



TECHNICAL CO-OPERATION
COMMITTEE
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**REPORT ON THE PLANNED OUTPUT OF THE COMMITTEE FOR 2006-2007 AND
CONSIDERATION OF THE PLANNED OUTPUT OF THE COMMITTEE FOR
2008-2009**

Note by the Secretariat

SUMMARY

Executive summary: This document reports on the progress made by the Committee on the items indicated in the High-level action plan for the 2006-2007 biennium annexed to resolution A.971(24) and provides proposed modifications to the High-level action plan and proposed outputs of the Committee for the 2008-2009 biennium

Action to be taken: Paragraph 8

Related documents: Resolutions A.970(24) and A.971(24); and TC 55/10

Background

1 The Organization's first Strategic Plan, for the period 2004 to 2010, was adopted by the twenty-third session of the Assembly as resolution A.944(23).

2 Subsequent to the adoption of the plan, the Council instructed its *ad hoc* Working Group to prepare, *inter alia*, a high-level action plan and a prioritization of areas of work. Following its consideration of the *ad hoc* Working Group's report, the Council adopted the draft high-level action plan for the period 2006-2009 and instructed the Secretariat to forward it to the Committees for consideration with a view to its adoption at the twenty-fourth session of the Assembly.

3 The Committee, at its fifty-fifth session, reviewed the draft high-level action plan related to its work programme and the outcome-based priorities for the Committee for the biennium 2006-2007 (document TC 55/10).

4 The Assembly, at its twenty-fourth regular session, adopted resolution A.971(24) on the High-level Action Plan of the Organization and priorities for the 2006-2007 biennium. Pursuant to the decisions of the Assembly, a new high-level plan is to be prepared for 2008-2009 (i.e. for the two biennia remaining of the current Strategic Plan period) and this should be based on a review of the outputs actually produced by the Committees during 2006-2007.

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- 5 The Secretariat has therefore prepared the following:
- .1 status report (annex 1) on the outputs that the Committee has produced and is expected to produce during 2006-2007 in accordance with part 2 of the annex to resolution A.971(24); and
 - .2 proposed modifications to the High-level action plan and proposed outputs of the Committee for the 2008-2009 biennium (annex 2).

6 The information provided in annex 1 contains outputs produced by the Committee's fifty-sixth session, as well as those expected to be produced by the Committee's fifty-seventh session, which should be made available to the seventh session of the *ad hoc* Council Working Group on the Organization's Strategic Plan (scheduled for September 2007).

7 The information in annex 2 has been prepared taking into account the outputs produced by the Committee during 2006-2007 and the Committees' work programmes for the 2008-2009 biennium.

Action requested of the Committee

8 The Committee is invited to review its planned outputs for 2006-2007 biennium (annex 1) and consider the proposed outputs for the 2008-2009 biennium (annex 2) for submission to the seventh session of the *ad hoc* Council Working Group on the Organization's Strategic Plan.

ANNEX 1

STATUS REPORT ON THE PLANNED OUTPUTS OF THE TECHNICAL CO-OPERATION COMMITTEE FOR 2006-2007

Strategic Directions (A.970(24))		High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output		
ENHANCE STATUS AND EFFECTIVENESS OF IMO								
1	IMO is the primary international forum for technical matters affecting international shipping. An inclusive and comprehensive approach to such matters will be a hallmark of IMO. In order to maintain that primacy, it will:	1.1	Further develop its role in maritime affairs <i>vis-à-vis</i> other intergovernmental 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 Committees meeting this high-level action are tabulated against the most relevant high-level actions	
				1.1.2	Co-operate with the United Nations and other international bodies on matters of mutual interest	1.1.1.1	Draft convention on wreck removal	
						1.1.2.1	Policy input to ITU-R study group 8	
						1.1.2.2	Policy input to ITU re: radiocommunication issues	
						1.1.2.3	Policy input to ILO re: seafarer issues	
						1.1.2.4	Policy input to IHO re: hydrographic matters and promotion of ENC's covering various parts of the globe	
						1.1.2.5	Policy input to WMO re: meteorological matters	
						1.1.2.6	Policy input to ICAO re: GNSS and SAR issues	
						1.1.2.7	Policy input to IMO/FAO Working Group on IUU fishing and related matters	
						1.1.2.8	Policy input to IALA re: VTS, aids to navigation and AIS matters	
						1.1.2.9	Policy input to ISO/TC 8 for development of industry consensus standards	
						1.1.2.10	Guidelines in conjunction with ILO on fair treatment of seafarers	
						1.1.2.11	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	
						1.1.2.12	Policy input to the IMO/ILO/Basel Convention Working Group on ship recycling	
						1.1.2.13	PSSA charting methods and symbols in co-operation with IHO	
1.1.2.14	Formalized emergency arrangements with IAEA for response to nuclear/radiological emergencies from ships, including IMO contribution to next version of the "Joint Radiation Emergency Management Plan of the International Organizations"							

Strategic Directions (A.970(24))				High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output
						1.1.2.15	Policy input to the UN Sub-Committee on Dangerous Goods for the harmonization of inter-modal transport of dangerous goods	
						1.1.2.16	Policy input to the IMO/FAO Working Group on IUU fishing and related marine litter/garbage issues (MARPOL Annex V)	
						1.1.2.17	Policy input to the GMA process	
						1.1.2.18	Policy input to the GHS (Global Harmonized System) for classification of chemical substances	
						1.1.2.19	Policy input to a proposed new GESAMP and evaluation of bulk chemicals by the GESAMP-EHS Working Group	
						1.1.2.20	A conceptual linkage between the goals of the ITCP and the Millennium Development Goals	The conceptual linkage between the ITCP and the MDGs has been established by the TCC's Intersessional Working Group, which met from 26 February to 1 March 2007. Approved report of the Working Group (TCC 57)
						1.1.2.21	Policy input to UNECE and UNCEFACT: trade facilitation and electronic transmission of information-related matters	
						1.1.2.22	Policy input to WCO: clearance of ships, persons and cargoes; and security of supply chain-related matters	
						1.1.2.23	Policy input to UNODC/WCO: prevention and control of illicit drug trafficking-related matters	
		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	Reports on results of consultation and liaison	
		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	Identification of PSSAs, taking into account Article 211 and other related articles of UNCLOS	
				1.3.2	Follow-up to the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities	1.3.2.1	Capacity-building follow-up actions reflected in the ITCP	Capacity-building follow-up actions are included in the ITCP for 2008-2009 (TCC 57)
						1.3.2.2	Contributions to the follow-up to UNCED and WSSD	

Strategic Directions (A.970(24))				High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output
				1.3.3	Monitor developments within GESAMP and make full use of the knowledge available and gained	1.3.3.1	Amendments to the IMDG Code and supplements and IBC and BCH Codes	
						1.3.3.2	Hazard profiles of products omitted from the IBC Code due to missing data and evaluation of newly-submitted substances	
				1.3.4	Promote facilitation measures			
				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	
						1.3.5.2	Amendments to the ICAO/IMO IAMSAR manual	
						1.3.5.3	Training standards for ratings in STCW Convention and Code (transfer from ILO)	
						1.3.5.4	Amendments to the IMDG Code and MARPOL Annex III with regard to marine pollutants	
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	Guidelines on addressing inconsistencies in IMO instruments with respect to life-saving appliances	
						2.1.1.2	Explanatory notes for harmonized SOLAS chapter II-1	
						2.1.1.3	Revised guidelines on major modifications (MSC/Circ.650)	
						2.1.1.4	Revised “Code for the investigation of marine casualties and incidents”	
						2.1.1.5	Revised Civil Liability and Fund Conventions, as necessary	
						2.1.1.6	Guidance on implementation of the HNS Convention	
						2.1.1.7	Guidelines and interpretations on the 2002 Athens Protocol and other liability and compensation conventions	
						2.1.1.8	Summary reports and analysis of mandatory reports under MARPOL	
						2.1.1.9	Amendments to MARPOL Annexes I to VI	
						2.1.1.10	Unified interpretations of the MARPOL regulations	
						2.1.1.11	Guidelines for the BWM Convention	
						2.1.1.12	Clarified boundaries between MARPOL and London Convention 1972	
						2.1.1.13	Reports on the average sulphur content of residual fuel oil supplied for use on board ships	
						2.1.1.14	Guidelines for enforcement of MARPOL Annex I	

Strategic Directions (A.970(24))				High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output
				2.2.1	Encourage and support implementation of the Voluntary IMO Member State Audit Scheme	2.2.1.1	Model training course for auditors to prepare for/undertake audits	
						2.2.1.2	Capacity-building aspects of the scheme reflected in the ITCP	Capacity-building aspects of the scheme are included in the ITCP for 2008-2009 (TCC 57)
						2.2.1.3	Input to the Model training course for auditors, for the component of the course related to marine environment protection	
				2.3.1	Encourage the worldwide provision of maritime search and rescue services	2.3.1.1	Technical guidance for establishment of regional MRCCs and MRSCs in Africa supported by SAR Fund	
						2.3.1.2	Further development of the Global SAR plan for the provision of maritime SAR Services	
						2.3.1.3	Guidance of medical assistance in SAR services	
						2.3.1.4	ITCP sub-programme contributing to the world-wide provision of maritime SAR services	Approved regional programme for Africa to deliver more SAR-related activities, as contained in the ITCP for 2008-2009 (TCC 57)
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 projects, UNEP projects and programmes, including UNDP and WB projects and the IMO/UNEP forum on regional co-operation in combating marine pollution	
				3.1.2	Establish partnerships with governments, organizations and industry to enhance the delivery of IMO's capacity-building programmes	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	
						3.1.2.2	Implementation of resolution A.965(23), Development and Improvement of Partnership Arrangements for Technical Co-operation	Endorsed reports on the implementation of resolution A.965(23)
				3.1.3	Promote and strengthen partnerships with global maritime training institutions and training programmes	3.1.3.1	Global programme on enhancement of maritime training capacities	Approved global programme on enhancement of maritime training capacities, as contained in the ITCP for 2008-2009 (TCC 57)
						3.1.3.2	An OPRC-HNS model training course and a BWM training package	
		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 ITCP and partnerships	TCDC has been reflected in the ITCP for 2006-2007 and is reflected in the ITCP for 2008-2009 for the approval by TCC 57
				3.2.2	Establish an equitable mechanism to ensure the sustainable financing of the ITCP	3.2.2.1	Mechanism on sustainable financing of the ITCP for consideration by the Council and the Assembly	Proposed options for establishing the mechanism considered and the Secretariat requested to submit an appropriate revised proposal to TCC 57 for further consideration

Strategic Directions (A.970(24))		High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output		
		3.3	Meeting the needs of its developing Member States	3.3.1	Establish arrangements at HQ and in developing regions to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular	3.3.1.1	Reports on arrangements established and needs of SIDS/LDCs reflected in ITCP	Approved new global programme on support to SIDS/LDCs for their special shipping needs, as contained in the ITCP for 2008-2009 (TCC 57)
						3.3.1.2	Reports on the effectiveness of the regional co-ordinators in the implementation of the ITCP	Endorsed reports on the status of the IMO Regional Co-ordination scheme and on the progress made towards achieving the objective of decentralizing the implementation of the ITCP
		3.4	Improving the delivery, utilization and effectiveness of its technical co-operation programmes	3.4.1	Consider and prioritize the ITCP	3.4.1.1	An approved ITCP for 2008/2009	Approved ITCP for 2008-2009 (TCC 57)
						3.4.1.2	Input to the ITCP on maritime safety and security; environmental protection; facilitation and legislation	
				3.4.2	Strengthen the role of women in the maritime sector	3.4.2.1	An enhanced programme on integration of women in the maritime sector	Approved global programme to enhance the integration of women in the maritime sector, as contained in the ITCP for 2008-2009 (TCC 57)
				3.4.3	Develop new measures to deliver technical assistance	3.4.3.1	Proposals for wider use of e-learning and use of internet to provide training and advisory services	See footnote ¹
						3.4.3.2	Guidance on effective access to IMO information	Document on the feedback of the questionnaire analyses on the extent to which developing countries were making use of a pilot scheme for free access considered
						3.4.3.3	Training aids and methodologies targeted on the special needs of developing countries	
		3.4.4	Undertake regular TC impact assessments	3.4.4.1	Agreed parameters for the ITCP Impact Assessment Exercise (IAE) covering 2004-2007, including a focus on maritime security	Approved parameters for this IAE.		
		4	Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments, and challenges. It will strive for excellence in institutional governance and management. The Council will provide visionary leadership, Committees will be optimally structured and IMO will be supported by an effective and efficient Secretariat. The Secretariat			4.1.1	Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively	4.1.1.1
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	Technical guidance to the Secretariat on establishment and maintenance of the Global Integrated Shipping Information System (GISIS)	
						4.2.1.2	Up-to-date inventory of technical co-operation activities related to maritime safety, security and environment protection (MARTECAID) and updated IMO Compendium of Maritime Training Institutes	

¹ The Secretariat has considered proposals for developing IMO model courses and other training courses using e-learning methodology.

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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					4.2.1.3	Guidance on establishment and maintenance of information system as part of the GISIS platform as appropriate (databases, website). Bulk Chemical database, CAS database, port reception facilities database, SOPEP database, BWM website, OPRC and OPRC-HNS website, ship recycling website		
			4.3.1	Enhance transparency in the Organization's operations				
			4.4.1	Keep under review working methods and processes	4.4.1.1	Revised Committees' guidelines		
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	SOLAS amendments and performance standards	
						5.1.1.2	Guidelines on passenger ships	
						5.1.1.3	Revised guidelines on cross-flooding (resolution A.266(VIII))	
						5.1.1.4	Amendments to SOLAS chapter II-2 for safe areas and increased survivability	
				5.1.2	Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress	5.1.2.1	Performance standards for evacuation guidance systems	
						5.1.2.2	Measures to prevent accidents with lifeboats	
						5.1.2.3	Guidance on compatibility of life-saving appliances	
						5.1.2.4	Amendments to SOLAS chapter III, the LSA Code and the Recommendation on testing of life-saving appliances	
		5.1.2.5	Test standards for extended service intervals for inflatable liferafts					
		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	Mandatory requirements for gas-fuelled ships	
						5.2.1.2	Amendments to the MODU Code	
						5.2.1.3	Amendments to resolution A.744(18)	
						5.2.1.4	Amendments to the 1994 and 2000 HSC Codes and the DSC Code	
						5.2.1.5	Amendments to the SPS Code	
						5.2.1.6	SOLAS amendments on emergency towing systems in ships other than tankers greater than 20,000 dwt	
5.2.1.7	Revised Intact Stability Code							
5.2.1.8	Performance standards for protective coatings							
5.2.1.9	Explanatory notes for harmonized SOLAS chapter II-1							

Strategic Directions (A.970(24))				High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output
						5.2.1.10	Amendments to LL Convention	
						5.2.1.11	Revision of the OSV Guidelines	
						5.2.1.12	Revised 2000 HSC Code and amendments to the DSC Code and 1994 HSC Code	
						5.2.1.13	Guidelines to enhance the safety of small fishing vessels, particularly in developing countries	
			5.2.2	Development and review of training and watchkeeping standards and operational procedures for maritime personnel		5.2.2.1	Guidelines on safety aspects of ballast water exchange	
						5.2.2.2	Guidelines on training and education for fatigue prevention, mitigation and management	
						5.2.2.3	Amendments to STCW Convention on training for control and management of ship's ballast water	
						5.2.2.4	Specifications of minimum standards of competence for personnel on oil, chemical and gas tankers	
						5.2.2.5	Report on a review of methods for demonstration of competence in STCW Code Chapter VI	
						5.2.2.6	Report on a review of performance of GMDSS operator's certificate holders	
						5.2.2.7	Amendments to the STCW Convention and Code on minimum training and certification requirements for SSOs	
						5.2.2.8	Amendments to STCW Code on training requirements for launching/recovering operations of fast rescue boats and means of rescue in adverse weather conditions	
						5.2.2.9	Revised resolution A.890(21) – Principles of safe manning	
						5.2.2.10	Input to the revision of the model training course on chemical carriers	
						5.2.2.11	Input to the revision of model course on the revised MARPOL Annexes I and II	
			5.2.3	Keep under review standards for safe handling and carriage by sea of solid and liquid cargoes carried in bulk and packaged form		5.2.3.1	SOLAS amendments to make the BC Code mandatory	
						5.2.3.2	Amendments to the BC Code	
						5.2.3.3	Amendments to the IMDG Code and supplements	
						5.2.3.4	Guidelines for chemical tankers carrying benzene	
						5.2.3.5	Amendments to the IBC and BCH Code	
						5.2.3.6	Urgent follow-up on the issue of fires and explosions on chemical tankers and product tankers under 20,000 deadweight tonnes operating without inert gas systems	

Strategic Directions (A.970(24))				High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output	
			5.2.4	Keep under review measures to improve navigational safety, including ships' routing, ship reporting systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems	5.2.4.1	Guidelines on effective voyage planning for passenger ships			
					5.2.4.2	Revised performance standards for INS and IBS			
					5.2.4.3	New routing measures and mandatory reporting systems including associated protective measures for PSSAs			
					5.2.4.4	Guidance on the use of ECDIS and development of ENC			
					5.2.4.5	Revision of the performance standards for VDRs and S-VDRs			
					5.2.4.6	Update of worldwide radionavigation systems			
					5.2.4.7	Revision of the performance standards for ECDIS			
					5.2.4.8	Technical guidance for the Marine Electronic Highway demonstration project			
					5.2.4.9	Guidance on interpretation of UNCLOS provisions <i>vis-à-vis</i> IMO instruments			
					5.2.5	Monitor the operation of the Global Maritime Distress and Safety System (GMDSS)	5.2.5.1	Guidelines on emergency radiocommunications including false alerts	
			5.2.5.2	Further development of the GMDSS master plan on shore-based facilities					
			5.2.5.3	Amendments to NAVTEX, SafetyNET and MSI Manuals					
			5.2.5.4	Amendments to SOLAS chapter IV					
			5.2.5.5	Revised performance standards, in particular for SART					
			5.2.5.6	Amendments to resolution A.888(20) and recognition of new satellite service providers for GMDSS					
			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	Guidelines on port State control of seafarers' working hours	
							5.3.1.2	Revised guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18))	
							5.3.1.3	Guidelines on inspection and survey of accommodation ladders	
5.3.1.4	Revised guidelines on control and compliance measures to enhance maritime security								
5.3.1.5	Harmonized PSC procedures								
5.3.1.6	Methodology for the in-depth analysis of annual PSC reports								
5.3.1.7	Survey guidelines under the HSSC (resolution A.948(23)) for MARPOL Annex VI and the BWM Convention								

Strategic Directions (A.970(24))				High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output
		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	Organizational strategy for addressing the role of the human element in safety, security and marine environment protection	
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 intergovernmental 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	Revised recommendations on the safe transport of dangerous cargoes and related activities in port areas (MSC/Circ.675)	
						6.1.1.2	Guidelines and guidance on the implementation and interpretation of SOLAS chapter XI-2 and of the ISPS Code	
						6.1.1.3	Self-assessment questionnaires as aids in the implementation and maintenance of SOLAS chapter XI-2	
						6.1.1.4	Amendments to SOLAS, guidelines and performance standards for long-range identification and tracking of ships	
						6.1.1.5	List of IMO instruments requiring review and amendment so as to include appropriate security-related provisions	
						6.1.1.6	Train-the-trainer courses to enhance maritime safety and security measures	
						6.1.1.7	Measures for container/supply chain security	
		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					
		6.2	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	
						6.2.1.2	Revised guidance relating to the prevention of piracy and armed robbery to reflect current trends and behaviour patterns	
6.2.2.1	Global technical co-operation programme on maritime security and the IMSTF					Approved report on the activities delivered under the global programme on maritime security, as contained in the report on the implementation of the ITCP for 2004-2005		
6.2.2.2	Technical co-operation activities related to a reduction of piracy and armed robbery reflected in the ITCP	Approved reports on operation of the voluntary trust funds, including the IMSTF						
						Approved report on the delivery of regional seminars/workshops aiming at reducing piracy and armed robbery, as contained in the report on the implementation of the ITCP for 2004-2005		

Strategic Directions (A.970(24))				High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output
								Approved new global programme on maritime security, covering also regional or national events on piracy and armed robbery against ships, as contained in the ITCP for 2008-2009 (TCC 57)
		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 <i>ad hoc</i> expert working groups on issues related to safeguarding the human rights of seafarers	6.3.1.1	Guidelines on the fair treatment of seafarers	
						6.3.1.2	Advice on “Guidelines on abandonment of seafarers” and assessment of need for draft convention	
				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 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	
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 GESAMP study on “Estimates of Oil Entering the Marine Environment from Sea Based Activities”	
						7.1.1.2	Technical guidance for the Secretariat for the development, on the basis of reporting requirements under MARPOL, the OPRC Convention and the OPRC-HNS Protocol as well as other relevant sources of information, of a pollution incident information structure for regular reporting to the BLG and/or 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	Guidelines on ballast water management	
						7.1.2.2	Approved ballast water management systems	
						7.1.2.3	Approved list of active substances used by ballast water management systems	
						7.1.2.4	A manual – “Ballast Water Management – How To Do It”	
						7.1.2.5	Third BWM R and D symposium	
						7.1.2.6	Policies on Practices Related to the Reduction of Greenhouse Gas Emissions from Ships (resolution A.963(23))	
						7.1.2.7	Guidelines for ship CO ₂ indexing	
						7.1.2.8	Guidelines and other follow-up action on revised MARPOL Annex II	
						7.1.2.9	Guidelines for the treatment of sewage (MARPOL Annex IV)	
						7.1.2.10	Measures to promote implementation of the AFS Convention	
						7.1.2.11	A draft legal instrument on ship recycling	

Strategic Directions (A.970(24))			High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output	
					7.1.2.12	Designation of special areas and particularly sensitive sea areas and adoption of their associated protective measures		
					7.1.2.13	Manual on oil spill risk evaluation and assessment of response preparedness		
					7.1.2.14	Revised manual on administrative arrangements for oil spill response		
					7.1.2.15	IMO/UNEP manual on natural resource damage assessment following major oil spills		
					7.1.2.16	Guidance document on contingency planning, hazard evaluation, assessment and response to chemical spills		
					7.1.2.17	OPRC-HNS Model Course		
			7.1.3	Monitor and keep under review the provision of reception facilities in ports and their adequacy	7.1.3.1	MEPC circulars on reception facilities		
			7.1.4	Consider the need for the development of measures to prevent and control marine pollution from small craft	7.1.3.2	Reports on inadequacy of port reception facilities		
					7.1.3.3	Action Plan on port reception facilities		
			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	7.1.4.1	Action Plan on prevention and control of marine pollution from small craft, including development of appropriate measures	
						7.2.1.1	Bi-annual MSC circulars on designation of maritime assistance services (MAS)	
					7.2.1.2	Revised guidelines on the identification of places of refuge with regard to marine environment protection		
					7.2.2	Keep under review the adequacy of the legal framework		
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	OPRC-HNS Protocol reflected in ITCP	Development and translation of OPRC-HNS model courses is included in the new ITCP for 2008-2009 for consideration by TCC 57				
7.3	Increasing the emphasis on the role of the human element in environmentally sound shipping							
8	IMO will seek to ensure that measures to promote safe, secure and environmentally sound shipping do not unduly affect the efficiency of shipping. It will also constantly review such		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	Report on status of FAL Convention		

Strategic Directions (A.970(24))				High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output				
	measures to ensure their adequacy, effectiveness and relevance, using the best available tools			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 chapter XI-2 of SOLAS and the ISPS Code					
						8.2.1.2	A standard form for pre-arrival security information					
						8.2.1.3	Access procedures at the ship/port interface for public officers and service providers visiting a vessel					
						8.2.1.4	Security procedures on port servicing craft					
						8.2.1.5	Procedures to facilitate the seafarers access in and out of a port facility during shore leave					
						8.2.1.6	Documentation required by passengers, particularly transit cruise passengers, to ensure their smooth flow through the port					
						8.2.1.7	Procedures for cargo and baggage clearance through a port facility					
						8.2.1.8	Measures for the resolution of problems resulting between port facilities and vessels					
				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 for use by Public Authorities to facilitate procedures for visiting ships, their cargo, crews and passengers					
						8.3.1.2	Revised IMO Compendium of Facilitation and Electronic Business					
						8.3.1.3	Available technologies to demonstrate to Public Authorities and other stakeholders					
						8.3.1.4	Model “Single Window” for maritime transport					
						8.3.1.5	Information technology solutions (e.g. electronic signature) to facilitate the process of clearing the ship, its cargo, passengers and crew					
				9	IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDC)			9.1.1	Identify the development needs of SIDS and LDCs		Report on the attention given by the Committees to SIDS and LDCs	MDG 8 – Development of a global partnership for development, which also addresses special needs of the SIDS and LDCs, was identified as one of the links to the ITCP by the Committee’s Intersessional Working Group on the Linkage. A new global programme on support to the SIDS and LDCs in the ITCP for 2008-2009 will be considered by TCC 57
				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	A goal-based standards concept	
10.1.1.2	Further development of the methodology											
10.1.1.3	Proposals for amendments to conventions											

Strategic Directions (A.970(24))			High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output	
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	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	Guidance on demonstrating linkage between safe, secure, efficient and environmentally friendly maritime transport infrastructure and the achievement of the Millennium Development Goals	The report of the Committee's Intersessional Working Group on the Linkage to be considered by TCC 57 includes (a) guidance document on the maritime transport targets and indicators related to the IMDs; (b) Maritime Capacity Checklist as a strategic tool to be used by Member States, modified to meet their needs, to determine the adequacy of their maritime capacity in relation to the contribution of the maritime sector to the achievement of the relevant MDGs; and (c) the Maritime Capacity Analysis
						11.1.1.2	Measures to promote the "IMO Children's Ambassador" concept in collaboration with junior marine environment protection associations worldwide	
		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	Guidelines on development of such programmes in the ITCP	
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	Reports of the Group of Experts on FSA	
				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 casualty analysis processes	
		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	Report of study undertaken by the group of experts on the Impact and Effectiveness of the ISM Code	
						12.2.1.2	Amendments to the ISM Code and to the related guidelines for its implementation (resolution A.913(22))	
		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 for the Secretariat on the development of GISIS and on access to information	
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	No planned output 2006-2007			

Strategic Directions (A.970(24))				High-level actions (A.971(24))		Planned output of the Committees – 2006-2007 (A.971(24))		Status of output
		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					
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					
		13.2	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	
		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					

ANNEX 2²

PROPOSED OUTPUTS OF THE TECHNICAL CO-OPERATION COMMITTEE FOR 2008-2009

Strategic Directions (A....(25))		High-level actions (A....(25))		Planned output of the Committee – 2008-2009 (A....(25))		
ENHANCE STATUS AND EFFECTIVENESS OF IMO						
1	IMO is the primary international forum for technical matters affecting international shipping. An inclusive and comprehensive approach to such matters will be a hallmark of IMO. In order to maintain that primacy, it will:	1.1	Further develop its role in maritime affairs <i>vis-à-vis</i> other intergovernmental 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	A conceptual linkage between the goals of the ITCP and the Millennium Development Goals Meeting on “Delivering as One: UN collaboration on TC in the maritime sector” in response to the “Delivering as One” Report of the Secretary-General’s High-Level Panel on UN System-wide coherence in the areas of development, humanitarian assistance and the environment
				1.1.2	Co-operate with the United Nations and other international bodies on matters of mutual interest	
		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	
				1.3	Actively seek to reap synergies and avoid duplication of efforts made by other UN agencies in shipping matters	1.3.1
		1.3.2	Follow-up to the activities of UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities			Capacity-building follow-up actions reflected in the ITCP
		1.3.3	Monitor developments within GESAMP and make full use of the knowledge available and gained			

² In this annex, text shown in ~~strike through~~ font represents proposed deletions of outputs produced during the current biennium, or outputs that are no longer relevant, while text shown in shaded font represents proposed new outputs for 2008-2009. Text that is unmarked represents outputs from this biennium that are to be rolled forward to the next.

Strategic Directions (A....(25))				High-level actions (A....(25))		Planned output of the Committee – 2008-2009 (A....(25))	
				1.3.4	Promote facilitation measures		
				1.3.5	Harmonize IMO instruments with other relevant international instruments, as necessary		
2	IMO will foster global compliance with its instruments governing international shipping and will promote their uniform implementation by Member States			2.1.1	Monitor and improve conventions, etc., and provide interpretation thereof if requested by Member States		
				2.2.1	Encourage and support implementation of the Voluntary IMO Member State Audit Scheme	Capacity-building aspects of the scheme reflected in the ITCP	
				2.3.1	Encourage the worldwide provision of maritime search and rescue services	ITCP sub-programme contributing to the world-wide provision of maritime SAR services	
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.		
				3.1.2	Establish partnerships with governments, organizations and industry to enhance the delivery of IMO's capacity-building programmes	Implementation of resolution A.965(23) on Development and improvement of Partnership arrangements for technical co-operation Reports on implementation of resolution A.965(23) on Development and improvement of partnership arrangements for technical co-operation	
				3.1.3	Promote and strengthen partnerships with global maritime training institutions and training programmes	Global programme on enhancement of maritime training capacities	
		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)	TCDC reflected in the ITCP and partnerships Reports on voluntary trust funds, cash contributions and in-kind support	
				3.2.2	Establish an equitable mechanism to ensure the sustainable financing of the ITCP Implement the mechanism to ensure the sustainable financing of the ITCP	Mechanism on sustainable financing of the ITCP for consideration by the Council and Assembly A review of the implementation of the mechanism on sustainable financing of the ITCP	

Strategic Directions (A....(25))		High-level actions (A....(25))		Planned output of the Committee – 2008-2009 (A....(25))		
		3.3	Meeting the needs of its developing Member States	3.3.1	<p>Establish arrangements at HQ and in developing regions to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular</p> <p>Implement the arrangements to identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular</p>	<p>Reports on arrangements established and needs of SIDS/LDCs reflected in ITCP</p> <p>Reports on the effectiveness of the regional co-ordinators in the implementation of the ITCP</p> <p>A review of the implementation of the arrangements to identify the emerging needs of developing States in general and the development needs of SIDS and LDCs in particular</p> <p>Approved ITCP for 2010-2011 reflecting the emerging needs of the developing countries, SIDS and LDCs</p>
		3.4	Improving the delivery, utilization and effectiveness of its technical co-operation programmes	3.4.1	Consider and prioritize the ITCP	<p>An approved ITCP for 2008-2009</p> <p>Enhanced prioritization of the ITCP for 2010-2011</p>
				3.4.2	Strengthen the role of women in the maritime sector	<p>An enhanced programme on integration of women in the maritime sector</p> <p>Report on the enhanced global programme on the integration of women in the maritime sector, including review of the regional associations for women in the maritime and port sectors</p>
				3.4.3	<p>Develop new measures to deliver technical assistance</p> <p>Develop new measures to improve the delivery of technical assistance</p>	<p>Proposals for wider use of e-learning and use of internet to provide training and advisory services</p> <p>Training aids and methodologies targeted on the special needs of developing countries</p> <p>Reports on new and cost-effective measures to deliver technical assistance</p>
3.4.4	Undertake regular TC impact assessments	<p>Agreed parameters for the ITCP Impact Assessment Exercise (IAE) covering 2004-2007, including a focus on maritime security</p> <p>Report on the ITCP Impact Assessment Exercise (IAE) covering 2004-2007</p>				
4	Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments, and challenges. It will strive for excellence in institutional governance and management. The Council will provide visionary leadership, Committees will be optimally structured and IMO will be supported by an effective and efficient Secretariat. The Secretariat will be endowed with			4.1.1	Ensure that the Organization, within agreed appropriations, uses its resources efficiently and effectively	<p>Approved report on ITCP implementation for 2004-2005</p> <p>Approve report on ITCP implementation for 2006-2007</p>
				4.2.1	Create a knowledge and information-based Organization through improved management and dissemination of information making use of appropriate technology	<p>Up-to-date inventory of technical co-operation activities related to maritime safety, security and environment protection (MARTECAID) and updated IMO Compendium of Maritime Training Institutes</p>
				4.3.1	Enhance transparency in the Organization's operations	
				4.4.1	Keep under review working methods and processes	

Strategic Directions (A....(25))			High-level actions (A....(25))		Planned output of the Committee – 2008-2009 (A....(25))	
	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.					
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	
				5.1.2	Development and review of safe evacuation, survival, recovery and treatment of people following maritime casualties or in case of distress	
		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	
				5.2.2	Development and review of training and watchkeeping standards and operational procedures for maritime personnel	
				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	
				5.2.4	Keep under review measures to improve navigational safety, including ships' routing, ship reporting systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems	
				5.2.5	Monitor the operation of the Global Maritime Distress and Safety System (GMDSS)	
		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	

Strategic Directions (A....(25))		High-level actions (A....(25))		Planned output of the Committee – 2008-2009 (A....(25))	
		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	
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 intergovernmental 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	
				6.1.2 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	
		6.2	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	
				6.2.2 Assist developing regions in their introduction and implementation of effective security measures and measures against piracy and armed robbery against ships	Global technical co-operation programme on maritime security and the IMSTF Technical co-operation activities related to a reduction of piracy and armed robbery reflected in the ITCP
		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 <i>ad hoc</i> expert working groups on issues related to safeguarding the human rights of seafarers	
				6.3.2 Develop a strategy for the work related to the role of the human element in maritime security	
7	IMO will focus on reducing and eliminating any adverse impact 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	
				7.1.2 Keep under review measures to reduce adverse impact on the marine environment by ships and their cargoes	

Strategic Directions (A....(25))			High-level actions (A....(25))		Planned output of the Committee – 2008-2009 (A....(25))	
		7.2	Developing effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships	7.1.3	Monitor and keep under review the provision of reception facilities in ports and their adequacy	
				7.1.4	Consider the need for the development of measures to prevent and control marine pollution from small craft	
				7.2.1	Keep under review the guidelines on the identification of places of refuge	
				7.2.2	Keep under review the adequacy of the legal framework	
				7.2.3	Foster co-operation and mutual assistance between Member States under the provisions of the OPRC Convention and OPRC-HNS Protocol	OPRC HNS Protocol reflected in the ITCP
7.3	Increasing the emphasis on the role of the human element in environmentally sound shipping					
8	IMO will seek to ensure that measures to promote safe, secure and environmentally sound shipping do not unduly affect the efficiency of shipping. It will also constantly review such measures to ensure their adequacy, 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	
				8.2.1	Ensure that an appropriate balance is maintained between measures to enhance maritime security and measures to facilitate international maritime traffic	
				8.3.1	Encourage the use of information and communication technology to drive continuous improvement and innovation in the facilitation of maritime traffic	

Strategic Directions (A....(25))				High-level actions (A....(25))		Planned output of the Committee – 2008-2009 (A....(25))	
9	IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDC)			9.1.1	Identify the development needs of SIDS and LDCs Identify and address the special shipping needs of SIDS and LDCs	A report on the implementation of the global programme on support to the SIDS and LDCs for their special shipping needs	
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		
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	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		
		11.2	Actively developing its community relations programmes	11.2.1	Actively promote and encourage the development of community relations programmes	Identification of ITCP programmes amenable to the addition of community outreach activities	
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		
				12.1.2	Use risk-based tools that take account of costs and the human element in the development of operational standards		
		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		
		12.3	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		

Strategic Directions (A....(25))		High-level actions (A....(25))		Planned output of the Committee – 2008-2009 (A....(25))		
		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	
		12.5	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			
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			
		13.2	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	
		13.3	Encouraging the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development			