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LONG-TERM WORK PLAN

Note by the Secretary-General

SUMMARY

Executive summary: The proposals of the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee for long-term work plans are reported in this document. The proposals of the other Committees will be reported in addenda to this document.

Action to be taken: Paragraph 8

Related documents: Resolution A.907(22)

1 By resolution A.907(22), the Assembly approved the current long-term work plan of the Organization for the period up to 2008 and requested the Council, the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee to keep the respective lists of subjects under review in the light of developments in the work of the Organization, while continuing to bear in mind the directives contained in resolution A.500(XII) on the Objectives of the Organization in the 1980s, resolution A.777(18) on Work methods and organization of work in committees and their subsidiary bodies and resolution A.900(21) on the Objectives of the Organization in the 2000s, and to report or recommend, as necessary, to the Assembly at its twenty-third regular session.

2 The Council may recall, that, at its eighty-eighth session (C 88/D, paragraph 14.1), it took note of the conclusions of the Committee Chairmen with regard to the period covered by the Committees' work programmes and long-term work plans, the format of the Committees' long-term work plans and the reporting of work completed by the Committees during the two-year period preceding each Assembly session and decided that the development of the Guidelines for the preparation of the long-term work plan should be kept in abeyance for the time being.

3 The Marine Environment Protection Committee discussed its long-term work plan at its forty-eighth session which was held from 7 to 11 October 2002. The Committee noted the proposed long-term work plan of the Committee up to 2010 and invited Members to submit comments to MEPC 49, to be held from 14 to 18 July 2003, for finalization and submission to the twenty-third session of the Assembly as a part of the long-term work plan of the Organization. The long-term work plan which was proposed at MEPC 48 and which will be considered and finalized at MEPC 49 is given at Annex 1. Any changes to the proposed long-term work plan

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that are adopted at MEPC 49, as well as information on progress made on subjects established in the Committee's long-term work plan, will be reported to the Council at its twenty-second extraordinary session on 21 November 2003.

4 The Technical Co-operation Committee reviewed its long-term work plan at its fifty-second session which was held on 28 November 2002. The outcome of this review is given at Annex 2 of this document together with a brief report on the progress achieved.

5 The Facilitation Committee reviewed its long-term work plan at its thirtieth session which was held from 27 to 31 January 2003. The outcome of this review, including information on progress made on subjects established in the Committee's long-term work plan, is shown at Annex 3 of this document.

6 The Maritime Safety Committee will review its long-term work plan at its seventy-seventh session to be held from 28 May to 6 June 2003. The outcome of this review, including information on progress made on subjects established in the Committee's long-term work plan, will be reported to Council in an addendum to this document.

7 The Legal Committee will review its long-term work plan at its eighty-sixth session to be held from 28 April to 2 May 2003. The outcome of this review, including information on progress made on subjects established in the Committee's long-term work plan, will be reported to Council in an addendum to this document.

Action requested of the Council

8 The Council is invited to take note of the information in this document.

ANNEX 1

PROPOSED LONG-TERM WORK PLAN OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE FOR THE PERIOD TO 2010

1 OBJECTIVES

Pursuant to the provisions of Articles 1 and 38 of the Convention on the International Maritime Organization, the objectives of the Committee are as follows:

- 1.1 To encourage adoption of the highest practicable standards in matters concerning the prevention and control of marine pollution from ships with due regard to the context of resolutions A.500(XII), A.777(18) and A.900(21). More immediately, the Committee's objectives are to promote worldwide acceptance, implementation and uniform interpretation of MARPOL 73/78 including Annex VI, OPRC 1990, OPRC-HNS Protocol and the AFS Convention.
- 1.2 To adhere to the principles and declaration adopted by UNCED and WSSD in the field of marine environment protection and response to pollution incidents, including the principle of precautionary approach.
- 1.3 To provide the necessary machinery for performing any duties assigned to it and to maintain such close relationship with other bodies as may further the purposes of the Organization.
- 1.4 To promote, in co-operation with UNDP, UNEP, the World Bank, in particular the Global Environment Facility (GEF) and national development agencies, IMO's environmental programmes, including technical co-operation in the field of marine environmental protection, and the management and execution of large scale environmental projects.

2 SPECIFIC SUBJECTS

Implementation of existing treaty instruments

- 2.1 Implementation, enforcement, amendment and uniform interpretation of the provisions of MARPOL 73/78 and related Codes, recommendations and guidelines, and monitoring of the effectiveness with which the Convention is implemented.
- 2.2 Designation and protection of Special Areas under MARPOL 73/78.
- 2.3 Reports regarding marine casualty investigations by Member States in relation to pollution incidents (MSC/Circ.953 – MEPC/Circ.372).
- 2.4 Reports by Parties regarding implementation of MARPOL 73/78, which is mandatory under the Convention (MEPC/Circ.318).
- 2.5 Prevention of air pollution from ships, including measures to promote the entry into force and implementation of MARPOL Annex VI.

- 2.6 Evaluation of chemicals as contained in the IBC Code which is mandatory under the provisions of MARPOL Annex II.
- 2.7 Implementation of the Harmonized System of Survey and Certification under MARPOL 73/78 and implementation of the Condition Assessment Scheme (CAS).
- 2.8 Implementation of the ISM Code with regard to effective management for the prevention and control of marine pollution.
- 2.9 Implementation of the INF Code and related matters, including environmental impact assessment.
- 2.10 Matters relating to harmful anti-fouling systems, including entry into force and implementation of the AFS Convention.
- 2.11 Matters relating to reception facilities in ports.
- 2.12 Implementation, enforcement, amendment and uniform interpretation of the provisions of the OPRC Convention and the OPRC-HNS Protocol, and implementation of the relevant Conference resolutions.
- 2.13 Matters related to the 1973 Intervention Protocol.

Legislative activity – establishment of necessary international measures for emerging environmental issues

- 2.14 Review of the standards for the design, construction and operation of oil and chemical tankers, including those for pollution prevention equipment taking into account the recommendations resulting from recent accidents.
- 2.15 Consideration of measures to minimize the risks of introducing harmful aquatic organisms and pathogens through discharges from ships' ballast water and sediments, including development and implementation of the proposed convention.
- 2.16 Development of measures for the prevention of marine pollution by noxious solid substances carried in bulk.
- 2.17 Development of measures to prevent and control marine pollution from ship recycling and measures to reduce human health hazards, in co-operation with the Basel Convention, ILO and other stakeholders.
- 2.18 Matters related to places of refuge for ships in distress with regard to protection of the marine environment.
- 2.19 Development of Formal Safety Assessment (FSA) procedures as well as addressing environmental indexing of ships.
- 2.20 Development of measures to prevent and control marine pollution from small craft.

Identification of PSSAs

- 2.21 Identification and protection of Particularly Sensitive Sea Areas (PSSAs) in accordance with Assembly resolution A.927(22).

Co-operation with other IMO committees

- 2.22 Guidance and general directions to the environment-related technical co-operation programmes (with TCC)
- 2.23 Human Element (with MSC)
- 2.24 Formal Safety Assessment (with MSC)
- 2.25 IMO Model Audit Scheme, subject to further developments and decisions (with MSC and TCC)

Co-operation with other UN agencies

- 2.26 Follow-up action to UNCED and WSSD, including prevention of marine pollution from offshore oil and gas activities.
- 2.27 Activities of GESAMP.
- 2.28 Co-operation with relevant UN agencies and other international bodies on matters of mutual interest.

Oversight function for IMO's environmental programmes and projects

- 2.29 Guidance, general directions and monitoring for environmental programmes and projects conducted by the Secretariat:
- .1 GloBallast Project
 - .2 Marine Electronic Highway (MEH) Project
 - .3 PEMSEA project

ANNEX 2

**LONG-TERM WORK PLAN OF THE TECHNICAL CO-OPERATION COMMITTEE
FOR THE PERIOD TO 2010**

I Long-term goal, mission statement and priorities for the future

1 Through the adoption of resolution A.900(21) on the "Objectives of the Organization in the 2000s", the Assembly directed the Organization's organs to focus their attention on, among other subjects, strengthening IMO's technical co-operation programmes and delivery, in order to achieve sustainable development and the effective implementation of the Integrated Technical Co-operation Programme (ITCP).

2 In conjunction with the above resolution, the Assembly also approved resolution A.901(21) on IMO and Technical Co-operation in the 2000s, which states that the long term goal of IMO's technical co-operation work is:

"maritime capacity-building, as a major contributor towards ensuring safer shipping and cleaner oceans."

3 The Assembly also decided that IMO's mission statement, in relation to technical co-operation in the 2000s, would be:

"to help developing countries improve their ability to comply with international rules and standards relating to maritime safety and the prevention and control of marine pollution, giving priority to technical assistance programmes that focus on human resource development, particularly through training, and institutional capacity-building".

4 The Assembly decided further that the ITCP should focus on the three priorities illustrated in the table below since, together, they can ensure sustainable maritime development, efficient and safe maritime transport services, as well as effective environmental protection:

PRIORITIES FOR THE FUTURE OF IMO'S TECHNICAL CO-OPERATION PROGRAMME	
PRIORITIES	RESULTS
Advocacy of global maritime rules and standards	International treaty instruments ratified, and implementing national legislation put in place
Institutional capacity-building	Public sector departments capable of ensuring the effective exercise of flag, port and coastal State jurisdiction
Human resource development	Trained male and female experts to develop and manage national programmes for: <ul style="list-style-type: none"> • maritime safety administration • marine environment protection • development of maritime legislation • facilitation of maritime traffic • technical port operations • training of seafarers and shore-based personnel

II Specific subjects

5 Pursuant to the provisions of the IMO Convention, the Technical Co-operation Committee: (a) establishes guidelines for the development and implementation of the ITCP; (b) considers and prioritizes technical co-operation programmes and projects for the implementation of activities for which IMO acts as the executing or co-operating agency; and (c) considers any other matters relating to IMO's functions in the technical co-operation field, including the mobilization of resources and the allocation of such funds of the Organization as may be approved by the Assembly for technical co-operation purposes.

6 To ensure the continuous and successful development of the ITCP, the Technical Co-operation Committee will monitor and, as appropriate, develop directives and guidance for:

- .1 the Organization's technical co-operation policies and strategies, in the light of:
 - developments in the regulatory framework of the Organization;
 - impact assessments of activities carried out previously;
 - general socio-economic development trends;
 - guidelines established through the UN General Assembly, the Economic and Social Council, the triennial reviews of the UN system's operational activities for development and the Agenda for Development; and
 - relevant global or sectoral Conferences;
- .2 the development of appropriate technical assistance programmes relating especially to flag State implementation, port State control and other priority subjects identified by the IMO organs;
- .3 the development of improved Member State and donor interface through the establishment of further partnerships with donors and regional bodies involved in the delivery of capacity-building projects relevant to IMO's mandate, leading to improved co-ordination at the field level and more efficient use of development aid resources;
- .4 the Organization's structural requirements for the effective delivery of the ITCP, including arrangements at Headquarters and in the developing regions;
- .5 the mobilization and allocation of financial or in-kind resources for the ITCP, including the promotion of technical and economic co-operation among developing countries (TCDC and ECDC);
- .6 the follow-up to WSSD (Johannesburg 2002) and other UN plans of action that have an impact on IMO's work, giving special regard to sustainable maritime development and its required financing, including the development of relevant programmes, extra-budgetary activities and financial mechanisms based on the internalisation of costs;
- .7 the further implementation of the IMO Action Programme for Equal Opportunities and Advancement of Women in the Maritime Sector, taking into account resolutions TC 1(39), TC 2(40) and TC 3(45) and the follow-up to Beijing +5;

- .8 the strengthening of institutional development through support to global maritime training institutions and to maritime training programmes within IMO's mandate;
- .9 the enhancement of security in the sea-going maritime transport network, through assistance to all developing regions in the introduction and implementation of effective security measures, leading to the prevention and elimination of security incidents;
- .10 the development and effective implementation of an ITCP that reflects the needs of developing countries in ensuring compliance with and enforcement of IMO standards;
- .11 the establishment of an equitable mechanism to ensure the sustainable financing of the ITCP;
- .12 the identification of measurable support (in cash or in kind) from the maritime industry and partner organizations;
- .13 the development of innovative measures to deliver technical assistance making greater use in particular of information technology;
- .14 the development of appropriate technical assistance programmes to take into account any new and amended regulatory requirements (e.g. possible mandatory application of the IMDG Code); and
- .15 the Committee's methods and organization of work, taking into account the directives contained in resolutions A.555(XII), A.777(18) and A.900(21).

III Progress achieved

7 In accordance with the Assembly's instructions, the following paragraphs summarize the progress that has been made, during the biennia 2000-2001 and 2002-2003, in implementing the elements of the TCC's long-term work plan.

Developing technical assistance programmes

8 During the period under review, the ITCP has included a significant number of technical assistance programmes developed by the Secretariat, covering a wide range of priority topics under the four main categories of IMO work, namely, maritime safety and security, marine environment protection, maritime legislation and facilitation covering four national, 93 regional and 21 global projects/programmes.

Partnership building

9 Over the last four years, the Secretariat has successfully established new partnerships with the following donor countries and institutions: the European Commission, Finland, France, the Netherlands, the Republic of Korea and the United Kingdom.

10 Additionally, partnerships have been developed with the following national and regional institutions, focusing on the decentralized delivery of joint technical assistance programmes: the ROCRAM and ROCRAM-CA Secretariats, ASEAN, PEMSEA, SACEP, SPC, SPREP.

11 For the Arab/Mediterranean region, IMO has established partnership with the Arab Academy for Science, Technology and maritime Transport (AASTMT). In this respect, IMO signed an MOU in October 2001 to promote regional implementation of the technical co-operation activities in the region. Since the signing of this MOU, the Academy has secured considerable in-kind support for the delivery of 7 regional workshops on various aspect of maritime safety and marine environment protection.

IMO Workshop on Partnership Building

12 A Workshop on Partnership Building will take place at IMO Headquarters on 9 and 10 June 2003. The purpose of this Workshop is to encourage the development and improvement of partnership arrangements between IMO and Governments, industry, institutions and organizations through exchange of information and open discussion.

Improving structural arrangements at Headquarters and in the field

13 Following a decision taken by the Secretary-General in September 2002 within the context of the Change Management Programme, a new technical co-operation (TC) functional structure has been introduced to strengthen the efficiency and effectiveness in the delivery of IMO's TC activities. By building on up-to-date management procedures and redefining the interface with financial systems, the aim is to improve the implementation rate for the delivery of TC and donor funds and to consolidate TC management and oversight responsibility, in conjunction with the introduction of a more results-based approach. The necessary tools are being developed, including new monitoring tools to enable the Secretariat to maintain a critical overview on progress against specified programme milestones, and to track any significant slippages.

14 The operational aspect of monitoring is one of the major features of the new measures, involving the introduction of an early-warning system to be triggered against specific milestones. The early intervention in the case of delays or failure to complete donor-funded activities on time will entail increased outsourcing in order to translate the donor funding into operational reality for the developing regions. In this respect, the Secretariat would be making greater use of partnerships with national and regional institutions to achieve its aim, as agreed by TCC.

15 In accordance with the Council's decision to extend the scheme for IMO's regional presence from Africa to other regions during 2002-2003, the IMO Secretariat consulted the countries that had indicated interests in hosting IMO's regional presence offices in Asia. Following consultations, it was decided that IMO regional presence offices would be set up in India and the Philippines for the South Asian and the East Asian sub-regions respectively. Consultations have also been carried out between IMO Secretariat, UNDP and the host countries concerning specific venues and other matters. The posts for the regional co-ordinators were advertised locally through UNDP offices in Manila and New Delhi. It is expected that the two offices will be established during 2003.

16 In the Caribbean, UNDP has funded the post of IMO Regional Maritime Adviser with a view to supporting:

- (a) the preparation of national and regional maritime action plans in the States and Territories of the region;

- (b) the strengthening of maritime administration capacities through the provision of technical advice; and
- (c) the implementation of IMO's technical co-operation programmes for the region.

Promoting in-kind support and TCDC

17 In developing the ITCP and managing the delivery of its activities, the Secretariat has successfully promoted two modalities of co-operation that now reflect significant contributions to the resource base of the ITCP.

18 Considerable in-kind support was provided during the period under review by a large number of donors and recipients, and this includes the provision of: facilities for conferences and training events; board and lodging for trainees; the services of advisers and instructors on a no-fee basis; didactic materials and equipment, etc.

19 In terms of TCDC, an allocation of US\$300,000 was specifically included in the ITCP for the current biennium with the sole purpose of promoting TCDC activities. In this connection, MOUs were signed with the maritime authorities of Argentina and Chile to provide advisors and instructors on a TCDC basis for the delivery of technical assistance in other Latin American countries.

Enhancement of maritime security

20 In response to Assembly A.924(22) the initial two-year programme of global assistance on maritime/port security was launched in February 2002, within the framework of the ITCP and with a total budget of £1.5 million (i.e. US\$2,145,000) from the TC Fund. On completion of a training package, seven sub-regional seminars/workshops were held in the second half of 2002 in Kenya (Eastern and Southern Africa countries), Singapore (East Asia countries), Australia (Pacific Islands countries), Egypt (Arab and Mediterranean States), Uruguay (ROCRAM countries), Panama (ROCRAM-CA countries) and Poland (Baltic Sea region countries). The seminars/workshops involved the participants of 86 countries, two Associate Members and a total of 306 trainees.

21 At the beginning of 2003 the global programme's aim was revised, taking into account decisions of the Diplomatic Conference on Maritime Security held in December 2002. Accordingly, a further increased technical assistance in this field is taking place in 2003, including a further seven sub-regional seminars/workshops. In addition to these activities, the Technical Co-operation Division is also responding positively to *ad hoc* requests for support in terms of advisory missions or national workshops in individual countries, as well as on-the-job training attachment.

Innovative approaches to technical assistance

22 At the initiative of the Secretary-General during the 21st extraordinary session of the Council and as an initial response by the Secretariat to the MANNET recommendations on alternative approaches to technical co-operation, a pilot activity was convened in January 2003 on the development of distance learning tools. The World Maritime University was contracted to convert an existing IMO model course on marine accident and incident investigation into individual CD/ROMs in proactive self-study format to meet the human resource development needs of the maritime/port sector.

Methods and organization of work

23 With a view to improving further the TCC's work, a number of reforms have been introduced during the period under review to the Committee's Guidelines on methods and organization of work, a number of changes to its Rules of Procedure are under consideration and, subject to approval by the Assembly, the time allocated to the Committee will be increased and re-organized so that it holds annual sessions of three days each, independently of the Council's sessions.

ANNEX 3

**LONG-TERM WORK PLAN OF THE FACILITATION COMMITTEE
FOR THE PERIOD TO 2010**

Objectives

- 1 Pursuant to the provisions of Article I of the Convention on Facilitation of International Maritime Traffic, 1965, the long-term work plan of the Facilitation Committee should encourage the adoption of measures to facilitate and expedite international maritime traffic and to prevent unnecessary delays to ships, persons and property on board, including simplification, standardization and minimization of formalities, documentary requirements and procedures associated with the arrival, stay and departure of ships engaged on international voyages.
- 2 It should also promote the acceptance and use of the IMO FAL Forms and introduce and adopt electronic data processing and interchange techniques to facilitate the clearance of ships, crews, passengers and cargo, effective port operation and vessels' turnaround.
- 3 It should further provide the necessary machinery for performing any duties assigned to it and to maintain such close relationship with other bodies as may further the relevant purposes of the Organization.

Subjects*

- * 1 Implementation, interpretation and improvement of the Convention on Facilitation of International Maritime Traffic (FAL), 1965, and its Annex
- * 2 Facilitation activities within the remit of the Organization including:
 - .1 promotional activities carried out in co-operation with Member Governments, FAL Contracting Governments and organizations concerned; and
 - .2 facilitation aspects of forms and certificates emanating from other activities of the Organization.
- * 3 Implementation of uniform electronic messages for the arrival, stay and clearance of ships, persons and cargoes, including assistance to developing countries for the clearance of ships by electronic means
- 4 Examination of elements of conventions, codes and recommendations of a facilitation nature elaborated by other organizations
- * 5 Consideration and formulation of proposals for the general review of the FAL Convention or its Annex, including harmonization with other relevant international instruments

* The subjects marked with an asterisk are considered as high priority subjects.

- 6 Formalities connected with the arrival, stay and departure of ships, persons and cargo
- 7 Methods of handling cases involving inadequately documented passengers
- * 8 Facilitation aspects of IMO's work on enhancing maritime security
- 9 Facilitation aspects of IMO's work on prevention and suppression of acts of piracy and armed robbery against ships; and dealing with issues relating to trafficking or transport of migrants
- * 10 Facilitation measures and procedures for the treatment of persons rescued at sea
- 11 Facilitation aspects of measures to prevent and suppress illicit drug trafficking
- * 12 Ship/port interface matters
- * 13 Prevention and resolution of stowaway issues

**INFORMATION ON PROGRESS MADE ON SUBJECTS
ESTABLISHED IN THE LONG-TERM WORK PLAN
REFERRED TO IN ANNEX 3 FOR THE FACILITATION COMMITTEE**

- 1 Implementation, interpretation, improvement and updating of the Convention on Facilitation of International Maritime Traffic (FAL), 1965, and its Annex.
 - Amendments to the Annex to the FAL Convention were adopted (resolution FAL.7(29)).
 - Relevant FAL Circulars issued and new edition of the FAL Convention under preparation.
 - A questionnaire was developed and sent to Member Governments seeking information on the differences that have been registered between national practices and the Standards and Recommended Practices contained in the Annex to the FAL Convention, with a view to determining whether they were outdated or could be amended to make them more universally acceptable; and to provide a mechanism through which parties would be encouraged to review the exceptions they have registered and other measures taken to align their national requirements and procedures with those of the Convention.
 - Work on the development of an explanatory Manual to the FAL Convention was agreed and will be continued at FAL 31.
- 2 Facilitation activities within the remit of the Organization, including:
 - .1 promotional activities carried out in co-operation with Member Governments, FAL Contracting Governments and organizations concerned
 - One sub-regional seminar for the CIS/Eastern Europe region countries was organized and conducted.
 - .2 facilitation aspects of forms and certificates emanating from other activities of the Organization
 - Work on updating the list of certificates and documents required to be on board was agreed and will be continued at FAL 31.
- 3 Implementation of uniform electronic messages for the arrival, stay and clearance of ships, persons and cargoes, including assistance to developing countries for the clearance of ships by electronic means.
 - The IMO Compendium on facilitation and electronic business was amended.
 - Work towards facilitating the process of clearing ships, cargoes, passengers and crew by using information technology solutions, such as “electronic signature”, and single window concepts and pre arrival information continued.

- Work on publication of dedicated E-addresses of appropriate Governmental authorities in ports or in countries to facilitate the exchange of electronic information to be provided by masters of ships progressed.
- 4 Examination of elements of conventions, codes and recommendations of a facilitation nature elaborated by other organizations.
- Harmonization of the provisions of the FAL Convention with facilitation instruments developed by other organizations, such as UN/ECE, UN/CEFACT, WCO, continued by amending relevant provisions of the Convention.
- 5 Consideration and formulation of proposals for the general review of the FAL Convention or its Annex, including harmonization with other relevant international instruments
- The Committee Chairman's report on the strategic review of the FAL Convention and the Committee's work to modernize and bring the Convention up-to-date with developments in the shipping industry; and to rationalize the Committee's work as a whole, were considered and the Chairman's recommendations contained in the report were agreed, in principle. Necessary follow-up action was taken.
- 6 Formalities connected with the arrival, stay and departure of ships, persons and cargo
- Amendments to the Annex to the FAL Convention were adopted (resolution FAL.7(29))
- 7 Methods of handling cases involving inadequately documented passengers
- Amendments to the Annex to the FAL Convention were adopted (resolution FAL.7(29))
- 8 Facilitation aspects of IMO's work on prevention and suppression of acts of piracy and armed robbery against ships; and dealing with issues relating to trafficking or transport of migrants
- Consideration of the issues on piracy and armed robbery against ships and illegal migrants by sea continued, in co-operation with the Maritime Safety Committee.
- 9 Facilitation aspects of IMO's work on enhancing maritime security
- In the context of maritime security and, as requested by the Assembly in resolution A.924(22), facilitation aspects of maritime traffic were considered and the following issues will be further considered at FAL 31:
 - a detailed study will be conducted of WCO data requirements for a cargo report along with IMO FAL Forms (1 to 7), the IMO Compendium on Facilitation and Electronic Business and the security related documentation requirements (International Ship Security Certificate, Continuous Synopsis Record etc.) to facilitate international trade and support measures to enhance maritime security; and

- a review will be undertaken of resolution A.872(20) on Guidelines for the Prevention and suppression of smuggling of drugs, psychotropic substances and precursor chemicals on ships engaged in international maritime traffic.
 - The SPI Working Group, as instructed by MSC 76, also gave preliminary consideration to various requests of the 2002 Security Conference and prepared a draft outline for the development of a model course for Port Facility Security Officers, which had been subsequently submitted to STW 34 for consideration.
- 10 Facilitation measures and procedures for the treatment of persons rescued at sea
- Initial consideration was given to the requests of the Assembly in resolution A.920(22) and a possible way to address these issues was identified, such as: identification of administrative procedures for the disembarkation of persons rescued at sea; identification of a need for a checklist for recording information on persons rescued at sea; and amendments to the FAL Convention. These issues will be further considered at FAL 31, taking into consideration relevant developments in the Organization and other international fora.
- 11 Facilitation aspects of measures to prevent and suppress illicit drug trafficking
- Preliminary consideration was given to reviewing resolution A.872(20) and will be further considered at FAL 31 (see also paragraph 9)
- 12 Ship/port interface matters
- Work on tug assistance completed
 - Work on the following items continued:
 - development of a Manual on loading and unloading of solid bulk cargoes for terminal representatives;
 - development of guidelines for the training of port marine personnel
- 13 Prevention and resolution of stowaway issues
- Amendments to the Annex to the FAL Convention, to include key elements aimed at resolving stowaway problems, were adopted (Resolution FAL.7 (29)).
-