

Resolutions

and other decisions of the 24th Assembly

21 November – 2 December 2005

Resolutions 966 – 988



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AGENDA OF THE TWENTY-FOURTH SESSION OF THE ASSEMBLY

Opening of the session by the representative of the delegation of Canada

- 1 Adoption of the agenda
- 2 Election of the President and Vice-Presidents of the Assembly
- 3 Application of Article 56 of the IMO Convention – Report of the Council to the Assembly on any requests by Members for waiver
- 4 Establishment of committees of the Assembly:
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 - (b) Establishment of other committees, as necessary
- 5 Consideration of the reports of the committees of the Assembly:
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- 6 Report on the status of the Convention and membership of the Organization
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- 8 Report of the Council to the Assembly on the work of the Organization since the twenty-third regular session of the Assembly
- 9 Consideration of the reports and recommendations of the Maritime Safety Committee
- 10 Consideration of the reports and recommendations of the Legal Committee
- 11 Consideration of the reports and recommendations of the Marine Environment Protection Committee
- 12 Consideration of the reports and recommendations of the Technical Co-operation Committee
- 13 Consideration of the reports and recommendations of the Facilitation Committee
- 14 Consideration of proposed amendments to the International Convention on Load Lines, 1966
- 15 Reports on diplomatic conferences:
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- 17 Maritime training programmes:
 - (a) Report on the World Maritime University
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- 18** Strategy and planning:
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- 19** Voluntary IMO Member State Audit Scheme
- 20** Resource management:
 - (a) Change Management Programme
 - (b) Arrears of contributions – Working Capital Fund
 - (c) Presentation of accounts and audit reports
 - (d) Work programme and budget for the twenty-fourth financial period 2006–2007
 - (e) Review of the Organization’s financial framework in accordance with Assembly resolution A.942(23)
- 21** External relations:
 - (a) Relations with the United Nations and the specialized agencies
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- 22** Election of Members of the Council, as provided in Articles 16 and 17 of the IMO Convention
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- 24** Report on World Maritime Days, 2004 and 2005
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- 26** Date and place of the twenty-fifth regular session of the Assembly
- 27** Supplementary agenda items, if any

Resolutions

Resolution A.966(24)

*Adopted on 23 November 2005
(Agenda item 21(d))*

RELATIONS WITH NON-GOVERNMENTAL ORGANIZATIONS

THE ASSEMBLY,

RECALLING Part XV of the Convention on the International Maritime Organization, in particular Article 62,

RECALLING ALSO that Rule 1 of the Rules Governing Relationship with Non-Governmental International Organizations requires that consultative status granted by the Council to such organizations be subject to approval by the Assembly,

RECALLING FURTHER that Rule 10 of the same Rules provides for periodic review by the Council of the list of non-governmental international organizations in consultative status with IMO and for a report to be submitted to the Assembly on the continuation, or otherwise, of such status,

NOTING the Guidelines on the Grant of Consultative Status, established by the Council at its fortieth session, and noting further the decision of the Council, at its eighty-sixth session, to amend the introduction to the Guidelines as well as Rules 1 and 5 of the Rules Governing Relationship with Non-Governmental International Organizations, in order to formalize the grant of provisional consultative status,

NOTING ALSO the decision of the Council, at its ninety-fourth session, to grant consultative status to the International Towing Tank Conference (ITTC),

NOTING FURTHER the decision of the Council, at its twenty-third extraordinary session, to grant consultative status to the International Bunker Industry Association (IBIA),

HAVING CONSIDERED the decision of the Council, at its ninety-fourth session, to retain the consultative status of INTERFERRY and the International Maritime Health Association (IMHA) on a provisional basis,

HAVING CONSIDERED ALSO the decision of the Council, at its twenty-third extraordinary session, to maintain the consultative status of the Advisory Committee on Protection of the Sea (ACOPS), the Latin American Shipowners' Association (LASA) and Greenpeace International,

RECALLING that the Council, at its ninety-second session, had noted that the International Marine Transit Association/Interferry (IMTA-Interferry) had changed its name to INTERFERRY,

RECALLING ALSO that the Council, at its ninety-third session, had noted that the Association of European Shipbuilders and Shiprepairers (AWES) had changed its name to Community of European Shipyards' Associations (CESA),

WELCOMING the action taken by the Council to remind all non-governmental organizations of the importance of their complying with their undertakings to the Organization under rule 4 of the Rules Governing Relationship with Non-Governmental International Organizations, and noting the undertakings expressed by all the non-governmental organizations,

NOTING that, in accordance with previous decisions of the Council, the attention of organizations in consultative status should be drawn to their obligations to take all appropriate steps to contribute to the work of IMO in their respective fields of work,

1. APPROVES the decision by the Council with regard to the grant of consultative status to the International Towing Tank Conference (ITTC) and the International Bunker Industry Association (IBIA);
2. DECIDES to retain the consultative status of INTERFERRY and the International Maritime Health Association (IMHA) on a provisional basis;
3. ALSO DECIDES to maintain the consultative status of the Advisory Committee on Protection of the Sea (ACOPS) and the Latin American Shipowners' Association (LASA);
4. FURTHER DECIDES to maintain the consultative status of Greenpeace International, subject to that organization undertaking not to endanger the safety of navigation or maritime security;
5. ENDORSES the decision of the Council regarding the maintenance of consultative status by the following remaining organizations:

	<i>Date consultative status granted</i>
1. International Chamber of Shipping (ICS)	1961
2. International Organization for Standardization (ISO)	1961
3. International Shipping Federation Ltd (ISF)	1961
4. International Electrotechnical Commission (IEC)	1961
5. International Union of Marine Insurance (IUMI)	1961
6. International Chamber of Commerce (ICC)	1961
7. International Confederation of Free Trade Unions (ICFTU)	1961
8. International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)	1961
9. International Radio-Maritime Committee (CIRM)	1961
10. International Navigation Association (PIANC)	1967
11. Comité Maritime International (CMI)	1967
12. International Association of Ports and Harbors (IAPH)	1967
13. BIMCO 1969	
14. International Association of Classification Societies (IACS)	1969
15. ICHCA International	1969
16. European Chemical Industry Council (CEFIC)	1971
17. Oil Companies International Marine Forum (OCIMF)	1971
18. International Maritime Pilots' Association (IMPA)	1973
19. Friends of the Earth International (FOEI)	1973
20. Institute of International Container Lessors (IICL)	1975
21. International Association of Drilling Contractors (IADC)	1975
22. International Association of Institutes of Navigation (IAIN)	1975
23. International Association of Producers of Insurance and Reinsurance (BIPAR)	1975
24. International Council of Marine Industry Associations (ICOMIA)	1975
25. International Federation of Shipmasters' Associations (IFSMA)	1975

	<i>Date consultative status granted</i>
26. International Life-Saving Appliances Manufacturers' Association (ILAMA)	1975
27. International Salvage Union (ISU)	1975
28. International Association of Oil and Gas Producers (OGP)	1975
29. Community of European Shipyards' Associations (CESA) <i>(formerly known as Association of European Shipbuilders and Shiprepairers (AWES))</i>	1979
30. International Association of Independent Tanker Owners (INTERTANKO)	1979
31. International Group of P and I Associations (P and I)	1979
32. The International Tanker Owners Pollution Federation Ltd (ITOPF)	1981
33. The World Conservation Union (IUCN)	1981
34. Society of International Gas Tanker and Terminal Operators Limited (SIGTTO)	1983
35. International Lifeboat Federation (ILF)	1985
36. International Road Transport Union (IRU)	1987
37. International Ship Suppliers Association (ISSA)	1989
38. Dangerous Goods Advisory Council (DGAC)	1989
39. International Bar Association (IBA)	1991
40. International Council of Cruise Lines (ICCL)	1993
41. International Association of Dry Cargo Shipowners (INTERCARGO)	1993
42. International Maritime Lecturers Association (IMLA)	1993
43. World Wide Fund for Nature (WWF)	1993
44. Association of European Manufacturers of Internal Combustion Engines (EUROMOT)	1993
45. International Petroleum Industry Environmental Conservation Association (IPIECA)	1995
46. The Institute of Marine Engineering, Science and Technology (IMarEST)	1995
47. IBERO-American Institute of Maritime Law (IIDM)	1995
48. International Ship Managers' Association (ISMA)	1995
49. International Parcel Tankers Association (IPTA)	1997
50. International Sailing Federation (ISAF)	1999
51. The International Marine Contractors Association (IMCA)	1999
52. International Ocean Institute (IOI)	1999
53. World Nuclear Transport Institute (WNTI)	1999
54. International Harbour Masters' Association (IHMA)	2001
55. International Bulk Terminals Association (IBTA)	2001
56. International Christian Maritime Association (ICMA)	2001
57. The Royal Institution of Naval Architects (RINA)	2001
58. Vessel Operators Hazardous Materials Association, Inc. (VOHMA)	2001

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Resolution A.967(24)

*Adopted on 1 December 2005
(Agenda item 20(b))*

ARREARS OF CONTRIBUTIONS

THE ASSEMBLY,

RECALLING Article 55(b) of the Convention on the International Maritime Organization which provides that the Assembly shall apportion the expenses of the Organization in accordance with a scale to be fixed by it after consideration of the proposals of the Council thereon,

RECALLING ALSO Article 56 of the Convention stating that “any Member which fails to discharge its financial obligation to the Organization within one year from the date on which it is due, shall have no vote in the Assembly, the Council, the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee or the Technical Co-operation Committee unless the Assembly, at its discretion, waives this provision”,

RECALLING ALSO the provision of Rule 56*bis* of the Rules of Procedure of the Assembly, under which any Member wishing to request a waiver of the provision of Article 56 in respect of itself shall submit a written application to the Secretary-General giving reasons therefor, with a payment schedule indicating the time scale over which arrears will be paid,

RECALLING ALSO the provision of Rule 56*ter* of the Rules of Procedure of the Assembly which states that any Member seeking election to the Council shall have discharged its financial obligations to the Organization or shall have committed itself to a schedule submitted to the Secretary-General so to do,

RECALLING FURTHER Regulation 5.4 of the Financial Regulations of the Organization, under which contributions are considered as due and payable in full within thirty days of receipt of the notice of assessment issued by the Secretary-General, or as of the first day of the calendar year to which they relate, whichever is the later,

RECALLING FURTHER the introduction of the Contribution Incentive Scheme, established in 1988 by resolution A.629(15) to encourage early payment of contributions in accordance with the Financial Regulations by providing for the Organization’s interest earnings on contributions to be distributed to Member States in accordance with an agreed formula,

WELCOMING the Secretary-General’s continuous efforts to secure timely payment from Member States,

NOTING that it is in the interests of all Member States to expedite payment of contributions in order that the Organization can focus on its primary aims of improving safety at sea and reducing marine pollution from ships,

RECALLING WITH CONCERN that the level of arrears of contributions has caused serious difficulties in the past in the financial management of the Organization and in the execution of its work programme,

WELCOMING the efforts which Member States have made to pay off their arrears and to settle the current year’s contribution,

CONSIDERING that the timely payment of contributions is essential to enable the Organization to maintain its work programme,

1. INVITES the attention of Member States to the provisions of resolution A.629(15)B under which a contributions incentive scheme is currently in operation to encourage early payment of contributions;

2. URGES Member States which have not yet done so to make payment of any arrears at the earliest date;
3. ALSO URGES Member States to make payment of their contribution for the current year in accordance with Regulation 5.4 of the Financial Regulations;
4. REQUESTS all Members of the Council to set an example in this regard by the prompt payment of their annual contributions;
5. ALSO REQUESTS the Council to continue to treat the problem of arrears of contributions as a matter of high priority;
6. FURTHER REQUESTS the Secretary-General to bring this resolution to the attention of all Member States, and to continue to take all possible steps to ensure prompt payment of each current year's contributions and of arrears of contributions.

Resolution A.968(24)

*Adopted on 1 December 2005
(Agenda item 20(c))*

PRESENTATION OF ACCOUNTS AND AUDIT REPORTS

THE ASSEMBLY,

RECALLING that regulation 12.10 of the Financial Regulations of the Organization provides for the transmission, through the Council to the Assembly, of the External Auditor's reports together with the audited financial statements,

NOTING the Secretary-General's presentation of the final accounts for the twenty-second financial period 2002–2003 and the accounts of IMO's transactions for 2003 as a participating and executing agency of UNDP, together with the External Auditor's report and opinions thereon,

NOTING FURTHER the Secretary-General's presentation of the accounts for the first year of the twenty-third financial period 2004–2005 and the accounts of IMO's transactions for 2004 as a participating and executing agency of UNDP, together with the External Auditor's reports and opinions thereon,

BEARING IN MIND that the Council, at its ninety-second and ninety-fourth sessions, approved these accounts and audit reports for transmission to the Assembly at its twenty-fourth regular session,

1. APPROVES the accounts and the audit reports thereon for the twenty-second financial period 2002–2003 and for IMO's participation in UNDP in 2003;
2. APPROVES the accounts and the audit reports thereon for the first year of the twenty-third financial period 2004–2005 and for IMO's participation in UNDP in 2004.

Resolution A.969(24)

*Adopted on 28 November 2005
(Agenda item 20(d))*

WORK PROGRAMME AND BUDGET FOR THE TWENTY-FOURTH FINANCIAL PERIOD 2006–2007

A. WORK PROGRAMME AND BUDGET FOR 2006–2007

THE ASSEMBLY,

RECALLING Article 15 of the Convention on the International Maritime Organization, in particular paragraphs (f) and (g) concerning the functions of the Assembly in relation to the Organization's work programme and budget,

RECALLING FURTHER resolution A.726(17) by which the revised assessment formula for apportioning the contributions of Member States to the Organization's budget and amendments to the Rules of Procedure of the Assembly concerning enforcement of the payment of contributions were approved,

NOTING the provision of article III of the Financial Regulations with regard to the preparation of the programme budget estimates,

1. APPROVES the Organization's work programme and budget for the twenty-fourth financial period 2006–2007, comprising major programmes which are divided into programmes and subprogrammes, capital investments and general operating expenses including the running costs of the Headquarters premises;

2. DECIDES that:

(a) For the financial period 2006–2007 appropriations are hereby voted for the following purposes:

Major programmes	£ 2006–2007
Governance, direction and management	6,093,900
Capacity building and technical co-operation	2,824,600
Resource management	6,577,800
Technical and legal work	10,416,600
International meetings	10,707,500
External relations and information	3,404,800
Total estimated direct costs	40,025,200
Capital investment programme	550,000
General operating expenses and Headquarters	9,555,100
Estimated staff turnover	–400,000
Total proposed appropriations	49,730,300
Reimbursements from the Printing Fund	–2,057,000
Transitional transfer from the Printing Fund	–350,000
Technical co-operation support costs income	–600,000
Miscellaneous income	–736,000
Net to be assessed	45,987,300

- (b) The appropriation voted in subparagraph (a) above shall be financed by:
- contributions from Member States after deductions for the estimated reimbursements from the Printing Fund for the costs associated with IMO publishing (estimated at £2,057,000 for the biennium);
 - a transitional transfer from the Printing Fund following the closure of the Production Unit (estimated at £350,000 for the biennium);
 - reimbursements of Technical Co-operation support costs (estimated at £600,000 for the biennium); and
 - miscellaneous income (estimated at £736,000 for the biennium);
- (c) Transfers of uncommitted balances of appropriations to the same major programme of the budget in the second calendar year, other than those authorized by article IV of the Financial Regulations, and transfer of appropriations between major programmes of the budget, shall be carried out only with the prior concurrence of the Council; and
- (d) In respect of each of the calendar years 2006 and 2007 covered by the financial period, the approved meetings shall be as in appendix 1, the approved posts as in appendix 2, and the appropriations and assessments shall be those indicated under the relevant programme headings in appendix 3,

NOTING the provision in regulation 5.1 of the Organization's Financial Regulations and Rules concerning the use of the Working Capital Fund to finance the approved appropriation pending receipt of contributions,

RECOGNIZING ALSO that exceptional and unforeseen circumstances could arise pending receipt of contributions and when the funds in the Working Capital Fund are insufficient to finance the approved appropriations,

3. AUTHORIZES the Secretary-General to draw upon the Printing Fund, the Headquarters Capital Fund, the Technical Co-operation Fund and the Termination Benefit Fund to finance the approved appropriations. Advances made from these Funds to finance budgetary appropriations during a financial period shall be reported to the Council immediately and reimbursed to each respective Fund as soon as, and to the extent that, income is available for that purpose;

RECOGNIZING further the provision in regulation 3.8 of the Organization's Financial Regulations and Rules concerning supplementary estimates and the past practice of the Assembly in authorizing the Council to approve any necessary recalculation of the appropriations for the second year of the biennium,

RECOGNIZING ALSO that, in accordance with article IV of Financial Regulation 4.4, the Secretary-General may make transfers from one programme to another within the same major programme,

4. AUTHORIZES the Council, at its ninety-sixth session, to review the 2007 programme budget provisions and, if it decides it is necessary, to approve any appropriate recalculation of the 2007 appropriations and assessment figures in the light of the budgetary and exchange rate situation at that time;

5. INVITES the attention of the Council to the above-mentioned provisions;

6. REQUESTS the Secretary-General to ensure their application while endeavouring to effect the maximum economies in the budget;

7. REQUESTS ALSO the Council to keep under review the Organization's financial framework during the 2006–2007 biennium and to report on the outcome to the twenty-fifth session of the Assembly.

B. WORKING CAPITAL FUND

THE ASSEMBLY,

RECALLING resolution A.363(IX) by which the Working Capital Fund was established in the amount of \$250,000 as of 1 January 1976 by means of advances assessed on Member States,

RECALLING FURTHER resolution A.508(XII) authorizing the transfer to the Working Capital Fund of \$400,000 from the Printing Fund surplus, resolution A.552(13) authorizing the transfer to the Working Capital Fund of \$350,000 from the General Fund cash surplus, resolution A.633(15)B increasing the level of the Working Capital Fund to £1.25 million by a transfer from the Exchange Reserve Fund, and resolution A.837(19) increasing the level of the Working Capital Fund to £2 million in two stages by the transfer of £375,000 in each year of the 1996–1997 biennium from the surpluses of the Printing Fund which arose at the end of 1995 and 1996,

NOTING that, after taking into account payments by new Members, the level of the Working Capital Fund presently stands at £2,005,955,

1. DECIDES that new Members shall be assessed for their advances to the Working Capital Fund on the basis only of the part assessed on Members on 1 January 1976;
2. AUTHORIZES the Secretary-General:
 - (a) To advance, from the Working Capital Fund, such sums as may be necessary to finance the appropriations for the years 2006 and 2007 pending receipt of contributions from Members; such amounts so advanced shall be reimbursed to the Working Capital Fund as soon as contributions are available;
 - (b) To advance, from the Working Capital Fund, such sums as may be necessary to finance additional expenditure arising from movements in the rate of exchange during 2006–2007 from the rate adopted for calculation of the appropriation; sums so advanced shall be returned to the Working Capital Fund as soon as possible and in a manner decided on by the Council; and
 - (c) With the prior agreement of the Council, to advance such sums as may be necessary to meet unforeseen or extraordinary expenses arising during the financial period 2006–2007, provided that such expenses are of a clearly exceptional nature and relate specifically to the approved work programme of the Organization and that the Council is assured that the relevant expenditure cannot be met by appropriate transfer action within the total budget approved for a calendar year;
3. REQUESTS the Secretary-General to report to the Council and the Assembly all advances made under the present resolution, and the relevant circumstances, and to submit supplementary estimates for reimbursement to the Working Capital Fund of advances made from it to meet unforeseen or extraordinary expenses.

C. PRINTING FUND

THE ASSEMBLY,

RECALLING that, in accordance with resolution A.100(IV), the disposal of any amount standing to the credit of the Printing Fund at the end of the financial period shall be decided by the Assembly,

RECALLING ALSO resolution A.307(VIII) of 17 December 1973, concerning the charging of expenditure to the Printing Fund,

RECALLING FURTHER resolution A.873(20) of 27 November 1997, by which the Assembly authorized the Secretary-General to transfer, at the beginning of each year from 1 January 2000, all surplus funds from the Printing Fund to the Technical Co-operation Fund, unless otherwise decided by the Assembly,

ALSO RECALLING resolution A.877(21) of 25 November 1999, by which the Assembly authorized the Secretary-General, with effect from the twenty-second financial period, to charge to the Printing Fund the attributable indirect costs associated with the printing of the Organization's publications and show them in the Printing Fund accounts,

FURTHER RECALLING resolution A.906(22) of 29 November 2001, by which the Assembly decided that the direct costs associated with the Organization's printing and publishing activities funded wholly by the regular budget would be reimbursed from the Printing Fund on a phased basis, namely 60% of the direct costs of the Publishing Service, including relevant financial services, for 2002–2003 and 100% of the direct costs for 2004–2005,

1. DECIDES that the reimbursements from the Printing Fund to the regular budget shall be shown in the Printing Fund accounts, including the transitional transfers from the Printing Fund during 2006 and 2007 to cover the shortfall in the reimbursements level following the closure of the Production Unit at the end of the calendar year 2005. In respect of each of the calendar years 2006 and 2007 covered by the financial period, the approved appropriations voted to meet the Organization's printing and publishing activities financed from the Printing Fund shall be as shown in appendix 4, table 1;

2. DECIDES ALSO that the amount standing to the credit of the Printing Fund at the end of the financial period 2004–2005 shall be carried forward to the Printing Fund for the financial period 2006–2007;

3. DECIDES FURTHER that the interest earnings accruing in the Printing Fund shall continue to be credited to the Printing Fund;

4. AUTHORIZES the Secretary-General:

- (a) To transfer, on 1 January 2006, as a transitional measure following the closure of the Production Unit and to reduce assessments on Member States, £175,000 from the balance of the 2005 Printing Fund surplus to the **General Fund**, as noted in paragraph 2(b) of Part A of this resolution;
- (b) To transfer, on 1 January 2007, as a transitional measure following the closure of the Production Unit and to reduce assessments on Member States, £175,000 from the balance of the 2006 Printing Fund surplus to the **General Fund**, as noted in paragraph 2(b) of Part A of this resolution;
- (c) To transfer, on 1 January 2006, £700,000 from the balance of the 2005 Printing Fund surplus to the **Headquarters Capital Fund**, as noted in paragraph 1(a) of Part D of this resolution;
- (d) To transfer, on 1 January 2007, £700,000 from the balance of the 2006 Printing Fund surplus to the **Headquarters Capital Fund**, as noted in paragraph 1(b) of Part D of this resolution;
- (e) To transfer, on 1 January 2006, £2,400,000 from the balance of the 2005 Printing Fund surplus to the **Technical Co-operation Fund**, as noted in paragraph 1(a) of Part E of this resolution;
- (f) To transfer, on 1 January 2007, £2,400,000 from the balance of the 2006 Printing Fund surplus to the **Technical Co-operation Fund**, as noted in paragraph 1(b) of Part E of this resolution;
- (g) To transfer, on 1 January 2006, £300,000 from the balance of the 2005 Printing Fund surplus to the **Termination Benefit Fund**, as noted in paragraph 1(a) of Part F of this resolution;
- (h) To transfer, on 1 January 2007, £300,000 from the balance of the 2006 Printing Fund surplus to the **Termination Benefit Fund**, as noted in paragraph 1(b) of Part F of this resolution;
- (i) To transfer, on 1 January 2006, £65,000 from the balance of the 2005 Printing Fund surplus to the **Training and Development Fund**, as noted in paragraph 1(a) of Part G of this resolution; and
- (j) To transfer, on 1 January 2007, £65,000 from the balance of the 2006 Printing Fund surplus to the **Training and Development Fund**, as noted in paragraph 1(b) of Part G of this resolution.

D. HEADQUARTERS CAPITAL FUND

THE ASSEMBLY,

RECALLING that the Assembly decided at its eighteenth regular session, in resolution A.778(18), to establish the Headquarters Capital Fund by transferring the balance held in the Headquarters Installation Fund and by transfers from the Printing Fund of £500,000 in 1994 and £250,000 in 1995,

RECALLING ALSO that the Headquarters Capital Fund was established with effect from 1 January 1994 with the primary purpose of meeting the capital expenditure necessary for efficient operation of the Organization and for fulfilling the Organization's liabilities under the terms of the Lease for the Headquarters building between the Organization and the United Kingdom Government, and with the scope to include:

- (a) expenditure on repairs to, or replacement of, apparatus and machinery for the Headquarters building (other than regular, planned maintenance costs);
- (b) purchase and installation of office automation equipment, office furniture and equipment, telecommunications equipment and document production machinery;
- (c) official vehicles;
- (d) other items of capital equipment, which relate to the primary purpose of the Fund; and
- (e) expenditure on the design, installation and implementation of office automation systems, including related training needs,

RECALLING FURTHER the Assembly's decision that the Fund should be replenished from time to time by such transfers from other funds of the Organization as might be approved by the Assembly or by the transfer of such funds from the Organization's regular budget as might be approved by the Assembly,

RECALLING ALSO that the Fund has enabled the planning for, and implementation of, major capital programmes since 1994, notably in the field of office automation and communications necessary to improve the Organization's efficiency and effectiveness,

NOTING that the Council, at its ninety-fourth session in June 2005, agreed in principle to the planned Headquarters building refurbishment, to be carried out in two phases,

NOTING ALSO that the funding limit on phase 1 of the Headquarters building refurbishment programme is set at £25 million,

WELCOMES the Host Government's offer to share a greater part of the costs of the proposed refurbishment works on the basis of a 90:10 cost-sharing formula in place of the present 80:20 cost-sharing provision in the Lease Agreement, respectively between the Host Government and the Organization, and its acceptance that the Organization's contribution to phase 1 of £2.5 million will be paid over the next two biennia,

NOTING ALSO that the capital expenditure programme for the next biennium indicates that fresh transfers of funds are required to rebuild the base of the Fund,

1. AUTHORIZES the Secretary-General:

- (a) To transfer £700,000 from the surplus of the Printing Fund on 1 January 2006 to the Headquarters Capital Fund; and
- (b) To transfer £700,000 from the surplus of the Printing Fund on 1 January 2007 to the Headquarters Capital Fund;

2. DECIDES that the income arising from investments of the Headquarters Capital Fund shall continue to be credited to the Headquarters Capital Fund;

3. DECIDES ALSO that the appropriations voted to meet the Organization's capital investment programme financed from the Headquarters Capital Fund including the financing of the planned Headquarters building refurbishment shall be as shown in appendix 4, table 2.

E. TECHNICAL CO-OPERATION FUND

THE ASSEMBLY,

RECALLING resolution A.593(14) of 20 November 1985, by which the Technical Co-operation Fund was established, and which resolved that the interest should be used to assist the Technical Co-operation Programme of the Organization in accordance with proposals approved by the Assembly,

RECALLING ALSO resolution A.837(19) of 23 November 1995, by which the funds from the Technical Co-operation Fund were drawn down and converted into pounds sterling for the application of technical co-operation activities, and which enables the level of the funds to be increased through donor contributions and by such transfers from other funds of the Organization as may be approved by the Assembly,

RECALLING FURTHER resolution A.873(20) of 27 November 1997, by which the Assembly authorized the Secretary-General to transfer, at the beginning of each year from 1 January 2000, all surplus funds from the Printing Fund to the Technical Co-operation Fund, unless otherwise decided by the Assembly,

RECALLING ALSO resolution A.837(19) of 23 November 1995, by which the Assembly requested the Secretary-General to submit a programme for the projected use of the Technical Co-operation Fund during the 1996–1997 biennium and the rules governing the operation of the Fund to the Council at its seventy-sixth session for the Council's consideration and approval,

NOTING that, in accordance with Rule 14 of the Rules of Operation of the Technical Co-operation Fund, the Secretariat reports annually to the Committee and the Council on progress made in the delivery of the Integrated Technical Co-operation Programme (ITCP) components that are being supported with the Technical Co-operation Fund resources,

NOTING with concern the continued decline of the extra-budgetary funds donated to the Organization for technical assistance and the very low level of funds available to finance the ITCP of the Organization,

RECOGNIZING the need to finance a core programme of technical co-operation to assist developing countries in their endeavour to implement the various instruments adopted by the Organization,

1. AUTHORIZES the Secretary-General to transfer from the surplus of the Printing Fund to the Technical Co-operation Fund:

- (a) £2,400,000 on 1 January 2006; and
- (b) £2,400,000 on 1 January 2007;

2. DECIDES that the income arising from investments of the Technical Co-operation Fund shall continue to be credited to the Technical Co-operation Fund;

3. REQUESTS the Secretary-General to submit programmes of technical co-operation activities, indicating outputs and end results arising from the use of the Fund's resources, to the Technical Co-operation Committee during the 2006–2007 biennium.

F. TERMINATION BENEFIT FUND

THE ASSEMBLY,

NOTING the Organization's liability for termination indemnity and repatriation grants of approximately £5 million as at 31 December 1999,

RECALLING resolution A.837(19) establishing the Termination Benefit Fund by an initial transfer of £900,000 from the cash surplus of the General Fund on 1 January 1996, in order to meet the costs associated with payment of termination benefit to the staff of the Organization,

RECALLING ALSO the decision of the Assembly that the Fund should be replenished as necessary by such transfers from other funds of the Organization or from the Organization's regular budget as might be approved by the Assembly, and that the Fund should be administered in accordance with the Organization's Financial Regulations and Rules,

RECALLING FURTHER the decision of the Assembly at its twenty-second session, by resolution A.906(22), that the scope of the Fund should be widened to allow the financing of the additional costs of temporary assistance required to replace staff on long-term sick leave,

NOTING also that, after taking into account payments to former staff members in connection with separation from service, the level of the Termination Benefit Fund presently stands at approximately £580,000,

1. AUTHORIZES the Secretary-General:

- (a) To transfer £300,000 from the surplus of the Printing Fund on 1 January 2006 to the Termination Benefit Fund; and
- (b) To transfer £300,000 from the surplus of the Printing Fund on 1 January 2007 to the Termination Benefit Fund;

2. DECIDES that income arising from investments of the Termination Benefit Fund shall be credited to the Termination Benefit Fund;

3. DECIDES ALSO that the appropriations voted to meet the Organization's activities financed from the Termination Benefit Fund shall be as shown in appendix 5, table 1.

G. TRAINING AND DEVELOPMENT FUND

THE ASSEMBLY,

RECALLING that the Assembly, at its twenty-first regular session in November 1999, decided that the Organizational Review of the Secretariat should be conducted during 2001, approved the terms of reference of the review, and decided also that the report of the review should be considered by the Council at its eighty-sixth session,

RECALLING also that the Council, at its eighty-sixth session, decided to convene an intersessional working group open to participation by the whole Membership to discuss the report of the review and the Secretary-General's initial reactions to its recommendations,

RECALLING FURTHER that the Assembly, at its twenty-second session, decided by resolution A.906(22) that a new Fund should be established with an initial transfer of £200,000 from the surplus of the Printing Fund on 1 January 2002, in order to finance organizational strengthening initiatives, and that the Fund should be administered in accordance with the Organization's Financial Regulations and Rules,

NOTING that, under the guidance of the Council, the organizational reforms which are being implemented are expected to generate further efficiency savings as well as improved service standards in the delivery of the work programme of the Organization,

NOTING ALSO that the Fund will be replenished from time to time by such transfers from other funds of the Organization as may also be approved by the Assembly or by the transfer of such funds from the Organization's regular budget as may be approved by the Assembly,

1. AUTHORIZES the Secretary-General to transfer from the surplus of the Printing Fund to the Training and Development Fund:

- (a) £65,000 on 1 January 2006; and
- (b) £65,000 on 1 January 2007;

2. DECIDES that the income arising from investments of the Training and Development Fund shall be credited to the Training and Development Fund;

3. DECIDES ALSO that the appropriations voted to meet the Organization's training and development activities financed from the Training and Development Fund shall be as shown in appendix 5, table 2.

Appendix 1

List of meetings approved for 2004 and 2005

Meeting	2006	2007
	Number of meeting weeks	Number of meeting weeks
Assembly, twenty-fifth session		2.0
Council	2.0	1.4
Technical Co-operation Committee	0.6	0.6
MSC & MEPC	5.0	2.6
Sub-Committees	9.0	9.0
Legal Committee	2.0	2.0
Facilitation Committee	1.0	1.0
London Convention	1.0	1.0
Diplomatic Conferences		
Wreck Removal*	1.0	–
Total	21.6	19.6

* Timing in 2006–2007 dependent on progress in Legal Committee.

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Appendix 2

Table 1
List of posts approved for 2006 and 2007

	Professional and higher categories		General Service category		Total
	Regular budget	Printing Fund	Regular budget	Printing Fund	
Office of the Secretary-General (OSG)	8	–	5	–	13
Maritime Safety Division (MSD)	23	1	18	–	42
Marine Environment Division (MED)	15	–	10	–	25
Legal Affairs and External Relations Division (LED)	13	1	11	–	25
Administrative Division (AD)	28	2	63	13	106
Conference Division (CD)	42	2	54	1	99
Technical Co-operation Division (TCD)	14	–	11	–	25
Total	143	6	172	14	335

Table 2
Summary of changes in posts for 2006 and 2007

	Professional and higher categories		General Service category		Total
	Regular budget	Printing Fund	Regular budget	Printing Fund	
Total posts approved by resolution A.942(23)	138	6	159	19	322
Total non-established positions approved by resolution A.942(23)	2	–	15	–	17
Increase/decrease in posts					
Office of the Secretary-General	2	–	1	–	3
Technical Co-operation Division	1	–	–	–	1
Conference Division	1	–	3	–	4
Administrative Division	(1)	–	(6)	(5)	(12)
Total	143	6	172	14	335

Appendix 3

Work programme and programme budgets for the twenty-fourth financial period (2006–2007 biennium)

Programmes	2006	2007	2006–2007
1 Governance, direction and management			
Governance and oversight	948,900	1,255,500	2,204,400
Direction and management	1,951,300	1,938,200	3,889,500
	<u>2,900,200</u>	<u>3,193,700</u>	<u>6,093,900</u>
2 Capacity building and technical co-operation			
TC programme delivery	943,600	966,500	1,910,100
Partnerships and resource mobilization	160,000	161,000	321,000
Programme management and institutional development	287,400	306,100	593,500
	<u>1,391,000</u>	<u>1,433,600</u>	<u>2,824,600</u>
3 Resource management			
Financial management	973,800	1,037,500	2,011,300
Human resource management	547,300	566,300	1,113,600
Facilities management	902,900	930,200	1,833,100
Information technology	792,800	827,000	1,619,800
	<u>3,216,800</u>	<u>3,361,000</u>	<u>6,577,800</u>
4 Technical and legal advice			
Maritime safety and security	2,649,300	2,793,600	5,442,900
Marine environment	1,672,300	1,724,000	3,396,300
Legal affairs	607,100	544,000	1,151,100
Facilitation of maritime traffic	210,500	215,800	426,300
	<u>5,139,200</u>	<u>5,277,400</u>	<u>10,416,600</u>
5 International meetings			
Translation services	3,240,300	3,570,200	6,810,500
Word processing services	1,049,300	1,032,200	2,081,500
Conference services	352,800	371,000	723,800
Documentation services	541,000	550,700	1,091,700
	<u>5,183,400</u>	<u>5,524,100</u>	<u>10,707,500</u>
6 External relations and information			
External relations	386,900	413,000	799,900
Information services	550,200	562,900	1,113,100
Publications	735,900	755,900	1,491,800
	<u>1,673,000</u>	<u>1,731,800</u>	<u>3,404,800</u>
7 General operating expenses			
Headquarters building	2,825,100	2,880,000	5,705,100
Office consumables and services	1,424,400	1,417,100	2,841,500
Ancillary services	495,200	513,300	1,008,500
Capital investment programme	250,000	300,000	550,000
	<u>4,994,700</u>	<u>5,110,400</u>	<u>10,105,100</u>
Total estimated direct/indirect costs	<u>24,498,300</u>	<u>25,632,000</u>	<u>50,130,300</u>

Total estimated direct/indirect costs <i>(see previous page)</i>	24,498,300	25,632,000	50,130,300
Estimated staff turnover	(200,000)	(200,000)	(400,000)
Total proposed appropriation	24,298,300	25,432,000	49,730,300
Reimbursements from the Printing Fund	(1,016,800)	(1,040,200)	(2,057,000)
Transitional transfer from the Printing Fund	(175,000)	(175,000)	(350,000)
Technical Co-operation support costs income	(300,000)	(300,000)	(600,000)
Miscellaneous Income	(387,400)	(348,600)	(736,000)
Net to be Assessed	22,419,100	23,568,200	45,987,300

Appendix 4

Table 1
IMO Publication activities:
Estimated revenue and expenditure for 2006–2007

Printing Fund	2006	2007
Expenditure (estimates)	£	£
Personnel costs	1,006,500	1,033,600
Operating expenses inc. promotions	1,696,500	1,753,000
Reimbursement to the regular budget	1,016,800	1,040,200
Income shareout	185,000	185,000
Expenditure total	3,904,800	4,011,800
Forecast funding		
Previous year-end reserves	4,675,100	3,451,000
Publication sales	6,000,000	6,060,000
Other miscellaneous income	320,700	299,200
Transfer-out to other Funds		
General Fund for transitional assessment reduction	-175,000	-175,000
Technical Co-operation Fund	-2,400,000	-2,400,000
Headquarters Capital Fund	-700,000	-700,000
Termination Benefit Fund	-300,000	-300,000
Training and Development Fund	-65,000	-65,000
Subtotal	-3,640,000	3,640,000
Funding total	7,355,800	6,170,200
Year-end balance and reserves	3,451,000	2,158,400

Table 2
Headquarters investment programmes for 2006–2007
financed by the Headquarters Capital Fund

Headquarters Capital Fund	2006	2007
Expenditure (estimates)	£	£
Building major repairs	15,000	15,600
Refurbishment repayment to the Host Government	625,000	625,000
IT Services	555,700	572,400
Equipment/vehicle/furniture	50,000	50,000
Expenditure total	1,245,700	1,262,400
Forecast funding		
Previous year-end reserves	1,287,000	1,040,900
Capital provision in the regular budget	250,000	300,000
Transfers from the Printing Fund	700,000	700,000
Other miscellaneous income	49,600	45,200
Funding total	2,286,600	2,086,100
Year-end balance and reserves	1,040,900	823,700

Appendix 5

Table 1
Termination Benefit Fund Programmes for 2006–2007

Termination Benefit Fund	2006	2007
Expenditure (estimates)	£	£
Termination and repatriation	443,300	97,100
Replacement of long-term sick leave	45,000	45,000
Expenditure total	488,300	142,100
Forecast funding		
Previous year-end reserves	578,300	412,600
Transfers from the Printing Fund	300,000	300,000
Other miscellaneous income	22,600	18,400
Funding total	900,900	731,000
Year-end balance and reserves	412,600	588,900

Table 2
Training and Development Fund Programmes for 2006–2007

Training and Development Fund	2006	2007
Expenditure (estimates)	£	£
Human resource management	30,000	30,000
Financial and budgetary training	25,000	25,000
Induction for translators	11,000	11,000
Expenditure total	66,000	66,000
Forecast funding		
Previous year-end reserves	110,700	115,000
Transfers from the Printing Fund	65,000	65,000
Other miscellaneous income	5,300	5,500
Funding total	181,000	185,500
Year-end balance and reserves	115,000	119,500

Resolution A.970(24)

*Adopted on 23 November 2005
(Agenda item 18(a))*

STRATEGIC PLAN FOR THE ORGANIZATION (FOR THE SIX-YEAR PERIOD 2006 TO 2011)

THE ASSEMBLY,

RECALLING Part I of the Convention on the International Maritime Organization, in particular article 1(a),

RECALLING ALSO Part II of the Convention, in particular articles 2(a) and (c),

RECALLING FURTHER resolutions A.900(21) on Objectives of the Organization in the 2000s; A.901(21) on IMO and Technical Co-operation in the 2000s; and A.909(22) on Policy-making in IMO – Setting the Organization's policy and objectives,

RECALLING IN PARTICULAR the directions given, at its twenty-second session, to the Council to prepare the Organization's strategic plan outlining the Organization's broad direction and strategic objectives, and the adoption, at its twenty-third session, of resolution A.944(23) on Strategic Plan for the Organization (for the six-year period 2004 to 2010),

BEING COMMITTED to ensuring the fulfilment of the Organization's aims and objectives in a uniform manner on a global basis and to setting clear priorities for the purpose of achieving them,

HAVING CONSIDERED the recommendations of the Council at its twenty-third extraordinary session:

1. APPROVES the Strategic Plan for the Organization, as set out in the attached annex, for the six-year period 2006 to 2011, comprising:

- (a) the Mission Statement;
- (b) the trends, developments and challenges in the shipping and maritime world that the Organization is anticipated to face over the aforementioned period;
- (c) the strategic directions for the Organization, based on the emerging trends, developments and challenges;
- (d) performance indicators for assessing the performance of the Organization;

2. REQUESTS the Council and the Secretary-General, as appropriate, to monitor progress and analyse, as necessary, mechanisms to review and update progress made under the Plan, taking into account the high-level action plan developed by the Organization;

3. DIRECTS the Council to review the Plan every biennium;

4. DECIDES to review the Organization's progress against the Plan at its twenty-fifth regular session on the basis of a Council report;

5. REVOKES resolution A.944(23).

STRATEGIC PLAN FOR THE ORGANIZATION (FOR THE SIX-YEAR PERIOD 2006 TO 2011)

This, the Organization's Strategic Plan, covers the six-year period 2006 to 2011. It comprises four sections:

- .1 the Mission Statement;
- .2 the trends and developments in the shipping and maritime world and the related challenges for the Organization;
- .3 the strategic directions that the Organization wishes to take over the period;
- .4 a series of performance indicators.

1 MISSION STATEMENT

1.1 The mission of the International Maritime Organization (IMO) as a United Nations specialized agency is to promote safe, secure, environmentally sound, efficient and sustainable shipping through co-operation. This will be accomplished by adopting the highest practicable standards of maritime safety and security, by efficiency of navigation, and by the prevention and control of pollution from ships, as well as through consideration of the related legal matters and effective implementation of IMO's instruments with a view to their universal and uniform application.

2 TRENDS, DEVELOPMENTS AND CHALLENGES

2.1 In its work to achieve its mission in an ever-changing world, the Organization faces many challenges. The Organization's strategic directions have been developed in the context of the trends and developments in today's shipping industry, as enumerated below.

Globalization

2.2 Today's globalized world is characterized by freer movement of people, goods, services and information. It is a more interconnected world, in which the actions taken in one place have implications elsewhere. As commerce has expanded, shipping has taken on greater importance as the major facilitator of global trade. Globalization has also given rise to new players in the maritime arena. For instance, powerful shipping conglomerates and alliances, as well as global terminal operators, wield increasing influence on global trade, the maritime transport sector and shipping matters at large. There is concern that shipping standards might be compromised by the forces of liberalization and competition sweeping through the maritime sector. At the same time, there has also been increased interaction between IMO and other intergovernmental organizations, as well as non-State actors such as industry and special interest groups, in response to the need for a more comprehensive and inclusive approach to shipping matters.

The challenge for IMO is to:

- .1 *be proactive in identifying trends and developments affecting shipping;*
- .2 *adopt a comprehensive and inclusive approach to shipping matters;*
- .3 *provide an effective and efficient response to shipping trends, developments and incidents, and in so doing, stave off regional or unilateral tendencies which conflict with the Organization's regulatory framework;*
- .4 *involve the whole of the IMO membership in the formulation and adoption of policy.*

Heightened maritime safety concerns

2.3 Enhancing maritime safety by ensuring that each link in the chain of responsibility fully meets its obligations is a priority for the maritime community as a whole. Flag, port and coastal States, shipowners, classification societies and other stakeholders all have an important role to play in collectively implementing, maintaining and raising the standards of shipping. Access to information, transparency, and an inclusive approach in developing measures for the uniform and effective implementation of IMO instruments are also critical success factors in enhancing maritime safety.

The challenge for IMO is to enhance technical, operational and safety management standards and to eliminate shipping that fails to meet and maintain these standards at all times. A further challenge is to identify and evaluate factors influencing safety culture and to turn them into practical and effective mechanisms for further developing a quality and safety culture throughout the maritime community.

Heightened maritime security concerns

2.4 The terrorist attacks of 11 September 2001 sent shock waves throughout the maritime and port community, compelling IMO Member States and intergovernmental and non-governmental organizations collectively to introduce new measures to the maritime transport sector designed to enhance maritime and port security and to protect against disruptions to global trade, including those to vital shipping lanes. Following the adoption of amendments to SOLAS introducing the International Ship and Port Facility Security Code, the measures must be implemented effectively in order to enhance global maritime security. At the same time, there are growing concerns that security measures must not unduly affect the efficiency of shipping and port operations, the more so in an interconnected world which is so highly dependent on seaborne trade.

The challenge for IMO is to promote the effective implementation of the security measures, and to instil a security consciousness in ship and port facility operations, at the same time ensuring that the right balance is struck in trade facilitation and that the flow of seaborne trade continues to be smooth and efficient.

Heightened environmental consciousness

2.5 The public is clearly growing intolerant of environmental pollution from shipping incidents, as the experience of several accidents shows. Moreover, the heightened concern at the impact of global shipping activities on the environment has given impetus to efforts such as those aimed at ensuring the preservation of aquatic systems and preventing the introduction of harmful substances from ships into the marine environment. Concern for the environment has also extended to concerns over the safest and most effective measures for the recycling of ships.

The challenge for IMO, in line with the global emphasis on sustainable development, is to:

- .1 be proactive in identifying and addressing shipping activities that could have an adverse impact on the environment;*
- .2 develop effective responses to shipping incidents in order to mitigate their impact on the environment;*
- .3 make new ships more environmentally friendly by adopting the 'cradle to grave' concept for new ships whilst facilitating practicable solutions for the recycling of existing ships.*

People at sea

2.6 In the context of IMO's fundamental mission to protect the lives of all those at sea, the advent of passenger ships with capacities of several thousands, the increased use of ferries and high-speed craft to provide essential regional and archipelagic links, the growing number of migrants transported by sea, continuing piracy and armed robbery and the continuing loss of seafarers' lives at sea have all heightened the concerns relating to the safety of human life at sea and the success of search and rescue operations in the case of distress, in particular the safe and secure operation of ships and whether current response capabilities are adequate to deal with emergencies.

The challenge for IMO is to ensure the adequacy of all systems used in ensuring the safety of life at sea, including those concerned with large concentrations of people.

The importance of capacity building in ensuring universal and uniform application of IMO instruments

2.7 The Integrated Technical Co-operation Programme (ITCP) is crucial for assisting developing countries to implement IMO instruments for safer and more secure shipping and enhanced environmental protection. The importance of the ITCP increases further with every new instrument adopted by IMO. There are concerns about IMO's capacity to meet the historical and growing needs of developing countries for technical assistance, and in particular about the long-term financial sustainability of the ITCP.

The challenge for IMO is to ensure an equitable and sustainable means of funding for the ITCP and to improve its delivery and effectiveness.

Shifting emphasis onto people

2.8 Human performance in all sections of the maritime industry is a major cause of shipping incidents. IMO will continue its efforts to address this problem. As IMO strives for full compliance with its instruments, their effectiveness will come under scrutiny with each shipping mishap resulting from human error. On the other hand, technological advances will offer new opportunities, which IMO can harness in order to enhance the contribution of the human element to safer shipping.

The challenge for IMO is to place increased emphasis on the contribution of the human element to safer and more secure shipping and continuously to improve measures aimed at enhancing human performance in the maritime industry.

Technology as a major driving force for change in the maritime transport sector

2.9 Technological developments have created new opportunities, but may also have negative consequences. New opportunities therefore exist to further develop various IMO initiatives, from safety and security to environmental protection. Developments in communications and information technology will provide opportunities to develop knowledge management so as to increase transparency and accessibility to information.

The challenge for IMO is to:

- .1 ensure that the technological developments adopted are conducive to enhancing maritime safety, security and protection of the environment;*
- .2 ensure the proper application of information technology within the Organization and to provide enhanced access to that information for the shipping industry and others;*
- .3 ensure that new equipment for use on board ships is designed and manufactured with the needs, skills and abilities of all users in mind.*

3 STRATEGIC DIRECTIONS

Introduction

The strategic directions for enabling IMO to achieve its mission objectives in the years ahead can be considered under three broad categories:

- .1** enhancing the status and effectiveness of the Organization;
- .2** developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping;
- .3** enhancing the profile of shipping and instilling a quality culture and environmental conscience.

The Organization's performance in these three categories will be monitored through a series of performance indicators. The numbers of the applicable indicators are listed for each strategic direction.

3.1 Enhancing the status and effectiveness of IMO

- .1 IMO is the primary international forum for technical matters affecting international shipping. An inclusive and comprehensive approach to such matters will be a hallmark of IMO. In order to maintain that primacy, it will:
 - .1 further develop its role in maritime affairs *vis-à-vis* other intergovernmental organizations, so as to be able to deal effectively and comprehensively with complex cross-agency issues;
 - .2 actively engage the various stakeholders – new and existing – in the shipping arena, including non-governmental organizations, industry and the public in general, to ensure a more inclusive approach to decision-making;
 - .3 actively seek to reap synergies and avoid duplication of efforts made by other UN agencies in shipping matters.

The related performance indicators are: 1, 2, 3, 16 and 17

- .2 IMO will foster global compliance with its instruments governing international shipping and will promote their uniform implementation by Member States.

The related performance indicators are: 1, 2, and 3 and 14

- .3 IMO will strengthen its capacity building programmes and will focus on:
 - .1 developing capacity building partnerships with Governments, organizations and industry;
 - .2 ensuring the long-term sustainability of the ITCP;
 - .3 meeting the needs of its developing Member States; and
 - .4 improving the delivery, utilization and effectiveness of its technical co-operation programmes.

The related performance indicators are: 1, 14 and 15

- .4 Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments, and challenges. It will strive for excellence in institutional governance and management. The Council will provide visionary leadership, Committees will be optimally structured and IMO will be supported by an effective and efficient Secretariat. The Secretariat will be endowed with sufficient resources and expertise to realize the Organization's work plans within approved biennial appropriations, and the Organization will make effective use of information and communication technology in management and administration.

The related performance indicator is: 16

3.2 Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping

- .1 IMO's highest priority will be the safety of human life at sea. In particular, greater emphasis will be accorded to:
 - .1 ensuring that all systems related to enhancing the safety of human life at sea are adequate, including those concerned with large concentrations of people;
 - .2 enhancing technical, operational and safety management standards;
 - .3 eliminating shipping that fails to meet and maintain these standards on a continuous basis;
 - .4 increasing the emphasis on the role of the human element in safe shipping.

The related performance indicators are: 3, 4, 5, 11, 12 and 13

- .2 IMO will seek to enhance the security of the maritime transport network, including vital shipping lanes, and to reduce piracy and armed robbery against ships, as well as the frequency of stowaway incidents, by:
 - .1 promoting a comprehensive and co-operative approach, both among Member States within the Organization and between IMO and other intergovernmental and non-governmental organizations;
 - .2 raising awareness of IMO security measures and promoting their effective implementation;
 - .3 increasing the emphasis on the role of the human element and safeguarding the human rights of seafarers in secure shipping.

The related performance indicators are: 3, 6, 7, 11, 12 and 15

- .3 IMO will focus on reducing and eliminating any adverse impact by shipping on the environment by:
 - .1 identifying and addressing possible adverse impacts;
 - .2 developing effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships;
 - .3 increasing the emphasis on the role of the human element in environmentally sound shipping.

The related performance indicators are: 8, 9, 10, 11 and 12

- .4 IMO will seek to ensure that measures to promote safe, secure and environmentally sound shipping do not unduly affect the efficiency of shipping. It will also constantly review such measures to ensure their adequacy, effectiveness and relevance, using the best available tools.

The related performance indicators are: 1, 2 and 3

- .5 IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDCs).
- .6 IMO will establish goal-based standards for the design and construction of new ships.

The related performance indicator is: 18

3.3 Enhancing the profile of shipping, quality culture and environmental conscience

- .1 IMO, in partnership with other stakeholders, will seek to raise the profile of the safety, security and environmental records of shipping in the eyes of civil society by:
 - .1 actively publicizing the vital importance of shipping as a safe, secure and environmentally sound mode of transport for goods and people, and underlining the role of the Organization in that regard;
 - .2 actively developing its community relations programmes.

The related performance indicators are: 4(b), 5(b), 6, 7, 8, 10, 11 and 14

- .2 IMO will take the lead in enhancing the quality of shipping by:
 - .1 encouraging the utilization of the best available techniques not entailing excessive costs, in all aspects of shipping;
 - .2 encouraging proper management of ships;
 - .3 promoting and enhancing the availability of, and access to, information including casualty information relating to ship safety and security (i.e. transparency);
 - .4 ensuring that all stakeholders understand and accept their responsibilities regarding safe, secure and environmentally sound shipping by developing a 'chain of responsibility concept' among them;

- .5 identifying, correlating and evaluating the factors, including human interaction on board ships, that influence safety and security culture, and developing practical and effective mechanisms to address them.

The related performance indicators are: 3, 11 and 12

- .3 IMO will seek to enhance environmental conscience within the shipping community by:
 - .1 strengthening awareness of the need for a continuous reduction of the adverse impact of shipping on the environment;
 - .2 promoting and enhancing the availability of, and access to, information relating to environmental protection (i.e. transparency);
 - .3 encouraging the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development.

The related performance indicators are: 10, 11 and 12

4 Performance indicators

4.1 The performance indicators in table 1 have been developed in the context of the Organization's Mission Statement and on the basis of the strategic directions, with the aim of achieving the following:

- .1 safe shipping;
- .2 secure shipping;
- .3 environmentally sound shipping;
- .4 efficient shipping;
- .5 sustainable shipping;
- .6 adoption of the highest practicable standards;
- .7 implementation of instruments;
- .8 capacity building.

Table 1

Indicators		Definition
1	Accessions to conventions	Percentage of IMO Member States that have ratified each IMO convention and protocol
2	Entry into force	Percentage and number of conventions adopted but which have not entered into force
3	Implementation and compliance	To be developed by the Secretariat, pending adoption by the Assembly of the Voluntary IMO Member State Audit Scheme and the Code for the Implementation of Mandatory IMO Instruments
4	Lives lost	(a) Number of lives lost (seafarers and passengers) due to safety-related* accidents and incidents on ships subject to IMO conventions and other instruments (b) Ratio of lives lost (seafarers and passengers) due to safety-related accidents and incidents on ships subject to IMO conventions and other instruments, to total number of lives at risk

* i.e. not accidents and incidents which are due to security failures, acts of piracy and armed robbery or whose prevention is addressed by other international conventions

Indicators		Definition
5	Ships lost	(a) Number of ships subject to IMO conventions lost for any safety-related reason other than those declared constructive total losses for insurance purposes (b) Ratio of ships subject to IMO conventions lost for any safety-related reason, other than those declared constructive total losses for insurance purposes, to total number of ships subject to IMO conventions
6	Security failures	Number of ships and lives lost due to security failures and number of terrorist incidents on ships subject to SOLAS chapter XI-2
7	Piracy and armed robbery	Number of ships and lives lost due to piracy and armed robbery and number of such incidents against ships engaged on international voyages
8	Ship-generated water pollution	(a) Tonnes of harmful substances discharged into the sea operationally or accidentally from ships subject to IMO instruments (b) Number of spills occurring from ships subject to IMO instruments (c) Ratio of oil (cargo and bunkers) discharged into the sea to total quantities carried by sea
9	Ship-generated air pollution	(a) 3-year rolling average of the sulphur content of fuel oil delivered to ships (b) Tonnes of NO _x , SO _x [and CO ₂] released from ships subject to IMO instruments (c) Ratio of estimated tonnage of SO _x and NO _x released annually per tonne-mile of cargo carried by sea
10	Environmental conscience	(a) Usage of Global Environment Fund (GEF) by IMO (b) Number of projects sponsored, initiated and funded by IMO regarding ship design (c) Number of collaborative agreements with regional groups responding to pollution such as: REMPEC, ROCRAM, Barcelona Convention
11	PSC detention rate	Port State control detention rates as analysed by the various bodies of the Organization on the basis of data submitted by Member States
12	PSC non-compliance rate	Port State control non-compliance rates as analysed by the various bodies of the Organization on the basis of data submitted by Member States
13	Fraudulent certificates	Number of fraudulent certificates and endorsements of any type reported to IMO
14	Delivery of technical assistance	(a) Percentage of planned activities delivered (b) Activities delivered: planned and unplanned percentages (c) Number of partnerships with Governments, organizations and industry (d) Number of trainees in IMO institutions and IMO-sponsored workshops
15	Sustainability of ITCP	Proportion of funding from donor sources and internal sources
16	Cycle time	Time taken to develop IMO conventions and other instruments compared to planned time

Indicators		Definition
17	IMO's role	(a) Size of IMO membership compared to UN membership (b) Level of participation of IGOs and approved NGOs at IMO meetings
18	Goal-based standards	Progress towards development of the goal-based standards concept

Resolution A.971(24)

*Adopted on 30 November 2005
(Agenda item 18(b))*

HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2006–2007 BIENNIUM

THE ASSEMBLY,

RECALLING the directives contained in resolution A.500(XII) concerning co-ordination of the work of the Committees by the Council, taking into account the views of the Committees on priorities and their responsibilities for substantive technical and legal matters,

RECALLING ALSO the directives contained in resolution A.777(18) concerning the work methods and organization of work in the Committees and their subsidiary bodies; resolution A.900(21) concerning the objectives of the Organization in the 2000s; and resolution A.901(21) concerning Technical Co-operation in the 2000s,

RECALLING FURTHER resolution A.970(24) by which it approved the Strategic Plan for the Organization for the six-year period 2006 to 2011,

HAVING CONSIDERED the recommendation of the Council at its ninety-third session to discontinue the Organization's Long-term Work Plan,

HAVING CONSIDERED ALSO the proposals of the Council, at its twenty-third extraordinary session, for the adoption of a high-level action plan and related priorities for the 2006–2007 biennium, which have been prepared on the basis of the Strategic Plan taking into account input from the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee:

1. ENDORSES the decision of the Council to discontinue the preparation of the Organization's Long-term Work Plan comprising an indicative list of subjects for consideration by the Organization, as a consequence of the adoption of the Strategic Plan and the high-level action plan;
2. APPROVES the high-level action plan and priorities for the 2006–2007 biennium as set out in the annex to the present resolution;
3. REQUESTS the Council, the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee, when reporting on their work to the Assembly at its twenty-fifth regular session, to report progress towards fulfilling the Organization's aims and objectives using the framework of the high-level actions and planned biennial outcomes;
4. FURTHER REQUESTS all the Committees, when considering proposals for new work programme items, to ensure that the issues to be addressed are those which fall within the scope of the Strategic Plan;
5. ALSO REQUESTS all the Committees to review their guidelines for the Organization and method of their work and, as appropriate, that of their subsidiary bodies, in order to require that submissions for new work programme items include an indication of how they relate to the scope of the Strategic Plan;

6. EMPHASIZES that the high-level action plan and related outputs, especially those involving amendments to existing conventions, particularly those which have been in force for a short period, should take fully into account the directives in resolution A.500(XII), and that due attention should be given to the requirement that a well-documented compelling need must be demonstrated for the development and adoption of new or revised standards;
7. REITERATES ITS REQUEST to the Council and all the Committees, when making recommendations for their work programmes during the Strategic Plan period, to bear in mind the desirability of not scheduling more than one diplomatic conference in each year, save in exceptional circumstances;
8. REVOKES resolution A.943(23).

Annex

HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2006–2007 BIENNIUM

- 1 The Organization's Strategic Plan for the period 2006 to 2011 (resolution A.970(24)) includes thirteen key strategic directions for enabling IMO to achieve its mission objectives. In order for the Organization to effectively address those strategic objectives, a high-level action plan has been developed which identifies the actions required and provides the linkage between the Organization's strategy and the work of the Committees.
- 2 The high-level action plan is presented in two parts:
 - Part 1: identifies the high-level actions necessary to achieve the strategic objectives in the Strategic Plan;
 - Part 2: identifies the priorities for the 2006–2007 biennium in response to those identified actions.
- 3 The progress of the Organization towards fulfilling its aims and objectives will be monitored through the series of performance indicators in the Strategic Plan and also by monitoring the Committees' progress against their planned output for the biennium.

Part 1
High-level actions

Strategic Direction from resolution A.944(23)		High-level actions
1 IMO is the primary international forum for technical matters affecting international shipping	.1 Further develop its role in maritime affairs vis-à-vis other intergovernmental organizations, so as to be able to deal effectively and comprehensively with complex cross-agency issues	.1 Take the lead and actively promote its role as the primary international forum on matters within its purview .2 Co-operate with the United Nations and other international bodies on matters of mutual interest
	.2 Actively engage the various stakeholders new and existing in the shipping arena, including non-governmental organizations, industry and the public in general, to ensure a more inclusive approach to decision-making	.1 Further encourage the active participation of all stakeholders to achieve the Organization's mission objectives through consultation and liaison
	.3 Actively seek to reap synergies and avoid duplication of efforts made by other UN agencies in shipping matters	.1 Consider issues under the United Nations Law of the Sea Convention relevant to the role of the Organization .2 Follow up the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities .3 Monitor developments within GESAMP and make full use of the knowledge available and gained .4 Promote facilitation measures .5 Harmonize IMO instruments with other relevant international instruments, as necessary
2 IMO will foster global compliance with its instruments governing international shipping and will promote their uniform implementation by Member States		.1 Monitor and improve conventions, etc. and provide interpretation thereof if requested by Member States .2 Encourage and support implementation of the Voluntary IMO Member State Audit Scheme .3 Encourage the world-wide provision of maritime search and rescue services

Strategic Direction from resolution A.944(23)		High-level actions
3 IMO will strengthen its capacity-building programmes	.1 Developing capacity-building partnerships with Governments, organizations and industry	.1 Participate in environmental programmes with UNDP, UNEP, World Bank, etc. .2 Establish partnerships with Governments, organizations and industry to enhance the delivery of IMO's capacity-building programmes .3 Promote and strengthen partnerships with global maritime training institutions and training programmes
	.2 Ensuring the long-term sustainability of the ITCP	.1 Mobilize and allocate financial or in-kind resources including the promotion of technical and economic co-operation among developing countries (TCDC and ECDC) .2 Establish an equitable mechanism to ensure the sustainable financing of the ITCP
	.3 Meeting the emerging needs of its developing Member States	.1 Establish arrangements at HQ and in developing regions to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular
	.4 Improving the delivery, utilization and effectiveness of its technical co-operation programmes	.1 Consider and prioritize the ITCP .2 Strengthen the role of women in the maritime sector .3 Develop new measures to deliver technical assistance .4 Undertake regular TC impact assessments
4 Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments, and challenges. It will strive for excellence in institutional governance and management		.1 Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively .2 Create a knowledge and information-based Organization through improved management and dissemination of information, making use of appropriate technology .3 Enhance transparency in the Organization's operations .4 Keep under review working methods and processes

Strategic Direction from resolution A.944(23)		High-level actions
5 IMO's highest priority will be the safety of human life at sea	.1 Ensuring that all systems related to enhancing the safety of human life at sea are adequate, including those concerned with large concentrations of people	.1 Review adequacy of passenger ship safety provisions .2 Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress
	.2 Enhancing technical, operational and safety management standards	.1 Keep under review the technical and operational safety aspects of all types of ships, including fishing vessels .2 Development and review of training and watchkeeping standards and operational procedures for maritime personnel .3 Keep under review standards for safe handling and carriage by sea of solid and liquid cargoes carried in bulk and packaged form .4 Keep under review measures to improve navigational safety, including ships' routing, ship reporting systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems .5 Monitor the operation of the global maritime distress and safety system
	.3 Eliminating shipping that fails to meet and maintain these standards on a continuous basis	.1 Keep under review flag and port State procedures for the control of ships
	.4 Increasing the emphasis on the role of the human element in safe shipping	.1 Develop a strategy for the work related to the role of the human element including the chain of responsibility in maritime safety

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Strategic Direction from resolution A.944(23)		High-level actions
6 IMO will seek to enhance the security of the maritime transport network, including vital shipping lanes; and to reduce piracy and armed robbery against ships as well as the frequency of stowaway incidents	.1 Promoting a comprehensive and co-operative approach, both among Member States within the Organization and between the IMO and other intergovernmental and non-governmental organizations	.1 Keep under review measures (e.g. ISPS Code) to enhance security for ships and port facilities including the ship/port interface and shipping lanes of strategic importance .2 Keep under review the adequacy of the legal framework to suppress unlawful acts against ships and fixed platforms through the SUA Convention and its Protocol
	.2 Raising awareness of IMO security measures and promoting their effective implementation	.1 Promulgate information on prevention and suppression of acts of piracy and armed robbery against ships .2 Assist developing regions in their introduction and implementation of effective security measures and measures against piracy and armed robbery against ships
	.3 Increasing the emphasis on the role of the human element and safeguarding the human rights of seafarers in secure shipping	.1 Actively participate in work of the Joint IMO/ILO Ad Hoc Expert Working Groups on issues related to safeguarding the human rights of seafarers .2 Develop a strategy for the work related to the role of the human element in maritime security
7 IMO will focus on reducing and eliminating any adverse impact of shipping on the environment	.1 Identifying and addressing possible adverse impacts	.1 Monitor pollution and adverse impact on the marine environment caused by ships and their cargoes .2 Keep under review measures to reduce adverse impact on the marine environment by ships and their cargoes .3 Monitor and keep under review the provision of reception facilities in ports and their adequacy .4 Consider the need for the development of measures to prevent and control marine pollution from small craft

Strategic Direction from resolution A.944(23)		High-level actions
	.2 Developing effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships	.1 Keep under review the guidelines on the identification of places of refuge .2 Keep under review the adequacy of the legal framework .3 Foster co-operation and mutual assistance between Member States under the provisions of the OPRC Convention and OPRC-HNS Protocol
	.3 Increasing the emphasis on the role of the human element in environmentally sound shipping	
8 IMO will seek to ensure that measures to promote safe, secure and environmentally sound shipping do not unduly affect the efficiency of shipping. It will also constantly review such measures to ensure their adequacy		.1 Promote wider acceptance of the FAL Convention and adoption of measures contained therein, to work towards the universal implementation of measures to facilitate international maritime traffic .2 Ensure that an appropriate balance is maintained between measures to enhance maritime security and measures to facilitate international maritime traffic .3 Encourage the use of information and communication technology to drive continuous improvement and innovation in the facilitation of maritime traffic
9 IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDC)		.1 Identify the developmental needs of SIDS and LDCs
10 IMO will establish goal-based standards for the design and construction of new ships		.1 Develop goal-based standards for the design and construction of new ships

Strategic Direction from resolution A.944(23)		High-level actions
11 IMO, in partnership with other stakeholders, will seek to raise the profile of the safety, security and environmental records of shipping in the eyes of civil society	.1 Actively publicizing the vital importance of shipping as a safe, secure and environmentally sound mode of transport for goods and people, and underlining the role of the Organization in that regard	.1 Raise awareness of the role of international shipping in world trade and the global economy and the importance of the Organization's role
	.2 Actively developing its community relations programmes	.1 Actively promote and encourage the development of community relations programmes
12 IMO will take the lead in enhancing quality of shipping	.1 Encouraging the utilization of the best available techniques not entailing excessive costs, in all aspects of shipping	.1 Use formal safety assessment techniques in the development of technical standards .2 Use risk-based tools that take account of costs and the human element in the development of operational standards
	.2 Encouraging proper management of ships	.1 Keep under review the effectiveness of the ISM Code with regard to safety and protection of the marine environment
	.3 Promoting and enhancing the availability of, and access to, information including casualty information relating to ship safety and security (i.e. transparency)	.1 Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications
	.4 Ensuring that all stakeholders understand and accept their responsibilities regarding safe, secure and environmentally sound shipping by developing a 'chain of responsibility' concept among them	.1 Raise awareness of the 'chain of responsibility' concept among all stakeholders through organizations that have consultative status
	.5 Identifying, correlating and evaluating the factors, including human interaction on board ships, that influence safety and security culture, and developing practical and effective mechanisms to address them	

Strategic Direction from resolution A.944(23)		High-level actions
13 IMO will seek to enhance environmental consciousness within the shipping community	.1 Strengthening awareness of the need for a continuous reduction of the adverse impact of shipping on the environment	
	.2 Promoting and enhancing the availability of, and access to, information relating to environmental protection (i.e. transparency)	.1 Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications
	.3 Encouraging the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development	

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Part 2
Priorities for the 2006–2007 biennium

High-level actions		Planned output of the Committees – 2006–2007
ENHANCE STATUS AND EFFECTIVENESS OF IMO		
1.1.1	Take the lead and actively promote its role as the primary international forum on matters within its purview	Note: Outputs of the Committees meeting this high-level action are tabulated against the most relevant high-level actions Draft convention on wreck removal Policy input to ITU-R study group 8 Policy input to ITU re: radiocommunication issues Policy input to ILO re: seafarer issues Policy input to IHO re: hydrographic matters and promotion of ENC's covering various parts of the globe Policy input to WMO re: meteorological matters Policy input to ICAO re: GNSS and SAR issues Policy input to IMO/FAO Working Group on IUU fishing and related matters Policy input to IALA re: VTS, aids to navigation and AIS matters Policy input to ISO TC 8 for development of industry consensus standards Guidelines in conjunction with ILO on fair treatment of seafarers Policy input on implementation of IMO guidelines on provision of financial security in case of abandonment of seafarers, and IMO guidelines on shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers Policy input to the IMO/ILO/Basel Convention Working Group on ship recycling PSSA charting methods and symbols in co-operation with IHO Formalized emergency arrangements with IAEA for response to nuclear/radiological emergencies from ships, including IMO contribution to next version of the "Joint Radiation Emergency Management Plan of the International Organizations" Policy input to the UN Sub-Committee on Dangerous Goods for the harmonization of inter-modal transport of dangerous goods Policy input to the IMO/FAO Working Group on IUU fishing and related marine litter/garbage issues (MARPOL Annex V) Policy input to the GMA process Policy input to the GHS (Global Harmonized System) for classification of chemical substances Policy input to a proposed new GESAMP and evaluation of bulk chemicals by the GESAMP-EHS Working Group A conceptual linkage between the goals of the ITCP and the Millenium Development Goals
1.1.2	Co-operate with the United Nations and other international bodies on matters of mutual interest	

High-level actions		Planned output of the Committees – 2006–2007
ENHANCE STATUS AND EFFECTIVENESS OF IMO (<i>continued</i>)		
1.1.2	Co-operate with the United Nations and other international bodies on matters of mutual interest (<i>continued</i>)	Policy input to UNECE and UNCEFACT: trade facilitation and electronic transmission of information-related matters Policy input to WCO: clearance of ships, persons and cargoes; and security of supply chain-related matters Policy input to UNODC/WCO: prevention and control of illicit drug trafficking-related matters
1.2.1	Further encourage the active participation of all stakeholders to achieve the Organization's mission objectives through consultation and liaison	Reports on results of consultation and liaison
1.3.1	Consider issues under the United Nations Law of the Sea Convention relevant to the role of the Organization	Identification of PSSAs, taking into account Article 211 and other related articles of UNCLOS
1.3.2	Follow-up to the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities	Capacity-building follow-up actions reflected in the ITCP Contributions to the follow-up to UNCED and WSSD
1.3.3	Monitor developments within GESAMP and make full use of the knowledge available and gained	Amendments to the IMDG Code and supplements and IBC and BCH Codes Hazard profiles of products omitted from the IBC Code due to missing data and evaluation of newly-submitted substances
1.3.4	Promote facilitation measures	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UN CETDG and GHS, and IAEA Amendments to the ICAO/IMO IAMSAR manual Training standards for ratings in STCW Convention and Code (transfer from ILO) Amendments to the IMDG Code and MARPOL Annex III with regard to marine pollutants
1.3.5	Harmonize IMO instruments with other relevant international instruments, as necessary	
2.1	Monitor and improve conventions, etc. and provide interpretation thereof if requested by Member States	Guidelines on addressing inconsistencies in IMO instruments with respect to life-saving appliances Explanatory notes for harmonized SOLAS chapter II-1 Revised guidelines on major modifications (MSC/Circ.650) Revised "Code for the investigation of marine casualties and incidents" Revised Civil Liability and Fund Conventions, as necessary Guidance on implementation of the HNS Convention Guidelines and interpretations on the 2002 Athens Protocol and other liability and compensation conventions

High-level actions		Planned output of the Committees – 2006–2007
ENHANCE STATUS AND EFFECTIVENESS OF IMO (<i>continued</i>)		
2.1	Monitor and improve conventions, etc. and provide interpretation thereof if requested by Member States (<i>continued</i>)	Summary reports and analysis of mandatory reports under MARPOL Amendments to MARPOL Annexes I to VI Unified interpretations of the MARPOL regulations Guidelines for the BWM Convention Clarified boundaries between MARPOL and London Convention 1972 Reports on the average sulphur content of residual fuel oil supplied for use on board ships Guidelines for enforcement of MARPOL Annex I
2.2	Encourage and support implementation of the Voluntary IMO Member State Audit Scheme	Model training course for auditors to prepare for/undertake audits Capacity-building aspects of the scheme reflected in the ITCP Input to the Model training course for auditors, for the component of the course related to marine environment protection
2.3	Encourage the world-wide provision of maritime search and rescue services	Technical guidance for establishment of regional MRCCs and MRSCs in Africa supported by SAR Fund Further development of the Global SAR plan for the provision of maritime SAR Services Guidance of medical assistance in SAR services ITCP sub-programme contributing to the world-wide provision of maritime SAR services
3.1.1	Participate in environmental programmes with UNDP, UNEP, WORLD BANK, etc.	Guidance for the Secretariat concerning the environmental programmes and projects to which the Organization contributes or executes, such as GEF projects, UNEP projects and programmes, including UNDP and WB projects and the IMO/UNEP forum on regional co-operation in combating marine pollution
3.1.2	Establish partnerships with Governments, organizations and industry to enhance the delivery of IMO's capacity-building programmes	Guidance for the Secretariat concerning partnerships with the industry (global initiative) aiming at promoting implementation of the OPRC Convention and the OPRC-HNS Protocol Implementation of resolution A.965(23), Development and Improvement of Partnership Arrangements for Technical Co-operation
3.1.3	Promote and strengthen partnerships with global maritime training institutions and training programmes	Global programme on enhancement of maritime training capacities An OPRC-HNS model training course and a BWM training package

High-level actions		Planned output of the Committees – 2006–2007
ENHANCE STATUS AND EFFECTIVENESS OF IMO (<i>continued</i>)		
3.2.1	Mobilize and allocate financial or in-kind resources including the promotion of technical and economic co-operation among developing countries (TCDC and ECDC)	TCDC reflected in ITCP and partnerships
3.2.2	Establish an equitable mechanism to ensure the sustainable financing of the ITCP	Mechanism on sustainable financing of the ITCP for consideration by the Council and the Assembly
3.3.1	Establish arrangements at HQ and in developing regions to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular	Reports on arrangements established and needs of SIDS/LDCs reflected in ITCP Reports on the effectiveness of the regional co-ordinators in the implementation of the ITCP
3.4.1	Consider and prioritize the ITCP	An approved ITCP for 2008/2009 Input to the ITCP on maritime safety and security; environmental protection; facilitation and legislation
3.4.2	Strengthen the role of women in the maritime sector	An enhanced programme on integration of women in the maritime sector.
3.4.3	Develop new measures to deliver technical assistance	Proposals for wider use of e-learning and use of internet to provide training and advisory services. Guidance on effective access to IMO information Training aids and methodologies targeted on the special needs of developing countries
3.4.4	Undertake regular TC impact assessments	Agreed parameters for the ITCP Impact Assessment Exercise (IAE) covering 2004–2007, including a focus on maritime security
4.1	Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively	Approved report on ITCP implementation for 2004–2005
4.2	Create a knowledge and information-based Organization through improved management and dissemination of information making use of appropriate technology	Technical guidance to the Secretariat on establishment and maintenance of the Global Integrated Shipping Information System (GISIS) Up-to-date inventory of technical co-operation activities related to maritime safety, security and environment protection (MARTECAID) and updated IMO Compendium of Maritime Training Institutes Guidance on establishment and maintenance of information system as part of the GISIS platform as appropriate (databases, website). Bulk Chemical database, CAS database, port reception facilities database, SOPEP database, BWM website, OPRC and OPRC-HNS website, ship recycling website

High-level actions		Planned output of the Committees – 2006–2007
ENHANCE STATUS AND EFFECTIVENESS OF IMO (<i>continued</i>)		
4.3	Enhance transparency in the Organization’s operations	Revised Committees’ guidelines
4.4	Keep under review working methods and processes	
DEVELOPING AND MAINTAINING A COMPREHENSIVE FRAMEWORK FOR SAFE, SECURE, EFFICIENT AND ENVIRONMENTALLY SOUND SHIPPING		
5.1.1	Review adequacy of passenger ship safety provisions	SOLAS amendments and performance standards Guidelines on passenger ships Revised guidelines on cross-flooding (resolution A.266(VIII)) Amendments to SOLAS chapter II-2 for safe areas and increased survivability
5.1.2	Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress	Performance standards for evacuation guidance systems Measures to prevent accidents with lifeboats Guidance on compatibility of life-saving appliances Amendments to SOLAS chapter III, the LSA Code and the Recommendation on testing of life-saving appliances Test standards for extended service intervals for inflatable liferafts
5.2.1	Keep under review the technical and operational safety aspects of all types of ships, including fishing vessels	Mandatory requirements for gas-fuelled ships Amendments to the MODU Code Amendments to resolution A.744(18) Amendments to the 1994 and 2000 HSC Codes and the DSC Code Amendments to the SPS Code SOLAS amendments on emergency towing systems in ships other than tankers greater than 20,000 dwt Revised Intact Stability Code Performance standards for protective coatings Explanatory notes for harmonized SOLAS chapter II-1 Amendments to LL Convention Revision of the OSV Guidelines Revised 2000 HSC Code and amendments to the DSC Code and 1994 HSC Code Guidelines to enhance the safety of small fishing vessels, particularly in developing countries
5.2.2	Development and review of training and watchkeeping standards and operational procedures for maritime personnel	Guidelines on safety aspects of ballast water exchange Guidelines on training and education for fatigue prevention, mitigation and management Amendments to STCW Convention on training for control and management of ship’s ballast water Specifications of minimum standards of competence for personnel on oil, chemical and gas tankers

High-level actions		Planned output of the Committees – 2006–2007
DEVELOPING AND MAINTAINING A COMPREHENSIVE FRAMEWORK FOR SAFE, SECURE, EFFICIENT AND ENVIRONMENTALLY SOUND SHIPPING (<i>continued</i>)		
5.2.2	Development and review of training and watchkeeping standards and operational procedures for maritime personnel (<i>continued</i>)	Report on a review of methods for demonstration of competence in STCW Code Chapter VI Report on a review of performance of GMDSS operator's certificate holders Amendments to the STCW Convention and Code on minimum training and certification requirements for SSOs Amendments to STCW Code on training requirements for launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions Revised resolution A.890(21) – Principles of safe manning Input to the revision of the model training course on chemical carriers Input to the revision of model course on the revised MARPOL Annexes I and II
5.2.3	Keep under review standards for safe handling and carriage by sea of solid and liquid cargoes carried in bulk and packaged form	SOLAS amendments to make the BC Code mandatory Amendments to the BC Code Amendments to the IMDG Code and supplements Guidelines for chemical tankers carrying benzene Amendments to the IBC and BCH Code Urgent follow-up on the issue of fires and explosions on chemical tankers and product tankers under 20,000 deadweight tonnes operating without inert gas systems
5.2.4	Keep under review measures to improve navigational safety, including ships' routing, ship reporting systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems	Guidelines on effective voyage planning for passenger ships Revised performance standards for INS and IBS New routing measures and mandatory reporting systems including associated protective measures for PSSAs Guidance on the use of ECDIS and development of ENC Revision of the performance standards for VDRs and S-VDRs Update of world-wide radionavigation systems Revision of the performance standards for ECDIS Technical guidance for the Marine Electronic Highway demonstration project Guidance on interpretation of UNCLOS provisions vis-à-vis IMO instruments
5.2.5	Monitor the operation of the Global Maritime Distress and Safety System (GMDSS)	Guidelines on emergency radiocommunications including false alerts Further development of the GMDSS master plan on shore-based facilities Amendments to NAVTEX, SafetyNET and MSI Manuals Amendments to SOLAS chapter IV Revised performance standards, in particular for SART Amendments to resolution A.888(20) and recognition of new satellite service providers for GMDSS