

AD HOC COUNCIL WORKING GROUP ON  
THE ORGANIZATION'S STRATEGIC PLAN  
13th session  
Agenda item 7

CWGSP 13/WP.2  
24 October 2013  
ENGLISH ONLY

**DRAFT**

**RECORD OF DECISIONS**

**Agenda item 1: Adoption of the agenda**

1 The Working Group approved its Provisional Agenda (CWGSP 13/1/Rev.1).

**Agenda item 2: Review of planned outputs and indicators during the 2012-2013 biennium**

2 The Working Group noted a brief presentation by the Secretariat on the module on Organizational Planning in the GISIS database, and further noted the high-level analysis and information provided in document CWGSP 13/2 on the status of the Organization's outputs during the current biennium and considered the data collected on the Performance Indicators (PIs) and Key Performance Indicators (KPIs), and the analysis of the latter, and:

- .1 expressed its appreciation to the Secretariat for the document;
- .2 requested that once finalized, the Secretariat should explore means by which Member States could be given read-only access to the organizational planning module in GISIS in order to monitor progress on the planned outputs during a biennium;
- .3 reiterated that unplanned outputs should only be introduced in exceptional circumstances and that Council should reiterate that discipline in this regard was needed at committee level, but that discipline starts with the Membership;
- .4 noted that due to the lack of dedicated staff as part of cost-saving measures, it had not been possible – in the course of the biennium – for the Secretariat to conduct further statistical analysis and review of the PIs and KPIs, in accordance with the methodologies, of a medium level of complexity, proposed in document CWGSP 10/2(b); and
- 5 agreed that such an analysis was a necessary part of monitoring the Organization's performance and that therefore the Council should request the Secretary-General to ensure that sufficient resources were made available for this purpose.

3 The Working Group received a presentation by the Secretariat on a proto-type tool to conduct effort-analysis and prioritization on planned outputs and noted that its further development would be conducted within the Review and Reform programme.

### **Agenda item 3 Review of the Organization's Strategic Plan**

4 The Working Group welcomed document CWGSP 13/3, noting that it follows the model of the Strategic Plan adopted over recent biennia. The modifications proposed were intended to reflect a rolling, long-term vision of the Organization's objectives, which should not change significantly from one period to the next, and in this context while the Working Group made a number of changes to the draft Strategic Plan, as set out at annex, these were of an editorial nature to add clarity and consistency, and did not change content substantially.

5 Further, in reviewing the Strategic Plan, in view of the increasing maturity of the strategic planning process, the Working Group suggests that Council consider a more fundamental review of all components of the Strategic Plan [during the next biennium].

6 The Working Group approved the revised draft Assembly resolution and the draft revised Strategic Plan and forwarded it to the Council for its consideration, as set out at annex 1<sup>1</sup>.

### **Agenda item 4 Review of the High-level Action Plan**

7 The Working Group welcomed document CWGSP 13/4 containing the draft Assembly resolution and High-level Action Plan for the 2014-2015 biennium.

8 In reviewing the High-level Action Plan, the Working Group:

- .1 noted that with reference to High Level Action 5.1.1, the Maritime Safety Committee had developed a long-term action plan but that no output specifically referred to this plan, its maintenance or further development. The Group decided not to amend the High Level Action but to recommend that Council requests the MSC to clarify the statement and purpose of the action plan and to develop a suitable output to maintain and develop the plan, as appropriate, for inclusion in the current biennial agenda;
- .2 Noted that a number of planned outputs, as set out at annex 2 were not sufficiently specific to allow the clear identification of the actual product from that planned output, and therefore recommended that the Council should request the relevant committees to review these outputs in order to specify the outputs more clearly; and
- .3 recommended that committees should be reminded by the Council that before any work was undertaken within a biennium, an appropriate output should be formulated and included in the HLAP, in accordance with the relevant procedures.

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<sup>1</sup> At annex 1 the agreed changes to the draft resolution as well as the Strategic Plan's Trends, Developments and Challenges as well as Performance Indicators are set out. Changes to Strategic Directions are found at annex 3 with changed strategic directions shown in shaded text.

9 The Working Group approved the revised draft Assembly resolution and the revised draft High-level Action Plan and forwarded it to the Council for its consideration, as set out at annexes 3 and 5<sup>2</sup>.

10 The Group also had before it the Secretary-General's final results-based budget proposal (RBB) (C/ES.27/5), on which it received a briefing from the Secretariat, and the content of which was based on the Organization's work plans for the next biennium, namely the HLAP (CWGSP 13/4, as amended by the Group) and the Secretariat's Divisional Business Plans (DBPs) (CWGSP 13/4/1).

11 Having examined all three elements mentioned above, the Group:

- .1 welcomed the Secretary-General's preparation of the first DBPs in their current format;
- .2 decided to transmit the DBPs to the Council (attached as annex 4<sup>3</sup>) to inform its consideration, along with the revised draft HLAP, of the RBB proposal;
- .3 noted that the RBB proposal was consistent with the budgetary parameters agreed by the Council at its 110th session and provided responses to the Council's related decisions and requests;
- .4 confirmed that, based on the information provided, a reasonable match exists between the Organization's work plans and the resources required to deliver them as set out in the RBB proposal, noting however that, for this iteration of the planning cycle, the significant changes to the organizational structure as a result of the review and reform programme, the consequential heavy workload of some of the new subcommittees (which may give rise to possible unplanned additions to the meetings programme, in such as , intersessional meetings), and the inability to conduct further statistical analysis on the PIs and KPIs, all introduced the need for close monitoring of delivery and the potential for adjustments to be made in future biennia;
- .5 noted, in respect of the preceding, that reports on performance delivery against both the HLAP and the DBPs would be submitted to the Council periodically; and
- .6 also noted that, in view of the Secretary-General's proposed budgetary parameters for the next biennium, the Council's decisions thereon and the Secretary-General's further proposals on the matter, it was not possible at this stage for it to consider further volume reductions, economies, or efficiency gains.

12 Noting the foregoing, the Working Group was of the opinion that the Council should in the future re-visit the Working Group's Terms of Reference to ensure that their continued relevance and usefulness to support the Organization's strategic planning process.

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<sup>2</sup> At annex 3 changes to the High Level Actions are shown in shaded text. The draft resolution and planned outputs are found at annex 5.

<sup>3</sup> Only the changed success indicator is set out at annex, the full Business Plan will be submitted to C.ES/27.

**Agenda item 5 Modified reporting formats and associated changes to resolution A.1013(26) containing the *Guidelines on the Application of the Strategic Plan and the High-level Action Plan of the Organization***

13 The Working Group welcomed document CWGSP 13/5 and confirmed that the trial using modified reporting formats had been useful, strengthened the reporting system, and enabled the relevant organs to better monitor progress on work under their purview.

14 The Working Group approved the revised draft Assembly resolution and the draft updated GAP and forwarded it to the Council for its Consideration, as set out at annex 6<sup>4</sup>].

**Agenda item 6 Any other business**

15 No other issues were considered by the Working Group.

**Agenda item 7 Consideration and adoption of summary of decisions**

16 The Working Group, in line with practice of Council working groups, agreed that the Chairman would submit its final report to C/ES.27.

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<sup>4</sup> At annex the agreed diagrams are set out. The Secretariat will make any consequential changes to the text of the GAP prior to submission to C/ES.27

ANNEX 1

**DRAFT RESOLUTION**

**DRAFT STRATEGIC PLAN FOR THE ORGANIZATION  
(FOR THE SIX-YEAR PERIOD 2014 to 2019)**

THE ASSEMBLY,

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

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

RECALLING FURTHER resolutions:

- A.900(21) on *Objectives of the Organization in the 2000s*;
- A.901(21) on *IMO and technical co-operation in the 2000s*; and
- A.909(22) on *Policy-making in IMO – setting the Organization's policy and objectives*,

RECALLING IN PARTICULAR the directions given, at its twenty-second session, to the Council to prepare the Organization's strategic plan outlining the Organization's broad direction and strategic objectives; and the adoption, at its twenty-seventh session, of resolution A.1037(27) on *Strategic Plan for the Organization (for the six-year period 2012 to 2017)*, including the direction given to the Council therein to review the Plan every biennium,

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

HAVING CONSIDERED the recommendations of the Council at its twenty-seventh extraordinary session,

1. APPROVES the Strategic Plan for the Organization for the six-year period 2014 to 2019, as set out in the attached annex, comprising:

- (a) a mission statement;
- (b) the trends, developments and challenges in the shipping and maritime world that the Organization is anticipated to face over the aforementioned period;
- (c) the strategic directions for the Organization, based on the emerging trends, developments and challenges; and

(d) performance indicators for assessing the performance of the Organization;

2. REQUESTS the Council and the Secretary-General, as appropriate, to monitor progress and analyse, as necessary, any mechanisms required to review and update progress made under the Plan, taking into account the High-level Action Plan developed by the Organization and the Guidelines on the application of the Strategic and High-level Action Plan of the Organization;
3. DIRECTS the Council to review the Plan every biennium;
4. DECIDES to review, at its twenty-ninth regular session, the Organization's progress against the Plan on the basis of a Council report;
5. REITERATES ITS REQUEST to the Council and all the Committees, when making recommendations for their biennial agendas during the Strategic Plan period, to bear in mind the desirability of not scheduling more than one diplomatic conference in each year, save in exceptional circumstances;
6. REVOKES resolution A.1037(27).

The Working Group agreed to the following changes in the annex to CWGSP 13/3:

Section 2.2 should read:

2.2 Today's globalized world is characterized by freer movement of people, goods, services and information. It is a more interconnected world, in which the actions taken in one place have implications elsewhere. Maritime transport is fundamental to world trade and access to global markets. Globalization has also given rise to new players in the maritime arena. For instance, through the process of consolidation, shipping conglomerates and alliances, as well as global terminal operators, wield increasing influence on global trade, the maritime transport sector and shipping matters at large. At the same time, there has also been increased interaction between IMO and other intergovernmental organizations, as well as non-State actors such as industry and special interest groups, in response to the need for a more comprehensive and inclusive approach to shipping matters.

*The challenge for IMO is to continue to:*

Section 2.3 should read:

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

Section 2.4 should read:

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

Section 2.5 should read:

*The challenge for IMO is to continue to develop and promote implementation of IMO guidance; and encourage adherence to Best Management Practices developed by industry NGOs, so that, when venturing into piracy-infested areas, ships take all the recommended self-protection measures which are applicable; that such measures are kept current, appropriate and proportionate to the actual threat; and to promote the effective orchestration and coordination of global efforts to address piracy and armed robbery against ships.*

Section 2.6 should read:

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

Section 2.8 should read:

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

Section 2.9 should read:

*The challenge for IMO is to continue to ensure the adequacy of all systems used in ensuring the safety of life at sea, including those concerned with large concentrations of people, and the implementation of effective measures to address issues of migrants transported by sea, stowaways, humanitarian aspects of piracy and armed robbery against ships.*

Section 2.10 should read:

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

Section 2.11 should read:

2.11 Technological developments have created new opportunities, but may include adverse impacts. New opportunities therefore exist that may encourage development of various IMO initiatives, from safety and security to environmental protection and the facilitation of international maritime traffic. Developments in communications and information technology may provide opportunities to develop knowledge management so as to increase transparency and accessibility to information.

*The challenge for IMO is to continue to:*

Key Performance Indicator S should read

S Media activities – including social media

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## **ANNEX 2**

### **OUTPUTS TO BE REFERRED TO COMMITTEES**

5.2.3.7 - Amendments to MARPOL Annex I and associated circulars (MEPC)

5.3.1.1 - Harmonization of PSC activities (MSC/MEPC)

7.2.2.1 - Safety and pollution hazards of chemicals and preparation of consequential amendments to MARPOL Annex II and the IBC Code, taking into account recommendations of GESAMP-EHS (MEPC)

7.2.3.2 - Updated OPRC Model training courses (MEPC)

10.0.1.1 - Goal-based new ship construction standards for tankers and bulk carriers (MSC)

10.0.1.2 - Goal-based ship construction standards for all types of ships, including safety, security and protection of the marine environment (MSC/MEPC)



### ANNEX 3

#### STRATEGIC DIRECTIONS AND CORRESPONDING HIGH-LEVEL ACTIONS 2014-2015

No.	Strategic Direction	No.	High-level Action
1	IMO is the primary international forum for technical matters of all kinds affecting international shipping and legal matters related thereto. An inclusive and comprehensive approach to such matters will be a hallmark of IMO. IMO will actively promote its role as the primary international forum on matters within its competence and ensure and strengthen the linkage between a safe, secure, efficient and environmentally friendly maritime transportation, the development of global trade and the world economy and the achievement of the Millennium Development Goals (MDGs). In order to maintain that primacy, it will:		
1.1	Further develop its role in maritime affairs vis-à-vis other intergovernmental and international organizations, so as to be able to deal effectively and comprehensively with complex cross-agency issues;	1.1.1	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance
		1.1.2	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance
1.2	Actively engage the various stakeholders – new and existing – 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 duplicating 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
		1.3.2	[Deleted]
		1.3.3	Monitor developments within GESAMP and make full use of the knowledge available and gained

		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		
2.0		2.0.1	Monitor and improve conventions, etc., and provide interpretation thereof if requested by Member States
		2.0.2	Encourage and support implementation of the Voluntary IMO Member State Audit Scheme
		2.0.3	Encourage the worldwide provision of maritime search and rescue services
3	With a view to enhancing its contribution to sustainable development, IMO will strengthen its maritime 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
		3.1.3	Promote and strengthen partnerships with global maritime training institutions and training programmes
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 cooperation among developing countries (TCDC and ECDC)
		3.2.2	Implement the approved mechanism to ensure the sustainable financing of the ITCP
3.3	Contributing to the achievement of the MDGs and relevant outcomes of UNCSD 2012, such as the future Sustainable Development Goals, including through the development of major projects targeting emerging issues	3.3.1	Maintain, promote and demonstrate the linkage between the ITCP and the MDGs
3.4	Meeting the needs of its developing Member States	3.4.1	Identify the emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular

3.5	Further improving the delivery, utilization, efficiency and effectiveness of its technical assistance and co-operation programmes	3.5.1	Consider, prioritize and implement technical cooperation programmes
		3.5.2	Strengthen the role of women in the maritime sector
		3.5.3	Develop new measures to improve the delivery of technical assistance
		3.5.4	Undertake regular TC impact assessments
4	Internally, IMO should be able to respond effectively and efficiently to emerging trends, developments, and challenges. It will strive for excellence in governance and management. Besides the Strategic Plan, it will maintain a risk management framework. The Council will provide visionary leadership, Committees will be optimally structured and will be supported by an effective and efficient Secretariat. Within approved biennial appropriations and in accordance with a detailed Business Plan, the Secretariat will be endowed with sufficient resources and expertise to realize the Organization's work plans, and the Organization will make effective use of information and communication technology in management and administration		
4.0		4.0.1	Adopt, implement and enhance measures for the effective, efficient and transparent management of the Organization's resources
		4.0.2	Develop, implement, enhance, support and manage information systems in support of a knowledge and information-based Organization
		4.0.3	Identify opportunities to strengthen management culture, reduce risk and introduce best practice through planning, developing and implementing Organizational reforms
		4.0.4	Maintain a risk management framework
		4.0.5	Implement and keep under review working methods and processes
		4.0.6	[deleted]
		4.0.7	[deleted]
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 the 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
		5.1.3	Enhance the safety of navigation in vital shipping lanes
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 and monitoring systems, vessel traffic services, requirements and standards for shipborne navigational aids and systems and long-range identification and tracking (LRIT)
		5.2.5	Monitor and evaluate the operation of the Global Maritime Distress and Safety System (GMDSS)
		5.2.6	Development and implementation of the e navigation strategy
5.3	Eliminating shipping that fails to meet and maintain these standards on a continuous basis	5.3.1	Keep under review and support flag, port and coastal State implementation for enhancing and monitoring compliance
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 cooperative 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 ship 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	Assist developing countries in their introduction and implementation of effective security measures
		6.2.2	Promulgate information on prevention and suppression of acts of piracy and armed robbery against ships
		6.2.3	Assist developing countries in their introduction and implementation of effective measures against piracy and armed robbery against ships
		6.2.4	Assist developing regions in their introduction and implementation of effective security measures and measures against piracy and armed robbery against ships
6.3	Raising awareness of IMO measures against piracy and armed robbery against ships and promoting their effective implementation	6.3.1	Actively participate in work of the Joint IMO/ILO Ad Hoc expert working groups on issues related to safeguarding the human rights of seafarers
		6.3.2	Maintain and implement the strategy for the work related to the role of the human element including the chain of responsibility in maritime security
7	IMO will focus on reducing and eliminating adverse impacts 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
		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	Developing and facilitating the implementation of effective measures for mitigating and responding to the impact on the environment caused by shipping incidents and operational pollution from ships	7.2.1	Keep under review the Guidelines on the identification of places of refuge
		7.2.2	Keep under review the adequacy of the legal framework
		7.2.3	Foster cooperation and mutual assistance between Member States under the provisions of the OPRC Convention and OPRC-HNS Protocol
7.3	Contributing to international efforts to reduce atmospheric	7.3.1	Keep under review IMO measures to reduce atmospheric pollution

	pollution and address climate change	7.3.2	Continue to develop appropriate measures to address climate change
7.4	Increasing the emphasis on the role of the human element in environmentally sound shipping	7.4.1	Develop a strategy for the work related to the role of the human element including the chain of responsibility in marine environment protection
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, thereby securing better regulation without unnecessary or disproportionate administrative requirements. The Organization will periodically review administrative provisions of existing conventions and mandatory instruments with the aim of finding improved, more efficient solutions for those administrative requirements that are necessary. Those provisions of existing conventions and mandatory instruments that have become unnecessary and/or burdensome will also be reformed and/or eliminated without compromising safety, security and the protection of the environment.		
8.0		8.0.1	Promote wider acceptance of the FAL Convention and adoption of measures contained therein, to assist the FAL Committee's effort and work towards the universal implementation of measures to facilitate international maritime traffic
		8.0.2	Ensure that an appropriate balance is maintained between measures to enhance maritime security and measures to facilitate maritime international traffic
		8.0.3	Encourage the use of information and communication technology to drive continuous improvement and innovation in the facilitation of maritime traffic
		8.0.4	Implement A.1043(27) on the Periodic Review of Administrative Requirements in Mandatory IMO Instruments
9	IMO will pay special attention to the shipping needs of small island developing States (SIDS) and the least developed countries (LDCs)		
9.0		9.0.1	Identify and address the special shipping needs of SIDS and LDCs



10	IMO will apply goal-based standards for maritime safety and environmental protection		
		10.0.1	Further develop measures to apply goal-based standards for maritime safety and environmental protection
11	IMO, in partnership with other stakeholders, will seek to raise the profile of the safety, security and environmental records of shipping in the eyes of civil society by:		
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
		11.1.2	Enhance the image of the role of the human element in the context of the shipping industry
11.2	Consequently further enhancing its public outreach programmes	11.2.1	Actively promote and encourage the development of community relations programmes
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, security and the environment (i.e. transparency)	12.3.1	Promote and undertake collection and dissemination of high quality, relevant and timely information to support analyses and decisions, taking into account related issues of finance and governance
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, security and environmental culture, and developing practical and effective mechanisms to address them	12.5.1	No HLA
13	IMO will seek to enhance environmental conscience within the		

	shipping community		
13.0		13.0.1	Strengthen awareness of the need for a continuous reduction of the adverse impact of shipping on the environment
		13.0.2	Promote and enhance the availability of, and access to, information relating to environmental protection (i.e. transparency) and, in particular, consider the wider dissemination of information, analyses and decisions, taking account of the financial implications
		13.0.3	Encourage the use in shipping of the best available environmental technology not entailing excessive costs, in line with the goal of sustainable development

## ANNEX 4

Changed Success Indicator:

As many DCoC States as possible adopt anti-piracy measures into their national law. Somali law is brought up to date to match the Somali national maritime resource strategy.



## ANNEX 5

### DRAFT HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES FOR THE 2014-2015 BIENNIUM

THE ASSEMBLY,

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

RECALLING ALSO the directives contained in resolutions:

- A.777(18) on *Work methods and organization of work in Committees and their subsidiary bodies*;
- A.900(21) on *Objectives of the Organization in the 2000s*;
- A.901(21) on *IMO and technical co-operation in the 2000s*; and
- A.909(22) on *Policy making in IMO – setting the Organization's policies and objectives*,

and the guidelines of the Council and the committees on the organization and method of their work (Circular letter No.3292, MSC-MEPC.1/Circ.4/Rev.2, LEG.1/Circ.7, TC.1/Circ.66 and FAL.3/Circ.209),

RECALLING FURTHER resolutions A.1037(27) and A.1038(27), by which it approved, respectively, the Strategic Plan for the Organization for the six-year period 2012 to 2017 and the High-level Action Plan of the Organization and priorities for the 2012-2013 biennium, as well as resolution A.xxxx(28) on *Guidelines on the application of the Strategic Plan and the High-level Action Plan of the Organization*,

HAVING ADOPTED resolution A.xxxx(28) providing the updated Strategic Plan for the Organization for the six-year period 2014 to 2019,

HAVING CONSIDERED the recommendations of the Council, at its twenty-seventh extraordinary session, for the adoption of an updated High-level Action Plan and related priorities for the 2014-2015 biennium, together with an associated results-based budget including the Secretariat's Business Plan, both of which have been prepared on the basis of the Strategic Plan and inputs from the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee, the Facilitation Committee and the Secretariat,

1. APPROVES the High-level Action Plan of the Organization and priorities for the 2014-2015 biennium, as set out in the annex to the present resolution;
2. REQUESTS the Council, the Maritime Safety Committee, the Legal Committee, the Marine Environment Protection Committee, the Technical Co-operation Committee and the Facilitation Committee, when reporting on their work to the Assembly at its twenty-ninth regular session and to the Council at its sessions during the 2014-2015 biennium, to ensure that they report progress towards fulfilling the Organization's aims and objectives using the framework of the strategic directions, high-level actions and planned biennial outputs;
3. DIRECTS the Council, the committees and the Secretariat, when considering proposals for unplanned outputs, to ensure, in accordance with resolution A.xxxx(28) and the guidelines for the organization and method of their work, as appropriate, that the issues to be addressed are those which fall within the scope of the Strategic Plan and the High-level Action Plan;
4. ALSO REQUESTS the committees and the Secretariat, as appropriate and in accordance with resolution A.xxxx(28), to submit to the Council for endorsement any unplanned outputs that they may approve during the 2014-2015 biennium for inclusion in the High-level Action Plan for that biennium;
5. AUTHORIZES the Council to endorse such unplanned outputs and to incorporate them into the High-level Action Plan and priorities for the 2014-2015 biennium, as set out in the Annex to the present resolution;
6. REQUESTS all IMO organs to ensure full observance of the guidelines contained in resolution A.xxxx(28), which provide a uniform basis for the application of the Strategic Plan and the High-level Action Plan throughout the Organization, and for the strengthening of existing working practices through the provision of enhanced planning and management procedures that are flexible, manageable, proportional, transparent and balanced;
7. UNDERLINES the specific responsibilities of the chairmen, vice-chairmen and secretaries of the Council, committees and sub-committees to ensure such a consistent and rigorous application of resolution A.xxxx(28) and the guidelines on the organization and methods of work of the respective committees and their subsidiary bodies;
8. EMPHASIZES that the high-level actions and related outputs, especially those involving amendments to existing conventions (particularly those which have been in force for a short period), should take fully into account the directives in resolution A.500(XII), and that due attention should be given to the requirement that a well-documented compelling need must be demonstrated for the development and adoption of new or revised standards;
9. REVOKES resolution A.1038(27).

ANNEX

**HIGH-LEVEL ACTION PLAN OF THE ORGANIZATION AND PRIORITIES  
FOR THE 2014-2015 BIENNIUM**

1 The Organization's Strategic Plan for the period 2014 to 2019 (resolution A.xxxx(28)) includes 13 key strategic directions to enable IMO to achieve its mission objectives. In order for the Organization to effectively address those strategic objectives, a High-level Action Plan has been developed which identifies the actions required and provides the linkage between the Organization's strategy and the work of the various IMO organs.

2 The High-level Action Plan thus identifies the high-level actions necessary to achieve the strategic objectives in the Strategic Plan, as well as the priorities for the 2014-2015 biennium in response to those identified actions.

3 The progress of the Organization towards fulfilling its aims and objectives will be monitored through the series of performance indicators in the Strategic Plan and also by monitoring progress against the planned outputs for the biennium.





**PLANNED OUTPUTS 2014-2015**

All outputs								
Planned output number	Description	Target completion year	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Status of output for Year 1	Status of output for Year 2	References
1.1.1.1	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	Annual	Assembly	Council	MSC / MEPC / FAL / LEG / TCC			
Notes: Changes made to description and organs at CWGSP 13.								
1.1.1.2	[moved to 1.1.2.3]							
Notes: This output has moved to 1.1.2.3, this one should be deleted - CWGSP 13								
1.1.1.3	Consideration of reports on the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers and consequential further actions as necessary.	Annual	LEG					
Notes: Description changed at CWGSP 13								
1.1.2.1	Unified interpretation to provisions of IMO safety, security, and environment related Conventions	Continuous	MSC / MEPC		III (FSI) / PPR (BLG) / CCC (DSC) / SDC (DE) / SDC (SLF) / SSE (FP) / NCSR (NAV)	/	/	
1.1.2.2	Response to matters related to the Radiocommunication ITU R Study Group and ITU World Radiocommunication Conference	Annual	MSC	NCSR (COMSAR)	NCSR (NAV)			
1.1.2.3	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	Annual	Assembly	Council	MSC / MEPC / FAL / LEG / TCC			

Notes: Output description and organs changed at CWGSP 13								
1.2.1.1	Agreements of cooperation with IGOs and approved consultative status for NGOs	2015	Assembly			Council		
1.3.1.1	Advice and guidance on issues under the United Nations Law of the Sea Convention relevant to the role of the Organization	Annual	LEG					
Notes: Description changed at CWGSP 13								
1.3.2.1	[HLA 1.3.2 to be deleted]							
1.3.3.1	[No outputs against this HLA]							
1.3.4.1	[No outputs against this HLA]							
1.3.5.1	Amendments to the IAMSAR Manual	Continuous	MSC			NCSR (COMSAR)		
2.0.1.1	Provisions to ensure the integrity and uniform implementation of the 1969 TM Convention	2014	MSC	SDC (SLF)		HTW (STW) / SDC (DE)		
2.0.1.2	Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis	2015	MEPC	PPR (BLG)		III (FSI)		
2.0.1.3	Revised specification for shipboard incinerators (resolution MEPC.76(40))	2014	MEPC					
2.0.1.4	Strategies developed to facilitate entry into force of the HNS Protocol and harmonized interpretation	Annual	LEG					
2.0.1.5	Provide advice and guidance on issues brought to the Committee in connection with implementation of IMO instruments	Annual	LEG					
2.0.1.6	Amendments to SOLAS regulation II-1/40.2 concerning general requirements on electrical installations	2014	MSC			SSE (DE)		

Notes: Description changed at CWGSP 13								
2.0.1.7	Amendments to the ESP Code	Continuous	MSC		SDC (DE)			
2.0.2.1	Analysis of consolidated audit summary reports	2015	Assembly	Council	MSC / MEPC / LEG / III (FSI)			
Notes: Output split - see 2.0.2.3								
2.0.2.2	Capacity-building aspects of the Scheme reflected in and implemented through the ITCP	Continuous	TCC					
2.0.2.3	Amendments making the IMO Instruments Implementation Code (III Code) and auditing mandatory	2015	MSC / MEPC			/	/	
Notes: See 2.0.2.1								
2.0.3.1	Further development of the Global SAR Plan for the provision of maritime SAR services	2015	MSC		NCSR (COMSAR)			
Notes: Output split, see 2.0.3.4								
2.0.3.2	Annual list of IMO documents and publications to be held by MRCCs	Annual	MSC		NCSR (COMSAR)			
Notes: Description changed at CWGSP 13								
2.0.3.3	Guidelines on harmonized aeronautical and maritime search and rescue procedures, including SAR training matters	2014	MSC		NCSR (COMSAR)			
2.0.3.4	Procedures for routing distress information in the GMDSS	2015	MSC		NCSR (COMSAR)			
Notes: see 2.0.3.1								
3.1.1.1	Analysis and consideration of reports on partnership arrangements for, and on implementation of, environmental programmes	Annual	TCC					
Notes: Description changed at CWGSP 13								

3.1.2.1	Analysis and consideration of reports on implementation of resolution A.965(23) on Development and improvement of partnership arrangements for technical co-operation	Annual	TCC					
Notes: Description changed at CWGSP 13								
3.1.3.1	Monitoring of ITCP programme implemented on the enhancement of maritime training capacities, including middle and senior management levels	Annual	TCC					
Notes: Description changed at CWGSP 13								
3.2.1.1	Monitoring of TCDC reflected in the ITCP and partnerships	Continuous	TCC					
Notes: Description changed at CWGSP 13								
3.2.1.2	Analysis and consideration of reports on the TC Fund, voluntary trust funds, multi-bilateral funds, cash contributions and in-kind support under the ITCP	Annual	TCC					
Notes: Description changed at CWGSP 13								
3.2.2.1	Analysis and consideration of reports on the implementation of the approved mechanism on sustainable financing of the ITCP	Annual	TCC					
Notes: Description changed at CWGSP 13								
3.3.1.1	Analysis and consideration of reports on the promotion and implementation of resolution A.1006(25) on The linkage between the Integrated Technical Co-operation Programme and the Millennium Development Goals	Annual	TCC					
Notes: Description changed at CWGSP 13								

3.4.1.1	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in the ITCP	Continuous	TCC		MSC / MEPC / FAL / LEG			
Notes: Description changed at CWGSP 13								
3.4.1.2	Approved ITCP for 2016-2017	2015	TCC					
Notes: Description changed at CWGSP 13								
3.5.1.1	Identify thematic priorities within the area of maritime safety and security, marine environmental protection, facilitation of maritime traffic and maritime legislation	2015	TCC		MSC / MEPC / FAL / LEG			
Notes: Target completion year changed at CWGSP 13								
3.5.1.2	Input to the ITCP on emerging issues relating to sustainable development and achievement of the MDGs	2015	TCC		MSC / MEPC / FAL / LEG			
3.5.2.1	Analysis and consideration of reports on strengthened regional associations for women managers in the maritime sector	Annual	TCC					
Notes: Description changed								
3.5.3.1	New measures on new and cost-effective measures to deliver technical assistance	Annual	TCC					
Notes: Description changed at CWGSP 13								
3.5.4.1	[No outputs against this HLA]							
4.0.1.1	Approved accounts and audited financial reports	Annual	Assembly		Council			
4.0.1.2	Approved report on ITCP implementation during 2012-2013	2014	TCC					
4.0.1.3	Endorsed proposals for unplanned outputs for the 2014-2015 biennium as	Annual	Council		MSC / MEPC / FAL / LEG / TCC			

	accepted by the Committees							
Notes: New output created at CWGSP 13								
4.0.2.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Continuous	Council		MSC / MEPC / FAL / LEG			
Notes: Description and organs changed at CWGSP 13								
4.0.3.1	Comprehensive, transparent, deliverable and approved Strategic Plan, High-level Action Plan and results-based budget for 2016-2017	2015	Assembly		Council			
4.0.4.1	Development of methodology to apply the Risk Management Framework to all elements of the Strategic and High-level Action Plans	2015	Council					
4.0.5.1	Revised Guidelines on the Application of the Strategic Plan and the High-level Action Plan of the Organization ("GAP") and committee guidelines on organization and method of work, as appropriate	2015	Assembly	Council	MSC / MEPC / FAL / LEG			
Notes: Description and organs changed at CWGSP 13								
4.0.6.1	[No outputs against this HLA]							
4.0.7.1	[No outputs against this HLA]							
5.1.1.1	Guidelines on safe return to port for passenger ships	2014	MSC		SDC (SLF)			
5.1.1.2	A review of damage stability regulations for ro-ro passenger ships	2014	MSC		SDC (SLF)			
5.1.1.3	A review of the recommendations on evacuation analysis for new and existing passenger ships	2015	MSC		SDC (FP)			

5.1.1.4	Development of life safety performance criteria for alternative design and arrangements for fire safety (MSC/Circ.1002)	2014	MSC		SSE (FP)			
5.1.1.5	Review of conditions under which passenger ship watertight doors may be opened during navigation and prepare amendments to SOLAS regulation II-1/22 and MSC.1/Circ.1380	2015	MSC		SDC (DE)			
5.1.2.1	New framework of requirements for life-saving appliances	2015	MSC		SSE (DE)			
5.1.2.2	Measures to protect the safety of persons rescued at sea	2014	MSC / FAL	NCSR (COMSAR)	III (FSI)	/	/	
5.1.3.0	[No outputs against this HLA]							
5.2.1.1	Amendments to the criterion for maximum angle of heel in turns of the 2008 IS Code	2014	MSC		SDC (SLF)			
5.2.1.2	Development of international code of safety for ships using gases or other low flashpoint fuels (IGF Code)	2014	MSC	CCC (BLG)	HTW (STW)			
5.2.1.3	Review of general cargo ship safety	2014	MSC		III (FSI) / HTW (STW) / SDC (DE) / SDC (SLF) / NCSR (NAV)			
5.2.1.4	Guidelines addressing the carriage of more than 12 industrial personnel on board vessels engaged on international voyages	2015	MSC		SDC (DE)			
5.2.1.5	Amendments to the provisions of SOLAS chapter II-2 relating to secondary means of venting cargo tanks	2015	MSC	SSE (FP)	CCC (DSC)			
5.2.1.6	Amendments to the 2009 MODU Code concerning lifeboat drills	2015	MSC		SSE (DE)			

Notes: Description changed at CWGSP 13								
5.2.1.7	Considerations related to the double sheathed low-pressure fuel pipes for fuel injection systems in engines on crude oil tankers	2015	MSC		SSE (FP)			
5.2.1.8	[output number to be used, when plan is renumbered]							
5.2.1.9	Smoke control and ventilation	2015	MSC		SSE (FP)			
5.2.1.10	Requirements for ships carrying hydrogen and compressed natural gas vehicles.	2014	MSC		SSE (FP)			
5.2.1.11	Safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III	2015	MSC					
5.2.1.12	Amendments to the LSA Code for thermal performance of immersion suits	2014	MSC		SSE (DE)			
5.2.1.13	[Duplicate output]							
Notes: Output to be deleted (decision taken at CWGSP 13)								
5.2.1.14	Development of second generation intact stability criteria	2015	MSC		SDC (SLF)			
Notes: Description changed at CWGSP 13								
5.2.1.15	Amendments to SOLAS chapter II 1 subdivision and damage stability regulations	2014	MSC		SDC (SLF)			
Notes: Description changed at CWGSP 13								
5.2.1.16	Amendments to SOLAS regulation II-2/20 and associated guidance on air quality management for ventilation of closed vehicle spaces, closed ro-ro and special category spaces	2014	MSC		SSE (FP)			



5.2.1.17	Mandatory Code for ships operating in polar waters	2015	MSC / MEPC	SDC (DE)	HTW (STW) / PPR (BLG) / SDC (SLF) / SSE (FP) / NCSR (NAV) / NCSR (COMSAR)	/	/	
5.2.1.18	Non mandatory instrument on regulations for non convention ships	2015	MSC	III (FSI)	HTW (STW) / PPR (BLG) / SDC (DE) / SDC (SLF) / SSE (FP) / NCSR (NAV) / NCSR (COMSAR)			
5.2.1.19	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)	Annual	MSC / MEPC		III (FSI)	/	/	
Notes: output split see 5.2.1.31								
5.2.1.20	Interpretation of SOLAS regulation II-1/13.6 on means of escape from ro-ro cargo spaces	2014	MSC		SDC (DE)			
5.2.1.21	Classification of offshore industry vessels and a review of the need for a non-mandatory code for offshore construction support vessels	2015	MSC		SDC (DE)			
5.2.1.22	Follow-up action to the STCW-F Conference resolutions 6 and 7	2015	MSC		HTW (STW)			
5.2.1.23	Guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures.	2014	MSC		SDC (DE)			
5.2.1.24	Requirements for onboard lifting appliances and winches	2015	MSC		SSE (DE)			
Notes: TCY changed to 2015								
5.2.1.25	Guidelines for wing-in-ground craft	2015	MSC	SDC (DE)	HTW (STW) / SDC (SLF) / SSE (FP) / NCSR (NAV) / NCSR (COMSAR)			
5.2.1.26	Amendments to Part B of the 2008 IS Code on towing, lifting and anchor	2014	MSC		SDC (SLF)			

	handling operations							
5.2.1.27	Revised recommendation on conditions for the approval of servicing stations for inflatable liferafts (resolution A.761(18))	2014	MSC		SSE (DE)			
5.2.1.28	Amendments to SOLAS regulation II-1/11 and development of associated Guidelines to ensure the adequacy of testing arrangements for watertight compartments	2015	MSC		SDC (DE)			
5.2.1.29	Amendments to SOLAS chapter II 2, the FTP Code and MSC/Circ.1120 to clarify the requirements for plastic pipes on ships	2014	MSC		SDC (SLF)			
5.2.1.30	Amendments to the requirements for foam-type fire extinguishers in SOLAS regulation II 2/10.5	2014	MSC		SSE (FP)			
5.2.1.31	Non exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)	Annual	MSC		III (FSI)			
Notes: split output see 5.2.1.19								
5.2.1.32	Adoption of the revised IGC Code	2014	MSC					
Notes: Output revived at CWGSP 13								
5.2.2.1	Guidance for the implementation of the 2010 Manila Amendments	2014	MSC		HTW (STW)			
5.2.2.2	Review of STCW passenger ship specific safety training	2015	MSC		HTW (STW)			
5.2.2.3	Validated model training courses	Continuous	MSC		HTW (STW)			
5.2.2.4	Reports on unlawful practices associated with certificates of competency	Annual	MSC		HTW (STW)			

5.2.2.5	Reports to the MSC on information communicated by STCW Parties	Annual	MSC					
5.2.2.6	Revised guidelines for model course development, updating and validation processes	2015	MSC		HTW (STW)			
5.2.2.7	[duplicate output]	2015	MSC		HTW (STW)			
Notes: Output to be deleted (decision taken at CWGSP 13)								
5.2.2.8	Training in hot-work procedures on crude oil tankers	2015	MSC	HTW (STW)	SSE (FP)			
5.2.2.9	Guidance for personnel involved with tug-barge operations	2014	MSC	HTW (STW)	SDC (DE)			
5.2.3.1	Amendments to CSC 1972 and associated circulars	2014	MSC					
5.2.3.2	Measures to prevent loss of containers	2014	MSC	CCC (DSC)	HTW (STW) / SDC (DE) / SDC (SLF)			
5.2.3.3	Amendments to the IMSBC Code and supplements	Continuous	MSC / MEPC		CCC (DSC)	/	/	
5.2.3.4	Amendments to the IMDG Code and supplements, including harmonization of the IMDG Code with the UN Recommendations on the Transport of Dangerous Goods	Continuous	MSC		CCC (DSC)			
5.2.3.5	[duplicate output]							
Notes: Output to be deleted (decision taken at CWGSP 13)								
5.2.3.6	Revised Guidelines for packing of cargo transport units	2015	MSC		CCC (DSC)			
5.2.3.7	Amendments to MARPOL Annex I and associated circulars	Continuous	MEPC					
Notes: Output to be referred to parent for consideration of scope								
5.2.3.8	[duplicate output]							
Notes: Output to be deleted (decision taken at CWGSP 13)								

5.2.3.9	Adoption of amendments to SOLAS and the relevant codes concerning mandatory carriage of appropriate atmosphere testing instruments on board ships	2014	MSC					
5.2.4.1	Routeing measures and mandatory ship reporting systems	Continuous	MSC		NCSR (NAV)			
5.2.4.2	Updates to the LRIT system	Continuous	MSC		NCSR (COMSAR)			
5.2.4.3	New symbols for AIS Aids to Navigation	2014	MSC		NCSR (NAV)			
5.2.4.4	[output to be finalized at A28]	2015	MSC		NCSR (NAV)			
Notes: Output to be deleted (decision taken at CWGSP 13)								
5.2.4.5	Consolidation ECDIS-related IMO circulars	2014	MSC		NCSR (NAV)			
Notes: Change to description CWGSP 13								
5.2.4.6	Explanatory footnotes to SOLAS regulations V/15, V/18, V/19 and V/27	2014	MSC		NCSR (NAV)			
5.2.4.7	Approved satellite navigation system "BeiDou" in the maritime field	2014	MSC		NCSR (NAV)			
Notes: Description changed at CWGSP 13								
5.2.4.8	Guidelines on the carriage of ECDIS	2014	MSC		NCSR (NAV)			
5.2.4.9	Performance standards for multi-system shipborne navigation systems	2015	MSC		NCSR (NAV)			
Notes: Description changed at CWGSP 13								
5.2.4.10	Revision of the Guidelines for the on board operational use of shipborne automatic identification systems (AIS)	2014	MSC	NCSR (NAV)	NCSR (COMSAR)			
Notes: Output revived from HLAP 2012-2013								
5.2.5.1	Guidelines on MSI (maritime safety information) provisions	Continuous	MSC		NCSR (COMSAR)			

5.2.5.2	First outline of the detailed review of the Global Maritime Distress and Safety System (GMDSS)	2015	MSC	NCSR (COMSAR)	HTW (STW) / NCSR (NAV)			
5.2.5.3	Analysis of developments in maritime radiocommunication systems and technology	2014	MSC		NCSR (COMSAR)			
5.2.5.4	Analysis of information on developments in Inmarsat and Cospas-Sarsat	Continuous	MSC		NCSR (COMSAR)			
Notes: Minor editorial								
5.2.6.1	E-navigation strategy implementation plan	2015	MSC	NCSR (NAV)	HTW (STW) / NCSR (COMSAR)			
5.3.1.1	Harmonization of PSC activities	Continuous	MSC / MEPC		III (FSI)	/	/	
Notes: Output to be referred to parent for consideration of scope								
5.4.1.1	[No outputs against this HLA]							
6.1.1.1	Guidelines and guidance on the implementation and interpretation of SOLAS chapter XI-2 and the ISPS Code	Annual	MSC					
6.1.2.1	Provide advice and guidance in connection with implementation of SUA 1988/2005	Annual	LEG					
6.2.1.1	Consideration and analysis of monthly and annual reports on piracy	Annual	MSC					
Notes: Description changed at CWGSP 13								
6.2.1.2	Revised guidance relating to the prevention of piracy and armed robbery to reflect emerging trends and behaviour patterns	Annual	MSC		LEG			
Notes: LEG changed at CWGSP 13								
6.2.2.1	Provide advice and guidance to support international efforts to ensure	Annual	LEG					

	effective prosecution of perpetrators (piracy); and to support availability of information on comprehensive national legislation and judicial capacity-building							
6.2.3.1	[No outputs against this HLA]							
6.2.3.1	[No outputs against this HLA]							
6.2.4.1	[No outputs against this HLA]							
6.3.1.1	[No outputs against this HLA]							
6.3.2.1	[No outputs against this HLA]							
7.1.1.1	[No outputs against this HLA]							
7.1.2.1	Revised guidelines for the Inventory of Hazardous Materials	2014	MEPC					
Notes: Output description changed								
7.1.2.2	Designated Special Areas and PSSAs and their associated protective measures	Continuous	MEPC		NCSR (NAV)			
7.1.2.3	Guidance for the reduction of noise from commercial shipping and its adverse impacts on marine life	2014	MEPC					
7.1.2.4	Approved ballast water management systems which make use of Active Substances, taking into account recommendations of the GESAMP-BWWG	Annual	MEPC					
7.1.2.5	Production of a manual entitled "Ballast Water Management- how to do it"	2015	MEPC		PPR (BLG)			
7.1.2.6	Guidance for international offers of assistance in response to a marine oil pollution incident	2014	MEPC		PPR (BLG)			
7.1.2.7	Manual on chemical pollution to	2015	MEPC					

	address legal and administrative aspects of HNS incidents							
7.1.2.8	Guidance on the safe operation and performance standards of oil pollution combating equipment	2014	MEPC		SDC (DE)			
7.1.2.9	Revised section II of the Manual on Oil Pollution-Contingency planning	2015	MEPC		PPR (BLG)			
Notes: Output to be referred to parent for consideration of scope								
7.1.2.10	Guide on Oil Spill Response in Ice and Snow Conditions	2014	MEPC		PPR (BLG)			
7.1.2.11	Updated IMO Dispersant Guidelines	2014	MEPC		PPR (BLG)			
7.1.2.12	Review of nitrogen and phosphorous removal standards in the 2012 Guidelines on the implementation of effluent standards and performance tests for sewage treatment plants	2014	MEPC					
7.1.2.13	Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels	2015	MSC / MEPC	PPR (BLG)	SDC (DE)	/	/	
7.1.3.1	Consideration and analysis of reports on alleged inadequacy of port reception facilities	Annual	MEPC		III (FSI)			
Notes: Description changed at CWGSP 13								
7.1.4.1	[No outputs against this HLA]							
7.2.1.1	[No outputs against this HLA]							
7.2.2.1	Safety and pollution hazards of chemicals and preparation of consequential amendments to MARPOL Annex II and the IBC Code, taking into account recommendations of GESAMP-EHS	Continuous	MEPC		PPR (BLG)			
Notes: Output to be referred to parent for consideration of scope								

7.2.2.2	[deleted]							
Notes: Output to be deleted (decision taken at CWGSP 13)								
7.2.3.1	Increased activities within the ITCP regarding the OPRC Convention and the OPRC HNS Protocol	Annual	TCC		MEPC			
7.2.3.2	Updated OPRC Model training courses	2015	MEPC		PPR (BLG)			
Notes: Description changed at CWGSP 13 Output to be referred to parent for consideration of scope								
7.3.1.1	Guidelines related to MARPOL Annex VI and the NOx Technical Code in accordance with Action Plan endorsed by MEPC64	2015	MEPC		PPR (BLG)			
7.3.2.1	Further development of mechanisms needed to achieve the limitation or reduction of CO2 emissions from international shipping	Annual	MEPC					
7.3.2.2	Keep under review IMO measures and contributions to international climate mitigation initiatives and agreements (including CO2 sequestration and ocean fertilization as well as consideration of the impact on the Arctic emissions of Black Carbon from international shipping)	2014	MEPC		PPR (BLG)			
Notes: Description changed at CWGSP 13								
7.4.1.1	[No outputs against this HLA]							
8.0.1.1	Comprehensive review of the FAL Convention	2015	FAL					
8.0.2.1	Consideration and analysis of reports and information on illegal migrants	Annual	MSC / FAL			/	/	
Notes: Description changed								
8.0.3.1	Requirements for access to, or electronic versions of, certificates and	2015	FAL	MSC / MEPC / LEG	III (FSI)			



	documents, including record books required to be carried on ships							
8.0.4.1	Identification and assessment of administrative requirements in mandatory IMO instruments that are perceived as being a burden	2014	Council					
8.0.4.2	Recommendations regarding reducing or simplifying requirements in mandatory IMO instruments to be forwarded to the relevant Committees for consideration and action	2015	Council					
9.0.1.1	ITCP programme implemented on support to SIDS and LDCs for their special shipping needs	Annual	TCC					
10.0.1.1	Goal-based new ship construction standards for tankers and bulk carriers	Continuous	MSC					
Notes: Output to be referred to parent for consideration of scope								
10.0.1.2	Goal-based ship construction standards for all types of ships, including safety, security and protection of the marine environment	2015	MSC / MEPC			/	/	
Notes: Output to be referred to parent for consideration of scope								
11.1.1.1	[No outputs against this HLA]							
11.1.2.1	[No outputs against this HLA]							
11.2.1.1	[No outputs against this HLA]							
12.1.1.1	Review of FSA studies by the FSA Experts' Group	Continuous	MSC					
Notes: Description changed at CWGSP 13								
12.1.2.1	Analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	Annual	MSC / MEPC	III (FSI)	HTW (STW) / PPR (BLG) / SDC (DE) / SSE (FP) / NCSR (NAV) / NCSR (COMSAR)	/	/	

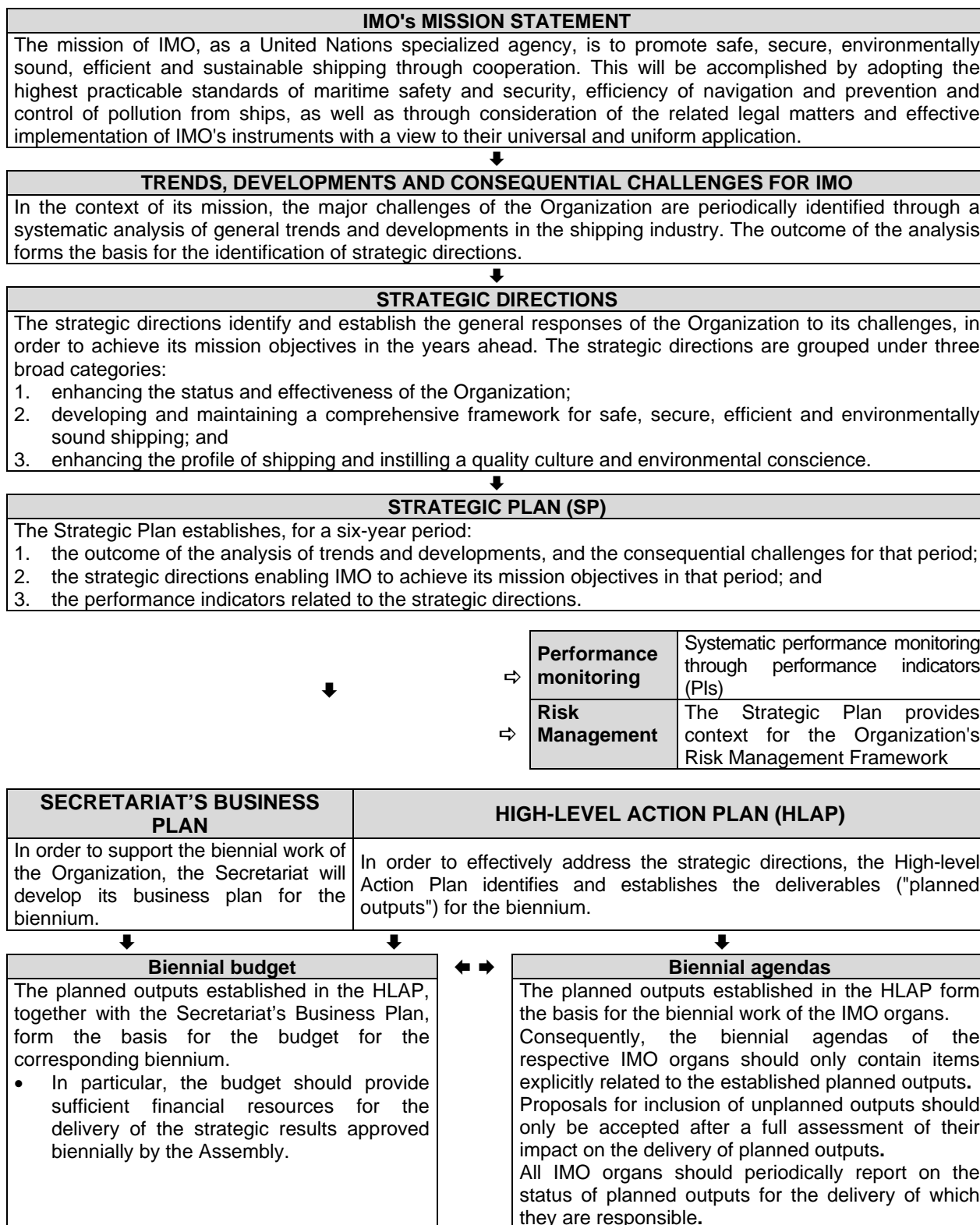
12.2.1.1	[No outputs against this HLA]							
12.3.1.1	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Annual	MSC / MEPC	CCC (DSC)	III (FSI)	/	/	
12.4.1.1	[No outputs against this HLA]							
13.0.1.1	[No outputs against this HLA]							
13.0.2.1	[No outputs against this HLA]							
13.0.3.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution	Annual	MEPC		PPR (BLG)			

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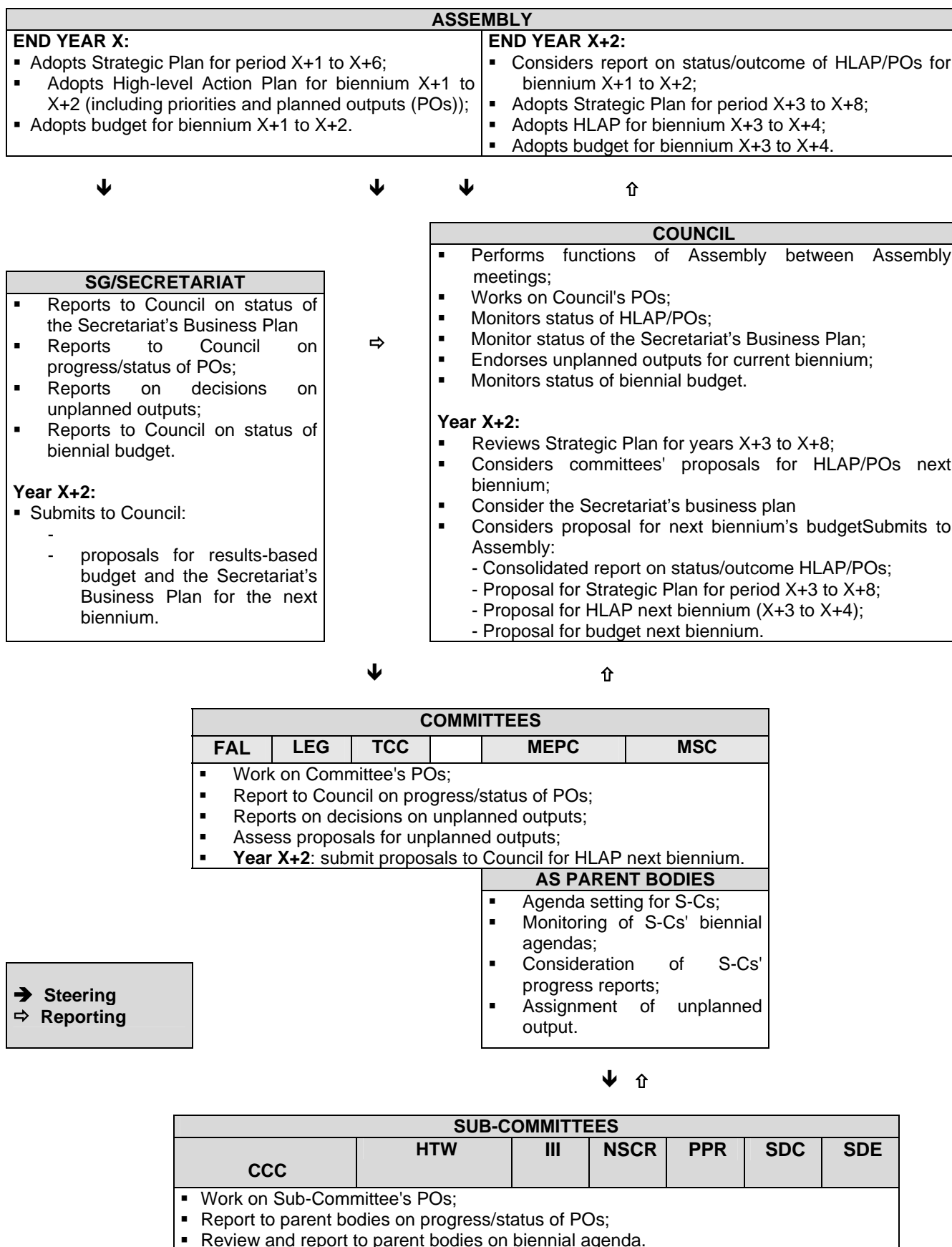
**ANNEX 6**

**STRATEGIC PLANNING PROCESSES (DIAGRAMS)**

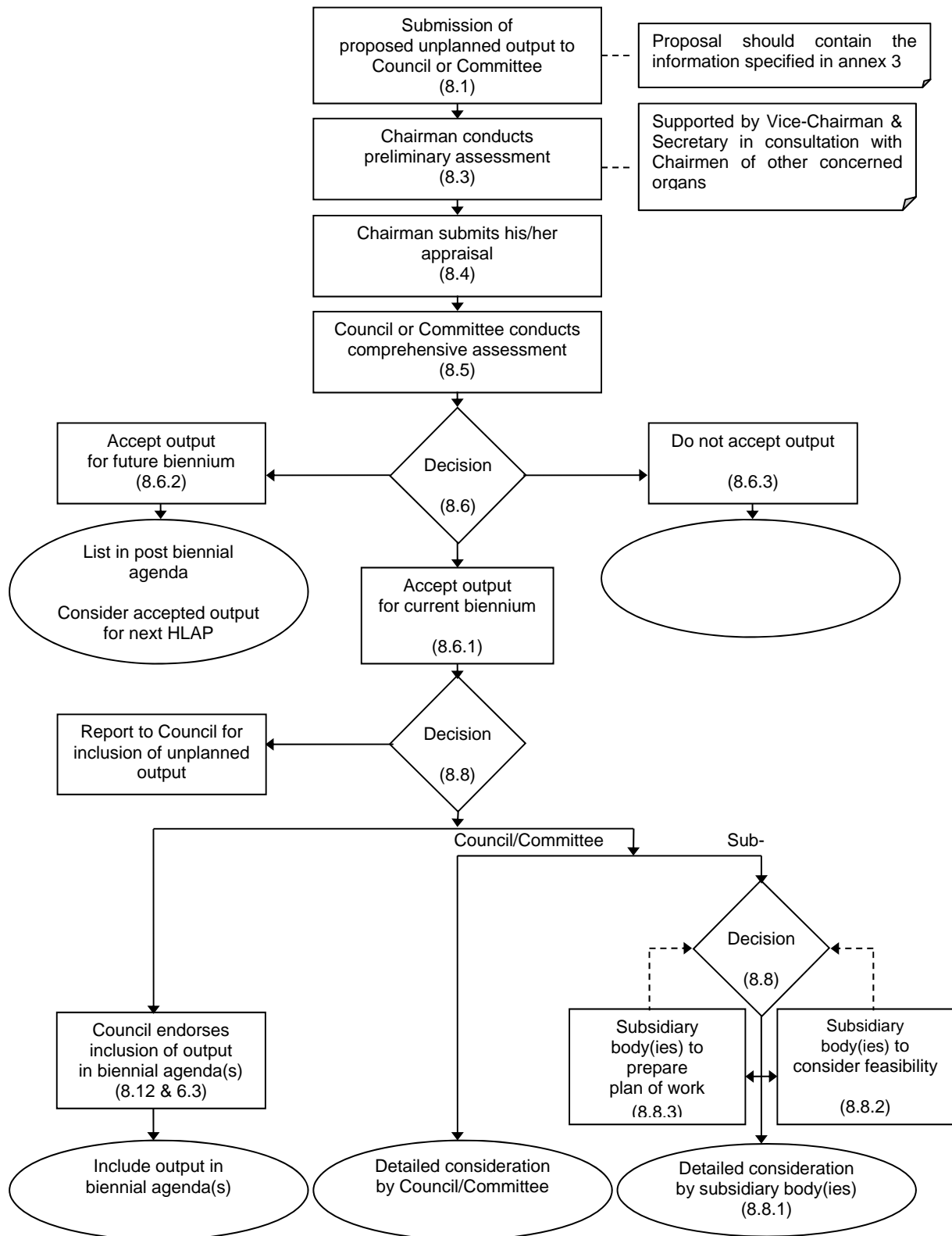
**DIAGRAM 1: IMO'S STRATEGIC PLANNING PROCESS – OVERVIEW**



**DIAGRAM 2: IMO'S STRATEGIC PLANNING PROCESS – STEERING AND REPORTING FLOWS**



**DIAGRAM 3: MANAGEMENT OF UNPLANNED OUTPUTS**





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