

The secretary-general added that IMO had no sanctions against member states who failed to pay. "We can't do a thing about it. If, however, all the outstanding amounts were to be paid in the near future, we would be a rich body, we would have a surplus."