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**PROGRESS REPORT TO THE ASSEMBLY IN COMPLIANCE WITH
RESOLUTION A.924(22) ON REVIEW OF MEASURES AND PROCEDURES TO
PREVENT ACTS OF TERRORISM WHICH THREATEN THE SECURITY OF
PASSENGERS AND CREWS AND THE SAFETY OF SHIPS**

Note by the Secretary-General

SUMMARY

Executive summary: This document contains, in compliance with operative paragraph 6 of resolution A.924(22), the draft progress report on review of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety of ships

Action to be taken: Paragraph 56

Related documents: Resolution A.924(22), C 90/12, MSC 77/26

BACKGROUND

1 The Assembly, at its twenty-second session (19 to 30 November 2001), unanimously adopted resolution A.924(22) on Review of measures and procedures to prevent acts of terrorism which threaten the security of passengers and crews and the safety of ships, which had been proposed by the Secretary-General in the aftermath of the terrorist attacks in New York and Washington, D.C. on 11 September 2001 and which had previously been unanimously approved by the Council at its twenty-first extraordinary session in November 2001.

2 By means of operative paragraph 1 of resolution A.924(22), the Assembly requested the Maritime Safety Committee, along with the Legal Committee and the Facilitation Committee, to undertake, under the direction of the Council and on a high priority basis, a review to ascertain whether there was a need to update the instruments referred to in the resolution's preambular paragraphs and any other relevant IMO instruments under their scope and/or to adopt other security measures and, in the light of such a review, to take prompt action as appropriate.

3 Operative paragraph 6 of resolution A.924(22) has requested the Secretary-General to submit a report to the twenty-third session of the Assembly on progress made in the interim which is what this document aims at providing for endorsement by the Council and subsequent forwarding to A 23 for information and action as appropriate.

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FIRST EXTRAORDINARY SESSION OF THE MARITIME SAFETY COMMITTEE

4 The Committee, at its first extraordinary session (MSC/ES.1 - during A 22), was informed of a presentation made by the Secretariat to Committee 2 (Technical) of the Assembly concerning a number of maritime security measures which had been proposed by the United States' delegation. The presentation of the Secretariat concerned a possible expeditious course of action, including the view that, if amendments to mandatory instruments were considered appropriate to accommodate the United States proposals, AIS matters could be considered within the context of the revised SOLAS chapter V, while the port and ship security plans issue could not be considered under any other SOLAS chapter. In such a case, it might be appropriate to have the issue dealt with by means of possible amendments to SOLAS chapter XI on Special measures to enhance maritime safety. If that chapter were to be amended, it could incorporate other maritime security measures proposed, in which case it would be appropriate to rename it "Special measures to enhance maritime safety **and security**". The Assembly's Technical Committee had noted that it would be for MSC 75 to decide which parts of SOLAS, STCW or other IMO Conventions should be amended.

5 MSC/ES.1 was also informed that Committee 2 had noted that, in order to adopt amendments under SOLAS chapter XI there would, in accordance with resolution 5 of the 1994 SOLAS Conference, be a need to convene a Conference of SOLAS Contracting Governments; and that, further to the need for action in accordance with that resolution, Committee 2 had recognized that, in opting for a SOLAS conference, a strong message would be conveyed about the seriousness that IMO was attaching to the issue of maritime security.

6 MSC/ES.1 was further informed that Committee 2 had also agreed that a Conference on Maritime Security could be organized in conjunction with MSC 76 in December 2002, provided the Assembly, as a whole, decided that such a Conference was desirable and such a decision was concurred to by at least one third of SOLAS Contracting Governments attending the Assembly. The Committee also noted that, organizing the proposed Conference in conjunction with an MSC session, would entail no additional financial cost to the Organization.

7 MSC/ES.1 was finally informed that Committee 2 had eventually agreed that the intersessional MSC Working Group on Maritime Security (ISWG), which had already been decided by the plenary of the Assembly on a proposal by the United States' delegation, should meet at the Organization's Headquarters from 11 to 15 February 2002 to:

- .1 start work on the review requested in operative paragraph 1 of resolution A.924(22);
- .2 prepare a list of subjects to be further discussed which, according to their nature, should then be forwarded to the MSC and the Legal and FAL Committees for further elaboration;
- .3 consider proposals on maritime security issues submitted by Member Governments and international organizations concerned; and
- .4 prepare a plan and timeframe for further action.

8 MSC/ES.1 noted that Committee 2 had further decided that the outcome of the intersessional working group should be submitted to MSC 75 for follow-up by an *ad hoc* working group; as well as to the Legal and FAL Committees for appropriate action. In this respect, it recalled that MSC 74 had agreed, in principle, that three working groups should be established at MSC 75 (on large passenger ship safety; on bulk carrier safety; and on the human

element); and noted that, if a decision was made for a new Working Group on Maritime Security, that, in essence, would require a fourth group, which would go beyond the provisions of the Guidelines on organization and method of work. However, noting the Secretary-General's comments, endorsed by the MSC Chairman, that exceptional circumstances demanded exceptional action and that the special effort the MSC would be asked to make would be worth taking for the sake of both maritime safety and security and the Organization's good name, MSC/ES.1 agreed to proceed with the establishment of a fourth Working Group on Maritime Security to meet during MSC 75 for the issue to be considered under a separate agenda item; and had invited Members to include security experts in their delegations to that session of the Committee.

INTERSESSIONAL WORKING GROUP ON MARITIME SECURITY (ISWG) – 1ST SESSION

9 The first session of the ISWG was held from 11 to 15 February 2002 in accordance with the decision of A 22 and for the purposes set out in paragraph 6 above.

10 The ISWG considered proposals addressing the issues of Automatic Identification Systems (AIS) (amendments to SOLAS regulation V/19.2.4 and long-range AIS interface); ship and offshore facility security plans; ship security officer (SSO); company security officer (CSO); port facility security plans (PFSP); port vulnerability assessment (PVA); seafarer identification verification and background check; port of origin container examinations; co-operation with the World Customs Organization (WCO); information on the ship, its cargo and people; means of ship alerting; ship security equipment; update of MSC/Circ.443; and long-term goal.

11 ISWG 1, on completion of extensive deliberations, developed, *inter alia*:

- .1 draft amendments to SOLAS Chapters V (AIS acceleration) and XI (Special measures to enhance maritime security);
- .2 a provisional framework of part A – draft International Code for the Security of Ships and Port facilities; and
- .3 draft guidance measures to prevent terrorism and other unlawful acts against ships, passengers and crews on board ships, port personnel, ports and port facilities,

for consideration by MSC 75 with a view to further development and improvement by the MSC Maritime Security Working Group (MSWG).

75TH SESSION OF THE MARITIME SAFETY COMMITTEE

12 MSC 75 noted that, pursuant to operative paragraph 2 of resolution A.924(22), the Secretary-General had communicated with all relevant intergovernmental organizations and non-governmental international organizations in consultative status with IMO, inviting their co-operation in the work decided by the Assembly for the purpose of preventing and suppressing acts of terrorism against shipping; submission of information on standards for transport-related safety and security developed by them; and attendance at IMO meetings addressing maritime security issues. In this context, MSC 75 was informed by the Secretariat that positive responses had been received from nearly all of these organizations, which either attended relevant sessions of the IMO bodies concerned or had submitted information on their relevant work to the Organization.

13 MSC 75, in considering the report of ISWG 1, took a number of decisions in principle relating to: AIS matters; the regulatory framework of the security provisions and their application to ships, port facilities, MODUs and platforms, including provisions for SSOs, CSOs, PFSOs; PVA; seafarers' ID; container examination; control of the ship; and long-term goals.

14 Among others, MSC 75 decided to:

- .1 accelerate the implementation date for shipborne AIS;
- .2 incorporate all maritime security regulations in SOLAS chapter XI, supplemented by an International Ship and Port Facility Security (ISPS) Code with a mandatory part A and recommendatory part B;
- .3 follow the ILO revision process in the context of the development of a verifiable seafarers' ID;
- .4 invite ILO, subject to adoption by the SOLAS Conference of a corresponding draft resolution, to establish a joint ILO/IMO Working Group to undertake more detailed work on comprehensive port security requirements;
- .5 endorse the development of an MoU between IMO and WCO relating to the security of multi-modal transport chain; and
- .6 keep the maritime security issue on its own agenda and to establish an MSWG, if and when necessary.

15 The MSWG, established by MSC 75, having considered a total of 62 documents, developed a number of draft SOLAS regulations (including a provision for the carriage of a security alarm system) and made progress in the further development of the draft ISPS Code. It also prepared a number of draft Conference resolutions.

16 Upon a recommendation by the MSWG, MSC 75, recalling that the Legal and FAL Committees had been requested by resolution A.924(22) to participate in the review and would, therefore, be informed of the ongoing work accordingly, instructed NAV 48, DSC 7, COMSAR 7 and STCW 34 to consider a number of relevant maritime security-related issues on a priority basis and to report to MSC 76 and MSC 77 as appropriate.

17 MSC 75, *inter alia*, noted and approved for circulation to the Conference:

- .1 four alternatives for draft amendments to SOLAS regulation V/19.2.4, for consideration, decision and formal adoption;
- .2 draft amendments to SOLAS chapter XI, for consideration and formal adoption;
- .3 the text of mandatory part A of the draft International Ship and Port Facility Security (ISPS) Code, for consideration and formal adoption; and
- .4 a proposed outline of the recommendatory part B of the draft ISPS Code, for review by ISWG 2 and onward submission to the Conference.

18 MSC 75 noted that the MSWG, in considering the work done and progress made, had been content that it had reached a basis for a successful Conference in December 2002; however, it had assessed that another one-week intersessional meeting would be needed before the Conference to:

- .1 review and finalize the draft amendments to SOLAS chapter XI and part A of the draft ISPS Code;
- .2 review the proposed texts which have been removed from part A of the draft ISPS Code and were kept in abeyance; and
- .3 prepare and finalize the recommendatory part B of the draft ISPS Code.

19 MSC 75 endorsed that assessment and agreed that a second session of the ISWG should be convened for the above purposes with a view to finalizing and submitting to the Conference texts of draft amendments to SOLAS chapter XI and the draft ISPS Code.

20 MSC 75 approved a set of revised draft Conference resolutions for circulation to the Conference for consideration and adoption.

INTERSESSIONAL WORKING GROUP ON MARITIME SECURITY - 2ND SESSION

21 The second session of the ISWG was held from 9 to 13 September 2002 and further developed the proposed draft amendments to SOLAS chapter XI, separating the special measures to enhance maritime safety contained therein from the proposed special measures to enhance maritime security into new chapters XI-1 and XI-2 respectively. It also developed further part A of the draft ISPS Code and, due to lack of time, authorized its chairman, in cooperation with the Secretariat, to revise part B of the draft ISPS Code aligning the guidance contained therein with, and in light of, the decisions taken with respect to the draft SOLAS regulations and the proposed mandatory part A provisions; and the associated draft Conference resolutions for consideration by MSC 76 with a view to approval and submission to the SOLAS Conference for adoption.

76TH SESSION OF THE MARITIME SAFETY COMMITTEE - Phase One

22 MSC 76, in considering the report of ISWG 2, took a number of decisions in principle, *inter alia*, relating to the continuous synopsis record; security level 3; declaration of security (DOS); approval of PFSPs; port facility security assessments (PFSAAs); alternative measures and equivalent arrangements; communication of information; ship security alert system; control; ship identification number; and long-range tracking and identification.

23 MSC 76 re-established its MSWG to review the proposed draft amendments to SOLAS chapters V, XI-1 and XI-2; the proposed ISPS Code; and the proposed draft Conference resolutions, as appropriate.

24 MSC 76, in considering the MSWG's report, *inter alia*:

- .1 approved for submission to the Conference for adoption:
 - .1 the proposed draft amendments to SOLAS chapters V, XI-1 and XI-2;
 - .2 the proposed draft part A of the ISPS Code;
 - .3 the proposed draft Conference resolutions; and
- .2 noted the convening of an informal group to review part B of the ISPS Code and agreed to it forwarding the outcome of its deliberations directly to the Conference once it had been sponsored by one or more SOLAS Contracting Governments.

25 MSC 76 expressed deep appreciation to the MSWG and, in particular, to its Chairman, Mr. F. Wall (United Kingdom) and the Chairman of the drafting group, Mr. N. Charalambous (Cyprus), for the work achieved within such a short period of time and wished a successful outcome to the 2002 SOLAS Contracting Governments Conference on Maritime Security.

2002 SOLAS CONFERENCE ON MARITIME SECURITY

26 Pursuant to the decisions of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (the 1974 SOLAS Convention), attending A22 and in accordance with article VIII(c)(i) of the 1974 SOLAS Convention, a Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 was convened for the purpose of considering, with a view to adoption, amendments to the 1974 SOLAS Convention and an associated International Ship and Port Facility Security (ISPS) Code aimed at enhancing maritime security.*

27 The Conference was held at the Headquarters of IMO in London from 9 to 13 December 2002, concurrently with the second week of MSC 76.

28 Representatives of 109 Contracting Governments to the 1974 SOLAS Convention participated in the Conference, as well as observers from two Member States (not Parties to the Convention), 2 associate Members, 2 UN Specialized Agencies, 8 inter-governmental organizations and 32 non-governmental organizations in consultative status.

29 As a result of its deliberations, as recorded in the reports of the respective Committees and in the records of decisions of plenary meetings of the Conference and meetings of the Committee of the Whole, the Conference adopted:

- .1 amendments to the International Convention for the Safety of Life at Sea, 1974, together with resolution 1 on the adoption of these amendments; and
- .2 the International Ship and Port Facility Security (ISPS) Code, together with resolution 2 on the adoption of the Code.

30 The Conference also adopted the following resolutions:

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| Resolution | 3: | Further work by the International Maritime Organization pertaining to the enhancement of maritime security; |
| Resolution | 4: | Future amendments to chapters XI-1 and XI-2 of the 1974 SOLAS Convention on Special measures to enhance maritime safety and security respectively; |
| Resolution | 5: | Promotion of technical co-operation and assistance; |
| Resolution | 6: | Early implementation of the special measures to enhance maritime security; |
| Resolution | 7: | Establishment of appropriate measures to enhance the security of ships, port facilities, mobile offshore drilling units on location and fixed and floating platforms not covered by chapter XI-2 of the 1974 SOLAS Convention; |

* See also document C 90/9.
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- Resolution 8: Enhancement of security in co-operation with the International Labour Organization;
- Resolution 9: Enhancement of security in co-operation with the World Customs Organization;
- Resolution 10: Early implementation of long-range ships' identification and tracking; and
- Resolution 11: Human element-related aspects and shore leave for seafarers.

MSC 76 - Phase Two

31 Following the adoption by the Conference of the above resolutions, MSC 76, having considered the various requests contained therein, agreed to consider them in detail at MSC 77 and decided, in the meantime, to instruct STW 34, FSI 11, COMSAR 7 and the SPI Working Group to give initial consideration to identified matters falling within their competence as contained in Conference resolutions 3, 5 and 8 to 11, and requested them to report to MSC 77 for it to provide further direction on these and other issues of relevance to its work where actions by the Organization had been requested in the respective Conference resolutions.

32 MSC 76 also adopted resolution MSC.136(76) on Performance standards for ship security alert systems.

33 Furthermore, MSC 76 instructed COMSAR 7 and NAV 49 to further study Inmarsat-C polling as a system for long-range tracking and identification of ships and to consider other AIS and maritime security-related issues.

REVIEW OF THE 1988 SUA CONVENTION

34 MSC 76 noted that LEG 85 had continued its work on the review of the 1988 Rome SUA Convention and Protocol in the context of the work requested of it by resolution A.924(22).

30TH SESSION OF THE FACILITATION COMMITTEE

35 In considering the outcome of the 2002 SOLAS Conference on Maritime Security, FAL 30 paid particular attention to Conference resolution 3, operative paragraph 1 (g) and (h), whereby the FAL Committee had been invited to:

- “(g) consider, in the context of security, relevant aspects of facilitation of maritime traffic such as, for example, port arrivals and departures, standardized forms of reporting and electronic data interchange and take action as appropriate;
- (h) review Assembly resolution A.872(20) on Guidelines for the Prevention and Suppression of the Smuggling of Drugs, Psychotropic Substances and Precursor Chemicals on Ships Engaged in International Maritime Traffic and, if necessary, develop appropriate amendments thereto;....”

and to resolutions 8, 9 and 11 which were of relevance to its work.

36 As instructed by MSC 76, the SPI Working Group was requested to give, as an urgent matter, preliminary consideration to maritime security issues, the outcome of which is reported in paragraphs 15 to 22 below.

Facilitation of maritime traffic aspects in the context of maritime security

37 FAL 30 noted the view of the Working Group on the Review of the FAL Convention that the subjects of security and facilitation could be complementary to each other in the fields of customs and immigration. Use of risk analysis techniques could be made in studying the data and a risk profile should be established which could be of benefit to other authorities as well, such as health and veterinary.

38 FAL 30 also noted the view of the Working Group that Member Governments should be encouraged to promote the concept of single window whereby, making it possible for the ship's Master or agent to provide the required information using this concept. By using one point of entry and assigning a reference number to the ship, one could do away with the need to duplicate information, which would, amongst others, facilitate trade and support measures to enhance security.

39 FAL 30 further noted the view of the Working Group that the WCO had established data requirements for a Cargo Report and, in order to adequately address this issue, it would be prudent to make a detailed study of this Data Set along with the seven FAL forms, the EDI Compendium and the following security-related documentation requirements:

- International Ship Security Certificate;
- Continuous Synopsis Record;
- Declaration of Security between Ship and Port Facility; and
- Additional security-related information required to be available on board.

40 FAL 30, recognizing that the above exercise would entail an in-depth study and comparison between the above stated documents, decided to consider further this issue at its next session, invited relevant submissions to FAL 31 and instructed the Secretariat to keep it informed of the latest relevant developments in WCO and in ILO.

Review of resolution A.872(20)

41 FAL 30, recognizing that the revision of the Guidelines for the Prevention and Suppression of Smuggling of Drugs, Psychotropic Substances and Precursor Chemicals on Ships Engaged in International Maritime Traffic would require considerable time and effort, agreed to further consider the matter at FAL 31. It, therefore, invited proposals for consideration at its next session, when the contents of document SOLAS/CONF.5/14 (Colombia) will also be taken into account.

86TH SESSION OF THE LEGAL COMMITTEE

42 LEG 86 continued the revision of the SUA treaties. In considering the proposed changes to the SUA Convention and Protocol, some delegations suggested that a new convention, instead of a protocol amending the original one, would be more desirable. However most delegations favoured the development of a protocol. There was agreement that the new offences against

security be included in a separate article. It was also suggested that offences covered by the protocol could be classified in different categories.

43 The main points discussed while considering offence provisions included:

- .1 the close link between the offence provisions and the boarding provisions since the offences will trigger the boarding and would extend jurisdiction to States other than the flag State;
- .2 the need for precision in the formulation of the offences, in order to comply with fundamental principles of criminal law, international and domestic;
- .3 the need for consideration of environmental concerns; and
- .4 the need to exercise caution to avoid criminalizing the seafaring profession by overly broad definitions;

In considering boarding provisions (the draft article *8bis* as contained in Annex 1 of document LEG 86/5), a number of areas were identified where further work would be needed to clarify the objectives, the procedures and safeguards and to ensure that the boarding provisions were not subject to abuse, and should not discriminate in form or in fact against foreign ships.

44 A number of delegations noted that their comments would be of a preliminary nature until the offence provisions were settled because of the close link between the offence provisions and the boarding provisions. Further work needed to be done to reflect concerns over the “four hour rule”, compensation and resolving questions on the use of force and self defence.

45 LEG 86 decided that the work on this agenda item should be continued intersessionally through correspondence under the coordination of the United States will continued to act as co-ordinator of the Correspondence Group.

77TH SESSION OF THE MARITIME SAFETY COMMITTEE

46 MSC 77 considered a variety of issues on which the 2002 SOLAS Conference on Maritime Security had requested it and the Secretary-General to take specific actions; as well as issues raised by Governments and international organizations relating to decisions of the Conference and the implementation of maritime security issues emanating from the Conference and relevant sub-committees which had met since the Conference and MSC 76. Having made certain decisions, in principle, the Committee established an *ad hoc* working group the report of which it approved in general and took action on specific issues as identified in paragraph 52 below.

Model courses

47 MSC 77 noted that draft model courses for Ship Security Officers (SSO), Company Security Officers (CSO) and Port Facility Security Officers (PFSO) had been received from the developers (United States and India) on 30 May 2003 and had been passed to members of the validation panel for scrutiny so that the courses might be issued as soon as possible to assist Governments in the implementation of the decisions of the 2002 SOLAS Conference on Maritime Security.

Co-operation with ILO - Seafarers' identification and port security

48 The Committee recalled that, in the context of resolution 8, the 2002 SOLAS Conference had requested the Secretary-General to contribute, with appropriate expertise, to the work of ILO on the "Improved security for seafarers' identification" and to the proposed work on the wider issue of port security to be jointly undertaken by ILO and IMO. In this context, the Committee considered document MSC 77/6/9 (ILO) outlining the current work undertaken by the ILO on seafarers' identification and port security, including the revision of the Seafarers' Identity Documents Convention, 1958 (No. 108); the ILO guidance on Safety and Health in ports; and the preparation of a guidance on the wider issue of port security.

49 The Secretary-General advised the Committee that, in pursuance of Conference resolution 8 and following consultations with ILO, the Joint ILO/IMO Working Group would consist of 16 members, with the ILO providing 8 members (4 Employers' and 4 Workers' representatives) and IMO another 8 members, which would be Government representatives. In order to ensure the required expertise and also as widespread a representation of the IMO membership as possible, he, therefore, nominated Brazil, Egypt, India, Nigeria, Panama, Philippines, the United Kingdom and the United States as the IMO Government representatives to the Joint ILO/IMO Working Group.

50 The Committee endorsed the Secretary-General's proposal and decided that Brazil, Egypt, India, Nigeria, Panama, Philippines, the United Kingdom and the United States should be the IMO Government representatives at the Joint ILO/IMO Working Group on Port security.

Co-operation with WCO

51 With respect to Conference resolution 9 on Co-operation with the World Customs Organization (WCO), the Committee received a report by the Secretariat on WCO meetings attended by IMO; and also a report by the WCO observer on developments within his organization aiming at enhancing security in WCO's areas of competence.

Action after conclusion of the Working Group's meeting

52 Having considered the report of the Maritime Security Working Group, the Committee took action on issues such as:

- long-range ship identification and tracking;
- mobile and immobile floating units;
- International Ship Security Certificates (ISSC);
- assessment of compliance;
- issue of the International Ship Security Certificate (ISSC);
- subsequent failures or suspensions;
- conditional certificates or certificates of short duration;
- records;
- training and certification;

- revision of resolution A.890(21);
- notification of compliance with ISSC requirements;
- review of MSC/Circ.967;
- reporting requirements and communication of information;
- Continuous Synopsis Record (CSR);
- recognized security organizations (RSOs);
- Joint ILO/IMO Working Group on Port Security;
- guidance on port State control;
- implementation of the new regulatory regime; and
- future work programme on maritime security.

Developments concerning security-related technical co-operation activities

53 Recalling the establishment of a Maritime Security Technical Co-operation Programme, which was launched in February 2002 in response to resolution A.924(22), MSC 77 noted that the programme had been allocated additional funding from the TC Fund and remained a high priority within the ITCP 2004-2005. Nine regional seminars and workshops had already been held in the past 12 months and 5 further such events would follow in the remainder of 2003. Demand for technical assistance in this field would increase substantially as developing countries were faced with the implementation of the recently adopted SOLAS amendments and the ISPS Code. In this respect, the Secretary-General was contacting Member Governments to determine interest in contributing to a Maritime Security Trust Fund called for by resolution 5 of the 2002 SOLAS Conference.

UNITED NATIONS RESOLUTIONS

54 MSC 77 noted the information provided on the United Nations General Assembly resolution, the United Nations Security Council resolution and the United Nations Security Council Counter-Terrorism Committee on issues relating to maritime security and terrorism.

SECRETARIAT ACTIVITIES

55 In addition to the above, certain maritime security-related activities were undertaken by the Secretariat during the biennium under review, including:

- the signing of a Memorandum of Understanding between IMO and WCO on co-operation between the two Organizations, including on matters concerning the security of the multi-modal transport chain;
- communication with ILO on the revision process concerning development of a verifiable seafarers' ID;
- participation in meetings of the UN Security Council Committee on Counter Terrorism, ILO, WCO, UNESCO, OECD and other, non-governmental, organizations; and

- presentations and keynote speeches at several international conferences and other meetings.

ACTION REQUESTED OF THE COUNCIL

56 The Council is invited to endorse this progress report and forward it to the Assembly for information and action as appropriate.
