RESOLUTIONS

and other decisions of the 25th Assembly

Resolutions 989 – 1010

19 November – 29 November 2007

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INTERNATIONAL MARITIME ORGANIZATION

RESOLUTIONS

and other decisions of the 25th Assembly

Resolutions 989 – 1010

19 November – 29 November 2007

INTERNATIONAL
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London, 2008

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AGENDA OF THE TWENTY-FIFTH SESSION OF THE ASSEMBLY

Opening of the session by the representative of the delegation of China

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:

(a) Establishment of the Credentials Committee

(b) Establishment of other committees, as necessary

5 Consideration of the reports of the committees of the Assembly:

(a) Report of the Credentials Committee

(b) Reports of other committees

6 Report of the Council to the Assembly on the work of the Organization since the twenty-fourth regular session of the Assembly

7 Strategy and planning:

(a) Review of the Strategic Plan of the Organization

(b) Review of the High-level Action Plan of the Organization and biennium priorities

8 Voluntary IMO Member State Audit Scheme

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

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14 Consideration of proposed amendments to the International Regulations for Preventing Collisions at Sea, 1972

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17 Resource management:

(a) Programme for change

(b) Report on arrears of contributions and of advances to the Working Capital Fund

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(c) Presentation of accounts and audit reports

(d) Review of the Organization's financial framework in accordance with Assembly resolution A.969(24)

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18 Maritime training programmes:

(a) Report on the World Maritime University

(b) Report on the IMO International Maritime Academy

(c) Report on the IMO International Maritime Law Institute

19 External relations:

(a) Relations with the United Nations and the specialized agencies

(b) Joint Inspection Unit

(c) Relations with intergovernmental organizations

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(e) Report on World Maritime Days, 2006 and 2007

(f) International Maritime Prize

(g) IMO Award for Exceptional Bravery at Sea

20 Report on the status of the Convention and membership of the Organization

21 Report on the status of conventions and other multilateral instruments in respect of which the Organization performs functions

22 Election of Members of the Council, as provided for in Articles 16 and 17 of the IMO Convention

23 Election of Members of the IMO Staff Pension Committee

24 Appointment of the External Auditor

25 Approval of the appointment of the Secretary-General

26 Date and place of the twenty-sixth regular session of the Assembly

27 Supplementary agenda items, if any

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Resolutions

Resolution A.989(25)

Adopted on 29 November 2007
(Agenda item 19(a))

STRATEGIC PLAN FOR THE ORGANIZATION (FOR THE SIX-YEAR PERIOD 2008–2013)

THE ASSEMBLY,

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

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

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-fourth session, of resolution A.970(24) on the Strategic Plan for the Organization (for the six-year period 2006 to 2011), including the direction given to the Council therein to review the Plan every biennium,

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-fourth extraordinary session,

1. APPROVES the Strategic Plan for the Organization, as set out in the attached annex, for the six-year period 2008 to 2013, 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; and

   (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-sixth regular session on the basis of a Council report;

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5. 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;

6. REVOKES resolution A.970(24).

Annex

STRATEGIC PLAN FOR THE ORGANIZATION (FOR THE SIX-YEAR PERIOD 2008 TO 2013)

This, the Organization's Strategic Plan, covers the six-year period 2008 to 2013. 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; and

.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, efficiency of navigation and 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, through the process of consolidation, 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.

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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; and

.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, prevent and suppress unlawful acts against the safety of maritime navigation and to protect against disruptions to global trade, including those to vital shipping lanes. Further terrorist attacks simply reinforced the need for such measures. 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 pollution of the environment from shipping incidents. There is also growing concern about pollution arising from shipping activities. Moreover, the heightened concern at the impact of global shipping activities on the environment has given impetus to efforts such as those aimed at reducing atmospheric pollution and addressing global warming; 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 and incidents that could have an adverse impact on the environment;

.2 contribute to international efforts to reduce atmospheric pollution and address global warming;

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.3 develop effective responses to shipping incidents in order to mitigate their impact on the environment; and

.4 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 on international and domestic services to provide essential national, regional and archipelagic links, the growing number of migrants transported by sea, continuing piracy and armed robbery and the continuing loss of seafarers' and fishers' 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. In addition, the ITCP makes a contribution to assisting developing countries to achieve relevant Millennium Development Goals (MDGs). 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 Shortcomings in human performance at all levels in the chain of responsibility are a major cause of 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 incident 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 safety, security and environmental protection.

The challenge for IMO is to place increased emphasis on the contribution of the human element to safer, more secure and environmentally friendly 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, and take into account the need for their global application;

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.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; and

.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

3.1 The strategic directions (SDs) 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; and

.3 enhancing the profile of shipping and instilling a quality culture and environmental conscience.

3.2 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.

Enhancing the status and effectiveness of IMO

.1 IMO is the primary international forum for technical matters of all kinds affecting international shipping and related legal matters. 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; and

.3 actively seek to reap synergies and avoid duplicating of efforts made by other UN agencies in shipping matters.

The related performance indicators are: 1, 2, 3, 16, 17 and 19

.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, 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 contributing to the achievement of the MDGs;

.4 meeting the needs of its developing Member States; and

.5 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 governance and management. Besides the Strategic Plan, it will put in place and maintain a risk management framework. The Council will provide visionary leadership, Committees will be optimally structured and will be supported by an effective and efficient Secretariat. The Secretariat will be endowed with

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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

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

.5 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; and

.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

.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, 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; and

.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: 6, 7, 11, 12 and 15

.7 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 contributing to international efforts to reduce atmospheric pollution and address global warming; and

.4 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

.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, effectiveness and relevance, using the best available tools.

The related performance indicators are: 1, 2, 3 and 20

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.9 IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDCs).

The related performance indicator is: 14

.10 IMO will establish goal-based standards for the design and construction of new ships.

The related performance indicator is: 18

Enhancing the profile of shipping, quality culture and environmental conscience

.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 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; and

.2 actively developing its community relations programmes.

The related performance indicators are: 4(b), 5(b), 6, 7, 8, 10, 11, 14 and 17(b)

.12 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; and

.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

.13 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); and

.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

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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; and

.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	(a) Number and percentage of Member States that have volunteered for audit (b) Number and percentage of Member States that have been audited (c) Number and percentage of Member States that have nominated auditors (d) Number and percentage of nominated auditors that have carried out audits (e) Number of technical assistance activities carried out following audits
4	Lives lost	(a) Number of lives lost (seafarers, fishers and passengers) due to safety-related* accidents and incidents on ships subject to IMO conventions and other instruments (b) Ratio of lives lost (seafarers, fishers 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
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

* 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.

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Indicators		Definition
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 and CO_2 emissions	(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, NO_x and CO_2 released annually per tonne-mile of cargo carried by sea
10	Environmental conscience	(a) Mobilization by IMO of donor funds for environmental programmes (b) Number of projects sponsored, initiated and funded by IMO (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
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
19	Work of other UN bodies	(a) Incorporation of specific policy input provided by IMO organs within the policy and programme decisions of other UN bodies (i.e., in their treaty instruments, codes, resolutions, guidelines, etc., work programmes and technical activities) (b) Number of joint working groups established (c) Number of partnerships (MoUs or other agreements) established (d) Number of joint technical co-operation programmes

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Indicators		Definition
20	Efficiency of shipping – facilitation of international maritime traffic	(a) Number and percentage of Member States that are party to the FAL Convention (b) Number and percentage of Contracting Governments to the FAL Convention that have registered differences between their practices and the Standards of the FAL Convention (c) Number and percentage of Contracting Governments to the FAL Convention that have notified that their practices are in accord with the Recommended Practices of the FAL Convention

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Resolution A.990(25)

Adopted on 29 November 2007
(Agenda item 18(b))

HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2008–2009 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 resolutions A.777(18) on Work methods and organization of work in Committees and their subsidiary bodies; A.900(21) on Objectives of the Organization in the 2000s; and A.901(21) on IMO and technical co-operation in the 2000s,

RECALLING FURTHER resolutions A.970(24) and A.971(24), by which it approved, respectively, the Strategic Plan for the Organization for the six-year period 2006 to 2011 and the High-level Action Plan of the Organization and priorities for the 2006–2007 biennium,

HAVING ADOPTED resolution A.989(25) providing an updated Strategic Plan for the Organization for the six-year period 2008 to 2013,

HAVING CONSIDERED the recommendations of the Council, at its twenty-fourth extraordinary session, for the adoption of an updated High-level Action Plan and related priorities for the 2008–2009 biennium, which have been prepared on the basis of the Strategic Plan and inputs from the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee,

1. APPROVES the High-level Action Plan of the Organization and priorities for the 2008–2009 biennium, set out in the annex to the present resolution;

2. 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-sixth regular session, and to the Council at its sessions during the 2008–2009 biennium, to ensure that they report progress towards fulfilling the Organization's aims and objectives, using the framework of the strategic directions, high-level actions and planned biennial outputs;

3. FURTHER REQUESTS the Council and all the Committees, when considering proposals for new work programme items, to ensure that, in accordance with their guidelines for the organization and method of their work and, as appropriate, that of their subsidiary bodies, the issues to be addressed are those which fall within the scope of the Strategic Plan and the High-level Action Plan;

4. ALSO REQUESTS the Council, on a priority basis and through its ad hoc Working Group on the Organization's Strategic Plan, to develop guidelines for all IMO organs on the application of the Strategic Plan and the High-level Action Plan, including guidance for the assessment of work programme items and for the format and content of reports on work carried out by the respective bodies of the Organization;

5. REQUESTS the Council and the Committees to review and revise the guidelines for the organization and method of their work in the light of the guidelines developed by the Council on the application of the Strategic Plan and the High-level Action Plan;

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6. EMPHASIZES that the high-level actions 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 biennial work programmes, 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.971(24).

Annex

HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2008–2009 BIENNIUM

1 The Organization's Strategic Plan for the period 2008 to 2013 (resolution A.989(25)) includes thirteen key strategic directions to enable IMO to achieve its mission objectives. In order for the Organization to effectively address those strategic objectives, the 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 various IMO organs.

2 The High-level Action Plan thus identifies the high-level actions necessary to achieve the strategic objectives in the Strategic Plan, as well as the priorities for the 2008–2009 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 progress against the planned outputs for the biennium.

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HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2008–2009 BIENNIUM

Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the status and effectiveness of IMO							
1	IMO is the primary international forum for technical matters of all kinds affecting international shipping and legal matters related thereto. An inclusive and comprehensive approach to such matters will be a hallmark of IMO. In order to maintain that primacy, it will:	1.1	Further develop its role in maritime affairs vis-à-vis other inter-governmental organizations, so as to be able to deal effectively and comprehensively with complex cross-agency issues	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 Organization meeting this high-level action are tabulated in this annex against the most relevant high-level actions
						1.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (Assembly, Council, all Committees and Secretariat) (see outputs 3.3.1.1 and 11.1.1.1)
				1.1.2	Co-operate with the United Nations and other international bodies on matters of mutual interest	1.1.2.1	Co-operation with: Safety and security topics (MSC): – FAO: follow-up to the second session of the IMO/FAO Working Group on IUU fishing and related matters, including safety regulations for fishing vessels and fishers; and identification of revisions to the 1993 Torremolinos Protocol which may be needed to make the Protocol acceptable to the required number of Governments to ensure entry into force, possibly through the development of an additional instrument (see outputs 1.1.2.3 (safety and security topics), 5.2.1.3 and 5.2.1.4) – IACS: consideration of unified interpretations – IAEA: formalized emergency arrangements for response to nuclear/radiological emergencies from ships, including IMO contribution to the next version of the "Joint Radiation Emergency Management Plan of the International Organizations" – IHO: PSSA charting methods and symbols – ILO: port State control of seafarers' working hours Environmental topics (MEPC): – FAO: follow-up to the second session of the IMO/FAO Working Group on IUU fishing and related matters, including marine litter/garbage issues (MARPOL Annex V) (see output 1.1.2.3 (environmental topics)) Legal topics (LEG): – ILO: monitor the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers (see output 6.3.1.1) General: – Data providers: protocols on data exchange with international, regional and national entities (all Committees, as appropriate/Secretariat) (see output 4.2.1.3) – Donor institutions: resource mobilization for ITCP (Secretariat) (see output 3.2.1.2)

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Strategic Directions (SDs) (A.989(25))	High-level Actions (HLAs)	Planned outputs for 2008–2009
Enhancing the status and effectiveness of IMO *(continued)*		
	1.1.2.2	Liaison statements issued to or from (MSC): – IALA: VTS, aids to navigation, e-navigation and AIS matters – ICAO: GNSS and SAR issues – IEC: radiocommunications and safety of navigation – IHO: hydrographic matters and promotion of ENCs covering various parts of the globe – ILO: seafarers' issues – ITU: radiocommunications – UNHCR: persons rescued at sea – WMO: meteorological issues
	1.1.2.3	Policy input or guidance issued to or on: Safety and security topics (MSC): – IAEA: development of carriage requirements for class 7 radioactive material – ILO: development of PSC guidelines in the context of the Maritime Labour Convention, 2006 – IMO/FAO Working Group on IUU fishing and related matters: safety regulations for fishing vessels and fishermen (see output 1.1.2.1 – safety and security topics) – ISO TC 8: development of industry consensus standards – PSC regimes: related IMO developments – UN Sub-Committee on Dangerous Goods: harmonization of multimodal transport of dangerous goods Environmental topics (MEPC): – Environment Management Group (established by UN General Assembly resolution A/53/242): inter-agency sharing of information and agreement on priorities – GESAMP: related IMO developments – GESAMP-BW Working Group: evaluation of active substances used by ballast water management systems (see output 1.3.3.2) – GESAMP-EHS Working Group: evaluation of bulk chemicals – IMO/FAO Working Group on IUU fishing and related matters: marine litter/garbage issues (MARPOL Annex V) (see output 1.1.2.1 – environmental topics) – IMO/ILO/Basel Convention Working Group: ship recycling – UNFCCC: greenhouse gas emissions from ships – UN Globally Harmonized System: classification and labelling of products – UN-Oceans: inter-agency co-ordination on oceans and coastal issues – UN Regular Process: assessment of the state of the marine environment

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the status and effectiveness of IMO *(continued)*							
						1.1.2.3 *(cont.)*	Legal topics (LEG): – 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 (see output 6.3.1.2) – Implementation of the 2005 SUA Protocols as may be needed, in the context of international efforts to combat terrorism (see outputs 1.1.2.4, 6.1.1.1 and 6.1.2.1) Facilitation topics (FAL): – IAEA: facilitation of the shipments of class 7 radioactive materials – UNECE/UNCEFACT: trade facilitation and electronic transmission of information-related matters – UNODC/WCO: prevention and control of illicit drug trafficking – WCO: clearance of ships, persons and cargoes; and security of the supply chain
						1.1.2.4	Policy and strategy for the implementation of the IMO-related aspects of the UN Global Counter-Terrorism Strategy (MSC/LEG/TCC/FAL) (see outputs 1.1.2.3 (legal topics), 6.1.1.1 and 6.1.2.1)
						1.1.2.5	Holding of a meeting on "Delivering as One: UN collaboration on technical co-operation in the maritime sector" in response to the "Delivering as One" report of the UN Secretary–General's High-level Panel on UN System-wide coherence in the areas of development, humanitarian assistance and the environment (Secretariat)
		1.2	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	1.2.1	Further encourage the active participation of all stakeholders to achieve the Organization's mission objectives through consultation and liaison	1.2.1.1	Identification of reasons why certain instruments (e.g. HNS) have not come into force; and consideration and development of strategies to facilitate their entry into force and to encourage States to become party (LEG) (see output 2.1.1.3)
						1.2.1.2	Joint programmes, meetings and press conferences with UN and other international organizations, as well as industry and civil society interests (Secretariat)

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the status and effectiveness of IMO *(continued)*							
		1.3	Actively seek to reap synergies and avoid duplication of efforts made by other UN agencies in shipping matters	1.3.1	Consider issues under the United Nations Law of the Sea Convention relevant to the role of the Organization	1.3.1.1	Advice provided following referrals from other IMO bodies, Member States and observer delegations (LEG)
						1.3.1.2	Circular on implications of UNCLOS for IMO (Secretariat)
						1.3.1.3	Identification of PSSAs, taking into account article 211 and other related articles of UNCLOS (MEPC)
				1.3.2	Follow-up to the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities	1.3.2.1	Contributions to the follow-up to UNCED and WSSD (MEPC)
						1.3.2.2	Capacity-building follow-up action reflected in the ITCP (TCC)
				1.3.3	Monitor developments within GESAMP and make full use of the knowledge available and gained	1.3.3.1	Hazard profiles and evaluation of newly submitted substances to be incorporated into the IBC Code (MEPC)
						1.3.3.2	Approval of active substances used by ballast water management systems (MEPC) (see outputs 1.1.2.3 (environmental topics) and 7.1.2.4)
				1.3.4	Promote facilitation measures	1.3.4.1	Participation in relevant international fora (Secretariat)
						1.3.4.2	FAL module incorporated in the programme of maritime security training activities (Secretariat)
						1.3.4.3	Finalized Explanatory Manual to the FAL Convention (FAL) (see output 8.1.1.2)
				1.3.5	Harmonize IMO instruments with other relevant international instruments, as necessary	1.3.5.1	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 (MSC)
						1.3.5.2	Amendments to the ICAO/IMO IAMSAR Manual (MSC)
						1.3.5.3	Training standards for ratings in the STCW Convention and Code (transfer from ILO) (MSC)
						1.3.5.4	Amendments to the MODU Code with regard to changes to the ICAO Convention (MSC) (see outputs 2.1.1.2 (safety topics) and 5.2.1.2)
The related performance indicators are: 1, 2, 3, 16, 17 and 19							

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the status and effectiveness of IMO *(continued)*							
2	IMO will foster global compliance with its instruments governing international shipping and will promote their uniform implementation by Member States			2.1.1	Monitor and improve conventions, etc., and provide interpretation thereof if requested by Member States	2.1.1.1	New or amended mandatory IMO instruments: Safety and security topics (MSC): – Amendments to SOLAS to require fixed hydrocarbon gas detection systems on double-hull oil tankers – Revised Code for the investigation of marine casualties and incidents adopted and implemented through the collection of investigation reports – Revised Fire Test Procedures Code Environmental topics (MEPC): – Amendments to MARPOL Annexes I to VI, including revised MARPOL Annexes V and VI (see output 7.3.1.1)
						2.1.1.2	New or amended non-mandatory IMO instruments: Safety and security topics (MSC): – Explanatory Notes for a harmonized SOLAS chapter II-1 (see output 5.2.1.2) – Guidelines for verification of damage stability requirements for tankers and bulk carriers – Guidance on the impact of open watertight doors on existing and new ship survivability – Guidance to ensure a consistent policy for watertight doors to remain open during navigation – Guidelines for corrosion protection of means of access arrangements (see output 5.2.1.2) – Guidelines for maintenance and repair of protective coatings (see output 5.2.1.2) – Guidelines on central control stations and safety centres – Guidelines on the number and arrangement of portable fire extinguishers – Guidelines to improve the effect on ship design and safety of the 1969 TM Convention – Guidelines to prevent fires in engine-rooms and cargo pump-rooms – Interpretation of the definition of the term "bulk carrier" – Performance standards for protective coatings for void spaces (see output 5.2.1.2) – Revised Code on Alarms and Indicators – Revised MODU Code (see outputs 1.3.5.4 and 5.2.1.2) – Revised performance testing and approval standards for fire safety systems – Revised SPS Code (see output 5.2.1.2)

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the status and effectiveness of IMO *(continued)*							
						2.1.1.2 *(cont.)*	Environmental topics (MEPC): – Clarified boundaries between MARPOL and the London Convention 1972 – Guidelines for enforcement of MARPOL Annex I – Guidelines for the BWM Convention (updating and consolidation of existing guidelines) (see output 7.1.2.2)
						2.1.1.3	Identification of reasons why certain instruments (e.g. HNS) have not come into force; and consideration and development of strategies to facilitate their entry into force and to encourage States to become party (LEG) (see output 1.2.1.1)
						2.1.1.4	Unified interpretations of the MARPOL regulations (MEPC)
						2.1.1.5	Promotion of the implementation of mandatory and non-mandatory instruments (MSC)
						2.1.1.6	Reports (MEPC/Secretariat): – Reports on the average sulphur content of residual fuel oil supplied for use on board ships – Summary reports and analyses of mandatory reports under MARPOL
						2.1.1.7	GISIS module on requirements, including uploaded national legislation (MSC/Secretariat)
				2.2.1	Encourage and support implementation of the Voluntary IMO Member State Audit Scheme	2.2.1.1	Input related to marine environment protection to the Voluntary IMO Member State Audit Scheme and to the Code for the implementation of mandatory IMO instruments (MEPC)
						2.2.1.2	A revised Code for the Implementation of Mandatory IMO Instruments (Assembly, Council, MSC and MEPC)
						2.2.1.3	Organization and delivery of State audits (Secretariat)
						2.2.1.4	Capacity-building aspects of the Scheme reflected in the ITCP (TCC)
						2.2.1.5	Implementation of pre- and post-audit technical assistance activities (Secretariat)

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the status and effectiveness of IMO *(continued)*							
				2.3.1	Encourage the world-wide provision of maritime search and rescue services	2.3.1.1	Technical guidance for the establishment of regional MRCCs and MRSCs in Africa supported by the ISAR Fund (MSC)
						2.3.1.2	Further development of the Global SAR Plan for the provision of maritime SAR services (MSC)
						2.3.1.3	Guidelines on medical assistance in SAR services (MSC)
						2.3.1.4	Implementation of an ITCP programme contributing to the world-wide provision of maritime SAR services (Secretariat)
						2.3.1.5	Completed WMU project on SAR related to passenger ships (MSC)
The related performance indicators are: 1, 2, 3 and 14							
3	IMO will strengthen its capacity-building programmes and will focus on:	3.1	Developing capacity-building partnerships with Governments, organizations and industry	3.1.1	Participate in environmental programmes with UNDP, UNEP, WORLD BANK, etc.	3.1.1.1	Guidance for the Secretariat concerning the environmental programmes and projects to which the Organization contributes or executes, such as GEF, UNDP, UNEP and World Bank projects or programmes, and the IMO/UNEP forum on regional co-operation in combating marine pollution (MEPC)
						3.1.1.2	Reports on resource mobilization for, and on implementation of, environmental programmes (MEPC/TCC/Secretariat)
				3.1.2	Establish partnerships with Governments, organizations and industry to enhance the delivery of IMO's capacity-building programmes	3.1.2.1	Guidance for the Secretariat concerning partnerships with the industry (Global Initiative) aiming at promoting implementation of the OPRC Convention and the OPRC-HNS Protocol (MEPC)
						3.1.2.2	Reports on implementation of resolution A.965(23) on Development and improvement of partnership arrangements for technical co-operation (TCC/Secretariat)
				3.1.3	Promote and strengthen partnerships with global maritime training institutions and training programmes	3.1.3.1	An OPRC-HNS model training course approved and published for delivery (MEPC/Secretariat)
						3.1.3.2	Implementation of a global ITCP programme on the enhancement of maritime training capacities (Secretariat)
		3.2	Ensuring the long-term sustainability of the ITCP	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)	3.2.1.1	TCDC reflected in the ITCP and partnerships (TCC/Secretariat)
						3.2.1.2	Reports on the TC Fund, voluntary trust funds, cash contributions and in-kind support under the ITCP (TCC/Secretariat) (see output 1.1.2.1 (general))
				3.2.2	Implement the approved mechanism to ensure the sustainable financing of the ITCP	3.2.2.1	Review of the implementation of the approved mechanism on sustainable financing of the ITCP (TCC/Secretariat)

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Strategic Directions (SDs) (A.989(25))			High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the status and effectiveness of IMO *(continued)*						
		3.3 Contributing to the attainment of the MDGs	3.3.1	Establish, maintain and promote the linkage between the ITCP and the MDGs	3.3.1.1	Reports on the promotion and implementation of resolution A.1006(25) on The linkage between the Integrated Technical Co-operation Programme and the Millennium Development Goals (TCC/Secretariat) (see outputs 1.1.1.1 and 11.1.1.1)
		3.4 Meeting the needs of its developing Member States	3.4.1	Implement the arrangements to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular (see HLA 9.1.1)	3.4.1.1	Guidance on identifying the emerging needs of developing States, in particular SIDS and LDCs (MEPC)
					3.4.1.2	Review of the implementation of the arrangements to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular (TCC/Secretariat)
					3.4.1.3	Approved ITCP for 2010–2011 reflecting the emerging needs of developing countries, SIDS and LDCs (TCC)
		3.5 Improving the delivery, utilization and effectiveness of its technical co-operation programmes	3.5.1	Consider and prioritize the ITCP	3.5.1.1	A process to identify experts who may be available to provide assistance to developing countries (LEG)
					3.5.1.2	Input to the ITCP on: – maritime safety and security (MSC) – marine environment protection (MEPC) – maritime legislation (LEG) – facilitation of international maritime traffic (FAL) – sustainable development and achievement of the MDGs (TCC)
					3.5.1.3	Enhanced prioritization of the ITCP for 2010–2011 (TCC/Secretariat)
			3.5.2	Strengthen the role of women in the maritime sector	3.5.2.1	Reports on the implementation of the enhanced global programme for the integration of women in the maritime sector, including a review of the regional association for women in the maritime and port sectors (TCC/Secretariat)
			3.5.3	Develop new measures to improve the delivery of technical assistance	3.5.3.1	Reports on new and cost-effective measures to deliver technical assistance (TCC/Secretariat)
					3.5.3.2	A capacity-building mechanism for new measures or instruments, as called for under resolution A.998(25) (all Committees)
			3.5.4	Undertake regular TC impact assessments	3.5.4.1	Report on the ITCP Impact Assessment Exercise covering 2004–2007 (TCC/Secretariat)
		The related performance indicators are: 1, 14 and 15				

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the status and effectiveness of IMO *(continued)*							
4	Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments, and challenges. It will strive for excellence in governance and management. Besides the Strategic Plan, it will put in place and maintain a risk management framework. The Council will provide visionary leadership, Committees will be optimally structured and 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.			4.1.1	Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively	4.1.1.1	Approved accounts and audited financial reports (Assembly/Council)
						4.1.1.2	Approved report on ITCP implementation during 2006–2007 (TCC)
						4.1.1.3	Internal systems, regulations, rules and procedures developed for introduction of IPSAS as of 2010 (Secretariat)
						4.1.1.4	Upgrade of SAP and introduction of SAP Human Resources and Payroll modules (Secretariat)
				4.2.1	Create a knowledge- and information-based Organization through improved management and dissemination of information, making use of appropriate technology	4.2.1.1	Guidance on the establishment or further development of information systems (databases, websites, etc.) as part of the Global Integrated Shipping Information System (GISIS) platform, as appropriate (all Committees, as appropriate) (see outputs 12.3.1.1 and 13.2.1.1)
						4.2.1.2	Development and management of mandatory IMO number schemes (MSC)
						4.2.1.3	Protocols on data exchange with other international, regional and national data providers (all Committees, as appropriate/Secretariat) (see output 1.1.2.1 (general))
						4.2.1.4	Improved IMO, IMODOCS and Intranet websites (Secretariat)
						4.2.1.5	Increased number of electronic publications (Secretariat)
				4.3.1	Enhance transparency in the Organization's operations	4.3.1.1	Comprehensive, transparent, deliverable and approved Strategic Plan, High-level Action Plan and biennial programme budget for 2010–2011 (Assembly/Council/Secretariat)
				4.4.1	Establish and maintain a risk-mmanagement framework	4.4.1.1	A risk-management framework for the Organization adopted and implemented (Council/Secretariat)
				4.5.1	Keep under review working methods and processes	4.5.1.1	Revised guidelines, as appropriate, including on the application of and reporting on the Strategic Plan and the High-level Action Plan (Council and all Committees)
The related performance indicator is: 16							

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping							
5	IMO's highest priority will be the safety of human life at sea. In particular, greater emphasis will be accorded to:	5.1	Ensuring that all systems related to enhancing the safety of human life at sea are adequate, including those concerned with large concentrations of people	5.1.1	Review adequacy of passenger ship safety provisions	5.1.1.1	New or amended mandatory IMO instruments (MSC): – Performance standards for recovery systems for all types of ship – Stability and seakeeping characteristics of damaged passenger ships in a seaway when returning to port under own power or under tow – Recommendation on evacuation analysis for new and existing passenger ships – Standards for the fire safety of external areas of passenger ships – Standards on time-dependent survivability of passenger ships in damaged condition
						5.1.1.2	New or amended non-mandatory IMO instruments (MSC): – Guidelines for drainage systems in closed vehicle, ro–ro and special category spaces of passenger ships (see output 5.2.1.2) – Guidelines for the approval of novel life-saving appliances
				5.1.2	Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress	5.1.2.1	Measures to prevent accidents with lifeboats (MSC)
						5.1.2.2	Guidance on compatibility of life-saving appliances (MSC)
						5.1.2.3	Test standards for extended service intervals for inflatable liferafts (MSC)
				5.1.3	Enhance the safety of navigation in vital shipping lanes	5.1.3.1	Participate in the Co-operative Mechanism for the Straits of Malacca and Singapore (Secretariat)
		5.2	Enhancing technical, operational and safety-management standards	5.2.1	Keep under review the technical and operational safety aspects of all types of ships, including fishing vessels	5.2.1.1	New or amended mandatory IMO instruments (MSC): – Amendments to resolution A.744(18) (see output 5.3.1.1) – Amendments to SOLAS related to asbestos – Amendments to SOLAS related to the fire resistance of ventilation ducts – Interim guidelines for gas-fuelled engine installations in ships
						5.2.1.2	New or amended non-mandatory IMO instruments (MSC): – Amendments to the Guidelines for ships operating in Arctic ice-covered waters – Amendments to the MODU Code (see outputs 1.3.5.4 and 2.1.1.2 (safety and security topics)) – Explanatory Notes for a harmonized SOLAS chapter II-1 (see output 2.1.1.2 (safety and security topics)) – Guidelines for corrosion protection of means of access arrangements (see output 2.1.1.2 (safety and security topics)) – Guidelines for drainage systems in closed vehicle, ro–ro and special category spaces for cargo ships (see output 5.1.1.2) – Guidelines for maintenance and repair of protective coatings (see output 2.1.1.2 (safety and security topics)) – Guidelines for the installation of shipborne radar equipment

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Strategic Directions (SDs) (A.989(25))	High-level Actions (HLAs)		Planned outputs for 2008–2009	
Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping *(cont.)*				
			5.2.1.2 *(cont.)*	– Guidelines for uniform operating limitations of high-speed craft – Guidelines for verification of damage stability requirements for tankers and bulk carriers – Guidelines to enhance the safety of small fishing vessels – Performance standards for protective coatings for void spaces (see output 2.1.1.2 (safety and security topics)) – Regulations for non-convention ships – Revised Intact Stability Code – Revised SPS Code (see output 2.1.1.2 (safety and security topics)) – Revised Survey Guidelines under the Harmonized System of Survey and Certification (see output 5.3.1.2) – Revision of resolution A.760(18)
			5.2.1.3	Promotion of the implementation of resolution A.925(22) on Entry into force of the 1993 Torremolinos Protocol and the 1995 STCW-F Convention (MSC) (see outputs 1.12.1 (safety and security topics) and 5.2.1.4)
			5.2.1.4	Legal and technical options to facilitate and expedite the earliest possible entry into force of the 1993 Torremolinos Protocol, as called for under resolution A.1003(25) (MSC) (see outputs 1.1.2.1 (safety and security topics and 5.2.1.3)
	5.2.2	Development and review of training and watchkeeping standards and operational procedures for maritime personnel	5.2.2.1	New or amended mandatory IMO instruments: Safety and security topics (MSC): – Comprehensive review of the STCW Convention and the STCW Code (MSC) (see output 12.5.1.1) Environmental topics (MEPC): – Input regarding MARPOL, BWM and other environmental conventions
			5.2.2.2	New or amended non-mandatory IMO instruments (MSC): – Revised Principles of safe manning (resolution A.890(21))
	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	5.2.3.1	New or amended mandatory IMO instruments: Safety and security topics (MSC): – Amendments to the BC Code – Amendments to the CSC Convention – Amendments to the CSS Code – Amendments to the IMDG Code and supplements, including stowage of water-reactive cargoes – Application of requirements for dangerous goods in packaged form in SOLAS and the 2000 HSC Code – Review of MSDS for MARPOL Annex I cargoes and marine fuels – SOLAS amendments to make the BC Code mandatory

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping *(cont.)*							
						5.2.3.1 *(cont.)*	Environmental topics (MEPC): – Input regarding MARPOL Annexes I and II and the IBC Code
						5.2.3.2	New or amended non-mandatory IMO instruments (MSC): – Form and procedure for approval of the Cargo Securing Manual (MSC) – Guidance on protective clothing – Guidance on providing safe working conditions for securing of containers – Review of recommendations on the safe use of pesticides in ships – Revised Guidelines for packing of cargo transport units
						5.2.3.4	Measures to prevent fires and explosions on chemical tankers and product tankers under 20,000 deadweight tonnes operating without inert gas systems (MSC)
				5.2.4	Keep under review measures to improve navigational safety, including e-navigation, ships' routeing, ship reporting systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems	5.2.4.1	New or amended mandatory IMO instruments (MSC): – Amendments to COLREG Annex I – Amendments to SOLAS for the carriage of BNWAS – Development of carriage requirements for ECDIS – New routeing measures and mandatory ship reporting systems, including associated protective measures for PSSAs – Review of COLREGs regarding the right of way of vessels over pleasure craft
						5.2.4.2	New or amended non-mandatory IMO instruments (MSC): – Amendments to the General Provisions on Ships' Routeing – Code of conduct during demonstrations/campaigns against ships on high seas – Guidance on interpretation of UNCLOS provisions vis-à-vis IMO instruments – Guidelines on the layout and ergonomic design of safety centres on passenger ships – Improved safety of pilot transfer arrangements – Measures to minimize incorrect data transmissions by AIS equipment – Review of vague expressions in SOLAS regulation V/22 – Revised performance standards for IBS – Revision of the Guidance on the application of AIS binary messages
						5.2.4.3	Update and development of world-wide radionavigation systems (GPS, GLONASS and GALILEO) (MSC)
						5.2.4.4	Strategic review and policy framework for e-navigation (MSC)

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping *(cont.)*							
				5.2.5	Monitor the operation of the Global Maritime Distress and Safety System (GMDSS)	5.2.5.1	New or amended non-mandatory IMO instruments (MSC): – Amendments to NAVTEX, SafetyNET and MSI Manuals – Guidelines on emergency radiocommunications, including false alerts
						5.2.5.2	Further development of the GMDSS master plan on shore-based facilities (MSC)
						5.2.5.3	Replacements for use of NBDP (radio telex) for maritime distress and safety communications in maritime MF/HF bands (MSC)
						5.2.5.4	Evaluation and recognition of future mobile satellite communication systems for use in the GMDSS (MSC)
		5.3	Eliminating shipping that fails to meet and maintain these standards on a continuous basis	5.3.1	Keep under review flag and port State procedures for the control of ships	5.3.1.1	Amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)) (MSC) (see output 5.2.1.1)
						5.3.1.2	New or amended non-mandatory IMO instruments: Safety and security topics (MSC): – Revised guidelines on control and compliance measures to enhance maritime security, if necessary – Revised procedures for port State control (resolution A.787(19), as amended by resolution A.882(21)) Environmental topics (MEPC): – Survey guidelines under the Harmonized System of Survey and Certification for the BWM Convention (see output 5.2.1.2)
						5.3.1.3	Harmonized PSC procedures (MSC)
						5.3.1.4	Methodology for the in-depth analysis of annual PSC report (MSC)
						5.3.1.5	A risk-assessment comparison between marine casualties and incidents and PSC inspections (MSC)
		5.4	Increasing the emphasis on the role of the human element in safe shipping	5.4.1	Develop a strategy for the work related to the role of the human element, including the chain of responsibility in maritime safety	5.4.1.1	New or amended non-mandatory IMO instruments (MSC): – Guidance for companies on the incorporation of a safety culture and environmental consciousness – Guidelines on how to present relevant information to seafarers
The related performance indicators are: 3, 4, 5, 11, 12 and 13							

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping *(cont.)*							
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, by:	6.1	Promoting a comprehensive and co-operative approach, both among Member States within the Organization and between IMO and other intergovern-mental and non-governmental organizations	6.1.1	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	6.1.1.1	New or amended non-mandatory IMO instruments (MSC): – Guidelines and guidance on the implementation and interpretation of SOLAS chapter XI-2 and the ISPS Code – Guidelines on matters related to the security of ships and of ports to which SOLAS chapter XI-2 and the ISPS Code do not apply – Guidelines relating to the implementation of the provisions of article 8bis of the 2005 SUA Convention (subject to the concurrence of LEG) (see outputs 1.1.2.3 (legal topics), 1.1.2.4 and 6.1.2.1) – Measures to enhance the security of closed cargo transport units and of freight containers (MSC/FAL)
				6.1.2	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	6.1.2.1	Guidance on implementation of the 2005 SUA Protocols, as may be needed, in the context of international efforts to combat terrorism (MSC and LEG) (see outputs 1.1.2.3 (legal aspects), 1.1.2.4 and 6.1.1.1)
		6.2	Raising awareness of IMO security measures and promoting their effective implementation	6.2.1	Promulgate information on prevention and suppression of acts of piracy and armed robbery against ships	6.2.1.1	Monthly, quarterly and annual reports (MSC)
						6.2.1.2	Revised guidance relating to the prevention of piracy and armed robbery to reflect emerging trends and behaviour patterns (MSC)
				6.2.2	Assist developing regions in their introduction and implementation of effective security measures and measures against piracy and armed robbery against ships	6.2.2.1	Implementation of related ITCP activities (Secretariat)
						6.2.2.2	Model legislation on maritime security (Secretariat)
		6.3	Increasing the emphasis on the role of the human element and safeguarding the human rights of seafarers in secure shipping	6.3.1	Actively participate in work of the Joint IMO/ILO *ad hoc* expert working groups on issues related to safeguarding the human rights of seafarers	6.3.1.1	Monitor the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers (LEG) (see output 1.1.2.1 (legal topics))
						6.3.1.2	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 (LEG) (see output 1.1.2.3 (legal topics))
				6.3.2	Develop a strategy for the work related to the role of the human element in maritime security	6.3.2.1	Strategy on the role of the human element in the enhancement of maritime security, taking into account human rights, the workload on seafarers, the revised 1988 SUA Convention and its Protocol and developments relating to the revision of the STCW Convention, if necessary (MSC)
The related performance indicators are: 6, 7, 11, 12 and 15							

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping *(cont.)*							
7	IMO will focus on reducing and eliminating any adverse impact by shipping on the environment by:	7.1	Identifying and addressing possible adverse impacts	7.1.1	Monitor pollution and adverse impact on the marine environment caused by ships and their cargoes	7.1.1.1	Follow-up to the GESAMP study on "Estimates of Oil Entering the Marine Environment from Sea Based Activities" (MEPC)
						7.1.1.2	Technical guidance for the Secretariat for the development, on the basis of reporting requirements under MARPOL, OPRC and the OPRC-HNS Protocol, as well as other relevant sources of information, of a pollution incident information structure for regular reporting to the FSI and BLG Sub-Committees, and/or the MEPC (MEPC)
				7.1.2	Keep under review measures to reduce adverse impact on the marine environment by ships and their cargoes	7.1.2.1	New or amended mandatory IMO instruments (MEPC): – A legal instrument on ship recycling adopted – Designation of Special Areas and PSSAs and adoption of their associated protective measures
						7.1.2.2	New or amended non-mandatory IMO instruments (MEPC): – Consolidated guidelines on ballast water management (see output 2.1.1.2 (environmental topics))
						7.1.2.3	Approved ballast water management systems (MEPC)
						7.1.2.4	Approved list of active substances used by ballast water management systems (MEPC) (see output 1.3.3.2)
						7.1.2.5	Production of a manual entitled "Ballast Water Management – How to do it" (MEPC)
						7.1.2.6	Holding of the third BWM R&D symposium (MEPC) (see output 13.3.1.2)
						7.1.2.7	Policies on Practices Related to the Reduction of Greenhouse Gas Emissions from Ships (resolution A.963(23)) (MEPC): – Ship CO_2 indexing scheme; CO_2 emission baseline
						7.1.2.8	Measures to promote the AFS Convention (MEPC)
						7.1.2.9	Revised manual on administrative arrangements for response to HNS incidents (MEPC)
						7.1.2.10	OPRC-HNS model courses developed (MEPC)
						7.1.2.11	Updated OPRC Train-the-Trainer Course (MEPC)
						7.1.2.12	Revised Manual on oil pollution, Section 1 – Prevention (MEPC)
						7.1.2.13	Guidance on the carriage of biofuels and biofuel blends as cargo (MEPC)
				7.1.3	Monitor and keep under review the provision of reception facilities in ports and their adequacy	7.1.3.1	Reports on inadequacy of port reception facilities (MEPC))
						7.1.3.2	Follow-up on the implementation of the Action Plan on port reception facilities (MEPC)

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping *(cont.)*							
				7.1.4	Consider the need for the development of measures to prevent and control marine pollution from small craft	7.1.4.1	Action Plan on prevention and control of marine pollution from small craft, including development of appropriate measures (MEPC)
		7.2	Developing effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships	7.2.1	Keep under review the guidelines on the identification of places of refuge	7.2.1.1	Bi-annual MSC circulars on designation of maritime assistance services (MAS) (MSC)
						7.2.1.2	Input to the review of the guidelines on the identification of places of refuge with regard to marine environment protection (MEPC)
				7.2.2	Keep under review the adequacy of the legal framework	7.2.2.1	
				7.2.3	Foster co-operation and mutual assistance between Member States under the provisions of the OPRC Convention and OPRC-HNS Protocol	7.2.3.1	Increased activities within the ITCP regarding the OPRC Convention and the OPRC-HNS Protocol (MEPC/TCC)
		7.3	Contributing to international efforts to reduce atmospheric pollution and address global warming *(see SDs 13.1 and 13.3)*	7.3.1	Keep under review IMO measures to reduce atmospheric pollution and address global warming (see HLAs 2.1.1 and 7.1.2)	7.3.1.1	New or amended mandatory IMO instruments (MEPC): – Revised MARPOL Annex VI and NO_x Technical Code (see output 2.1.1.1 (environmental topics))
						7.3.1.2	Updated study on greenhouse gas (GHG) emissions from ships (MEPC)
						7.3.1.3	Completed work plan to identify and develop mechanisms needed to achieve the limitation or reduction of CO_2 emissions from international shipping (MEPC)
		7.4	Increasing the emphasis on the role of the human element in environ-mentally sound shipping				
The related performance indicators are: 8, 9, 10, 11 and 12							

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping *(cont.)*							
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, effectiveness and relevance, using the best available tools			8.1.1	Promote wider acceptance of the FAL Convention and adoption of measures contained therein, to assist the Committee's effort and work towards the universal implementation of measures to facilitate international maritime traffic	8.1.1.1	Reports on the status of the FAL Convention (FAL)
						8.1.1.2	Finalized Explanatory Manual to the FAL Convention (FAL) (see output 1.3.4.3)
				8.2.1	Ensure that an appropriate balance is maintained between measures to enhance maritime security and measures to facilitate international maritime traffic	8.2.1.1	FAL provisions compatible with the provisions in SOLAS chapter XI-2 and the ISPS Code (FAL)
						8.2.1.2	Access procedures at the ship/port interface for public officers and service providers visiting a vessel (FAL)
						8.2.1.3	Procedures to facilitate seafarers' access in and out of a port facility during shore leave, if necessary (FAL)
						8.2.1.4	Guidance on documentation required by passengers, particularly transit cruise passengers, to ensure their smooth flow through ports (FAL)
						8.2.1.5	Procedures for cargo and baggage clearance through a port facility (FAL)
				8.3.1	Encourage the use of information and communication technology to drive continuous improvement and innovation in the facilitation of maritime traffic	8.3.1.1	Information and communication technology solutions and standards developed for use by public authorities to facilitate procedures for visiting ships, their cargo, crews and passengers (FAL)
						8.3.1.2	Revised IMO Compendium of Facilitation and Electronic Business (FAL)
						8.3.1.3	Information technology solutions (e.g. electronic signature) developed to facilitate the process of clearing the ship, its cargo, passengers and crew (FAL)
						8.3.1.4	Technologies made available for demonstration to public authorities and other stakeholders (FAL)
The related performance indicators are: 1, 2, 3 and 20							
9	IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDCs)			9.1.1	Identify and address the special shipping needs of SIDS and LDCs (see HLA 3.4.1)	9.1.1.1	Report on the implementation of the global ITCP programme on support to SIDS and LDCs for their special shipping needs (TCC/Secretariat)
						9.1.1.2	Report to the Council on the Committees' consideration of the special shipping needs of SIDS and LDCs vis-à-vis new IMO standards (Secretariat)
The related performance indicator is: 14							

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Developing and maintaining a comprehensive framework for safe, secure, efficient and environmentally sound shipping *(cont.)*							
10	IMO will establish goal-based standards for the design and construction of new ships			10.1.1	Develop goal-based standards for the design and construction of new ships	10.1.1.1	New or amended mandatory IMO instruments (MSC): – Amendments to SOLAS chapter II-1 – Development of goal-based ship construction standards (GBS) for new oil tankers and bulk carriers
						10.1.1.2	Further development of GBS based on both the prescriptive and safety-level approaches as integral elements of the IMO GBS (MSC)
						10.1.1.3	Establishment of an MSC Group of Experts to carry out the verification of compliance with GBS for oil tankers and bulk carriers (MSC)
The related performance indicator is: 18							
Enhancing the profile of shipping and instilling a quality culture and environmental conscience							
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	11.1	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	11.1.1	Raise awareness of the role of international shipping in world trade and the global economy and the importance of the Organization's role	11.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (Assembly, Council, all Committees and Secretariat) (see outputs 1.1.1.1 and 3.3.1.1)
						11.1.1.2	Speeches, messages, interviews and articles delivered and published in all media on the work and advances of IMO and the shipping industry (Secretariat)
						11.1.1.3	Other outreach activities delivered (including some 50 press releases annually) to enhance the image of IMO and the industry, and promote IMO's work and the effective implementation of its standards (Secretariat)
						11.1.1.4	Two World Maritime Day celebrations and two Parallel Events organized, and consequential action plans implemented to promote and publicize the respective World Maritime Day themes (Secretariat)
						11.1.1.5	Winners elected for two International Maritime Prizes and two IMO Awards for Exceptional Bravery at Sea (Council)
						11.1.1.6	Measures to promote the "IMO Children's Ambassador" concept, in collaboration with junior marine environment protection associations world-wide (MEPC)
				11.1.2	Enhance the image of the role of the human element in the context of the shipping industry	11.1.2.1	See outputs 11.1.1.1 to 11.1.1.5

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Enhancing the profile of shipping and instilling a quality culture and environmental conscience *(cont.)*							
		11.2	Actively developing its community relations programmes	11.2.1	Actively promote and encourage the development of community relations programmes	11.2.1.1	ITCP programmes identified that are amenable to the addition of community outreach activities (TCC)
The related performance indicators are: 4(b), 5(b), 6, 7, 8, 10, 11, 14 and 17(b)							
12	IMO will take the lead in enhancing the quality of shipping by:	12.1	Encouraging the utilization of the best available techniques not entailing excessive costs, in all aspects of shipping	12.1.1	Use formal safety assessment techniques in the development of technical standards	12.1.1.1	New or amended non-mandatory IMO instruments (MSC): – Revised FSA guidelines
				12.1.2	Use risk-based tools that take account of costs and the human element in the development of operational standards	12.1.2.1	Guidelines for all sub-committees on the casualty analysis process (MSC)
						12.1.2.2	A casualty analysis process effectively implemented and monitored (MSC)
		12.2	Encouraging proper management of ships	12.2.1	Keep under review the effectiveness of the ISM Code with regard to safety and protection of the marine environment	12.2.1.1	New or amended mandatory IMO instruments (MSC): – Amendments to the ISM Code, including requirements for seafarer safety representation
						12.2.1.2	New or amended non-mandatory IMO instruments (MSC): – Guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code (see output 5.4.1.1) – Revised guidelines for Administrations (resolution A.913(22)) to make them more effective and user-friendly (see output 5.4.1.1)
		12.3	Promoting and enhancing the availability of, and access to, information – including casualty information – relating to ship safety and security (i.e. transparency)	12.3.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications	12.3.1.1	Guidance on the development of GISIS and on access to information (MSC) (see outputs 4.2.1.1 and 13.2.1.1)
						12.3.1.2	PSC-related data collected and disseminated in co-operation with PSC regimes (MSC)

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the profile of shipping and instilling a quality culture and environmental conscience *(cont.)*							
		12.4	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	12.4.1	Raise awareness of the 'chain of responsibility' concept among all stakeholders through organizations that have consultative status	12.4.1.1	Guidelines and MEPC circulars (MEPC)
		12.5	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	12.5.1	Promote bridge resource management	12.5.1.1	Bridge resource management effectively addressed through comprehensive review of the STCW Convention and the STCW Code (MSC) (see output 5.2.2.1 (safety and security topics))
The related performance indicators are: 3, 11 and 12							

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Strategic Directions (SDs) (A.989(25))				High-level Actions (HLAs)		Planned outputs for 2008–2009	
Enhancing the profile of shipping and instilling a quality culture and environmental conscience *(cont.)*							
13	IMO will seek to enhance environmental conscience within the shipping community by:	13.1	Strengthening awareness of the need for a continuous reduction of the adverse impact of shipping on the environment			13.1.1.1	Continued promotion of World Maritime Day theme on IMO's response to current environmental challenges (Secretariat)
		13.2	Promoting and enhancing the availability of, and access to, information relating to environmental protection (i.e. transparency)	13.2.1	Consider the wider dissemination of information, analyses and decisions, taking account of the financial implications	13.2.1.1	Guidance for the Secretariat on the development of GISIS and on access to information (MEPC) (see outputs 4.2.1.1 and 12.3.1.1)
						13.2.1.2	Databases as part of GISIS and other means, including electronic ones (all Committees, as appropriate/Secretariat)
		13.3	Encouraging the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development			13.3.1.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution (MEPC) (see outputs 7.1.2.3 and 7.3.1.1)
						13.3.1.2	Holding of the third BWM R&D symposium (MEPC) (see output 7.1.2.6)
The related performance indicators are: 10, 11 and 12							

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Resolution A.991(25)

Adopted on 29 November 2007
(Agenda item 17(e))

PROGRAMME BUDGET FOR THE TWENTY-FIFTH FINANCIAL PERIOD 2008–2009

A. PROGRAMME BUDGET FOR THE 2008–2009 BIENNIUM

THE ASSEMBLY,

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

RECALLING FURTHER resolution A.726(17) of 7 November 1991, by which it approved a 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,

NOTING the provision of article III of the Organization's Financial Regulations concerning the preparation of the programme budget estimates,

1. APPROVES the Organization's programme budget voted for the twenty-fifth financial period 2008–2009, as in appendix 1, of £54,669,300, comprising an appropriation of £26,799,300 for 2008 and an appropriation of £27,870,000 for 2009;

2. DECIDES that the appropriation voted above shall be financed by contributions from Member States of £24,391,300 for 2008 and £25,436,100 for 2009, after deduction of prospective income and transfers comprising:

(a) reimbursements from the Printing Fund for the costs borne by the regular budget in respect of IMO publishing activities, estimated at £987,000 for 2008 and £1,012,900 for 2009;

(b) transitional transfers from the Printing Fund reserves of £500,000 in each year of the biennium;

(c) programme support cost income from donor funds, estimated at £200,000 in each year of the biennium; and

(d) miscellaneous income estimated at £721,000 in each year of the biennium;

3. DECIDES ALSO that 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;

4. APPROVES a total of 19.8 meeting-weeks for 2008 and 18.6 meeting-weeks for 2009, as in appendix 2, and a staff complement of 338 for the biennium including the complement funded by the Printing Fund, as in appendix 3;

NOTING the provision in regulation 5.1 of the Financial Regulations concerning the use of the Working Capital Fund to finance approved appropriations pending receipt of contributions,

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

5. AUTHORIZES the Secretary-General to draw upon funds in 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 ALSO the provision in regulation 3.8 of the Financial Regulations 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 FURTHER that the Secretary-General may make transfers from one programme to another within the same major programme in accordance with regulation 4.4 of the Financial Regulations,

6. AUTHORIZES the Council, at its relevant sessions, to review the approved programme budget and, if it decides it is necessary, to approve any transfers between programmes, including appropriate recalculation of the programme budget and assessment figures, in the light of the budgetary and exchange rate situation prevailing at that time;

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

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

9. REQUESTS the Council, should there be any appreciable changes in annual contribution receipts, to undertake a review of the Organization's financial framework and report its outcome to the Assembly.

B. WORKING CAPITAL FUND

THE ASSEMBLY,

RECALLING resolution A.363(IX) of 14 November 1975, 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 resolutions A.508(XII), A.552(13), A.633(15)B, and A.837(19), by which the level of the Working Capital Fund was increased through transfers from other Funds,

NOTING that, after taking into account payments by new Members, the level of the Working Capital Fund presently stands at £2,005,977,

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 2008 and 2009 pending receipt of contributions from Members – 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 exchange rate movements during 2008–2009 away 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 2008–2009, provided that such expenses are of a clearly exceptional nature and relate specifically to the work

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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 the Fund to meet unforeseen or extraordinary expenses.

C. PRINTING FUND

THE ASSEMBLY,

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

RECALLING ALSO 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,

RECALLING FURTHER 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,

RECALLING FINALLY resolution A.969(24) of 28 November 2005, by which the Assembly decided that the reimbursements from the Printing Fund to the regular budget shall be shown in the Printing Fund accounts,

1. APPROVES the Printing Fund programme budget voted for the twenty-fifth financial period 2008–2009, as shown in table 1 of appendix 4, of £8,318,700, comprising an appropriation of £4,072,200 for 2008 and an appropriation of £4,246,500 for 2009;

RECALLING that, in accordance with resolution A.100(IV) of 24 September 1965, the disposal of any amount standing to the credit of the Printing Fund at the end of any financial period shall be decided by the Assembly,

RECALLING ALSO resolution A.986(24) of 1 December 2005, by which the Assembly instructed the Secretary-General to transfer, at the beginning of each year, commencing from 1 January 2008, not less than 75% of the net annual surplus in the Printing Fund to the Technical Co-operation Fund, unless otherwise directed by the Assembly,

2. INSTRUCTS the Secretary-General to distribute, on 1 January of each year of the next biennium, 75% of the net annual surplus in the Printing Fund, as recorded in the previous year's final accounts, to the Technical Co-operation Fund, which is estimated at £3,439,800 for 2008 and £3,259,400 for 2009;

3. AUTHORIZES the Secretary-General to distribute the remainder of the net annual surplus in the Printing Fund, as recorded in the previous year's final accounts, as follows:

(a) 15% to the **Headquarters Capital Fund**, which is estimated at £688,000 for 2008 and £651,900 for 2009;

(b) 8.5% to the **Termination Benefit Fund**, which is estimated at £389,800 for 2008 and £369,400 for 2009; and

(c) 1.5% to the **Training and Development Fund**, which is estimated at £68,800 for 2008 and £65,200 for 2009;

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4. AUTHORIZES ALSO the Secretary-General to carry out transfers from the accumulated reserves in the Printing Fund brought forward from the 2006 year-end, as follows:

(a) £500,000, on 1 January in each year of the biennium, to the **General Fund** to adjust the assessment level; and

(b) £1,500,000, on 1 January 2008, to the **Headquarters Capital Fund** to replenish the funds required for the repayment of the Organization's liability incurred from the Headquarters refurbishment;

5. DECIDES that the interest earnings accruing in the Printing Fund shall continue to be credited to the Printing Fund.

D. HEADQUARTERS CAPITAL FUND

THE ASSEMBLY,

RECALLING resolution A.778(18) of 4 November 1993, by which the Assembly decided 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 MOREOVER 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 Council, at its ninety-sixth session in June 2006, agreed in principle to the upgrading of the Organization's existing financial and reporting system, including the replacement of the Human Resources (HR) and Payroll systems,

RECALLING FINALLY that the Council, at its ninety-eighth session in June 2007, agreed to bring forward the planned phase 2 of the Headquarters refurbishment programme, back-to-back with phase 1,

NOTING FURTHER 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. WELCOMES the Host Government's agreement to share the costs of the refurbishment works on the basis of a 90:10 cost-sharing formula, based on a total cost of £46 million, of which the Organization's share of £4.6 million is to be paid in agreed instalments by 2011;

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2. APPROVES the Headquarters Capital Fund programme budget voted for the twenty-fifth financial period 2008–2009, as shown in table 2 of appendix 4, of £4,304,400, comprising an appropriation of £2,742,700 for 2008 and an appropriation of £1,561,600 for 2009;

3. AUTHORIZES the Secretary-General to transfer £920,000, on 1 January 2008, from the cash surplus available in the General Fund at the year-end of 2007 to the Headquarters Capital Fund, in addition to the transfers indicated in paragraphs 3.(a) and 4.(b) of part C above;

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

E. TERMINATION BENEFIT FUND

THE ASSEMBLY,

RECALLING resolution A.837(19) of 23 November 1995, by which the Assembly decided to establish 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 and repatriation grants 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 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 resolution A.906(22) of 29 November 2001, which widened the scope of the Fund to allow the financing of the additional costs of temporary assistance required to replace staff on long-term sick leave,

BEING ADVISED 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 £633,000,

NOTING the requirement, under the International Public Sector Accounting Standards (IPSAS), to report, in the Organization's final accounts, its liability for deferred staff costs such as termination indemnity, repatriation grants entitlement, accrued annual leave costs and after-service health insurance costs (ASHI),

1. DECIDES to widen the present scope of the Fund to include the financing and accounting of the liabilities related to the costs of accrued annual leave and ASHI, in preparation for the UN system-wide implementation of IPSAS;

2. APPROVES the Termination Benefit Fund programme budget voted for the twenty-fifth financial period 2008–2009, as shown in table 3 of appendix 4, of £1,468,400, comprising an appropriation of £777,600 for 2008 and an appropriation of £690,800 for 2009;

3. AUTHORIZES the Secretary-General to transfer £1,000,000, on 1 January 2008, from the cash surplus available in the General Fund at the year-end of 2007 to the Termination Benefit Fund, in addition to the transfers indicated in paragraph 3.(b) of part C above;

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

F. TRAINING AND DEVELOPMENT FUND

THE ASSEMBLY,

RECALLING resolution A.906(22) of 29 November 2001, by which the Assembly decided to establish the Training and Development Fund 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,

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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 be approved by the Assembly or by the transfer of such funds from the regular budget as may be approved by the Assembly,

1. APPROVES the Training and Development Fund programme budget voted for the twenty-fifth financial period 2008–2009, as shown in table 4 of appendix 4, of £189,400, comprising an appropriation of £97,800 for 2008 and an appropriation of £91,600 for 2009; and

2. AUTHORIZES the Secretary-General to replenish funds through transfers as indicated in paragraph 3.(c) of part C above;

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

G. TECHNICAL CO-OPERATION FUND

THE ASSEMBLY,

RECALLING resolution A.593(14) of 20 November 1985, by which the Technical Co-operation Fund (TC 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 TC Fund were drawn down and converted into pounds sterling for the application of technical co-operation activities, and which enabled 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,

NOTING that, in accordance with rule 14 of the Rules of Operation of the TC Fund, the Secretariat reports biennially to the Technical Co-operation 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 TC Fund resources,

NOTING ALSO that the Council, at its ninety-eighth session, approved allocations from the TC Fund of £6,229,000 to support the proposed activities under the ITCP for the 2008–2009 biennium, based on the recommendation of the Technical Co-operation Committee at its fifty-seventh session,

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

RECALLING resolution A.986(24) of 1 December 2005, by which the Assembly instructed the Secretary-General to transfer, at the beginning of each year, commencing from 1 January 2008, not less than 75% of the net annual surplus in the Printing Fund to the TC Fund, unless otherwise directed by the Assembly,

RECALLING ALSO resolution A.629(15) of 20 November 1987, concerning the introduction of the Contributions Incentive Scheme (CIS), to encourage early payment of contributions in accordance with the Organization's Financial Regulations and Rules,

RECALLING FURTHER resolution A.993(25) of 29 November 2007, by which Member States are invited to consider voluntarily donating to the TC Fund a part, and if possible all, of their interest earnings accumulated under the CIS,

1. AUTHORIZES the Secretary-General to replenish funds through transfers as indicated in paragraph 2 of part C above;

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

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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 2008–2009 biennium;

4. INVITES Member States to consider voluntarily donating to the TC Fund a part, and if possible all, of their interest earnings accumulated under the CIS during the period 1998 to 2005.

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Appendix 1

Programme budgets for the twenty-fifth financial period (2008–2009 biennium)

	Programmes	2008	2009	2008–2009
1	**Governance, direction and management**	£	£	£
1.1	Governance and oversight	1,165,300	1,370,300	2,535,600
1.2	Direction and management	1,891,600	1,806,300	3,697,900
		3,056,900	3,176,600	6,233,500
2	**Capacity building and technical co-operation**			
2.1	TC programme delivery	898,300	916,700	1,815,000
2.2	Partnerships and resource mobilization	175,700	178,900	354,600
2.3	Programme management and institutional development	386,300	400,800	787,100
		1,460,300	1,496,400	2,956,700
3	**Resource management**			
3.1	Financial management	1,051,100	1,097,300	2,148,400
3.2	Human resource management	686,100	715,800	1,401,900
3.3	Facilities management	966,000	1,031,900	1,997,900
3.4	Information technology	921,800	948,600	1,870,400
		3,625,00	3,793,600	7,418,600
4	**Technical and legal advice**			
4.1	Maritime safety and security	3,262,200	3,359,800	6,622,000
4.2	Marine environment	1,921,900	2,101,300	4,023,200
4.3	Legal affairs	638,500	645,000	1,283,500
4.4	Facilitation of maritime traffic	186,100	192,500	378,600
		6,008,700	6,298,600	12,307,300
5	**International meetings**			
5.1	Translation services	3,710,900	3,757,200	7,468,100
5.2	Word processing services	1,040,300	1,120,400	2,160,700
5.3	Conference services	443,200	470,000	913,200
5.4	Documentation services	587,900	620,400	1,208,300
		5,782,300	5,968,000	11,750,300
6	**External relations and information**			
6.1	External relations	440,200	449,400	889,600
6.2	Information services	555,900	572,200	1,128,100
6.3	Publications	763,800	794,800	1558,600
		1,759,900	1,816,400	3,576,300
Total programme appropriations		**21,693,100**	**22,549,600**	**44,242,700**
7	**General operating expenses**			
7.1	Headquarters building	2,960,000	3,011,000	5,971,000
7.2	Office consumables and services	1,446,200	1,595,400	3,041,600
7.3	Ancillary provisions	735,000	749,000	1,484,000
7.4	Capital investment programme	165,000	165,000	330,000
Total general operating expenses		5,306,200	5,520,400	10,826,600
	Estimated staff turnover	(200,000)	(200,000)	(400,000)
Total proposed appropriation		**26,799,300**	**27,870,000**	**54,669,300**

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