

AD HOC COUNCIL WORKING GROUP ON
THE ORGANIZATION'S STRATEGIC PLAN
12th session
Agenda item 3

CWGSP 12/3
20 September 2011
ENGLISH ONLY

**REVIEW OF PLANNED OUTPUTS AND INDICATORS DURING
THE 2010-2011 BIENNIUM**

Note by the Secretariat

SUMMARY

Executive summary: This document provides consolidated and updated information and analyses on the status of the Organization's planned outputs for the 2010-2011 biennium (resolution A.1012(26)) and on its performance as measured against the performance indicators and key performance indicators of IMO's Strategic Plan (resolution A.1011(26))

Strategic direction: 1 to 13

High-level action: 4.0.3

Planned output: 4.0.3.1

Action to be taken: Paragraph 6

Related documents: FAL 37/WP.2 (annex 2); Circular letter No.3218; MEPC 62/24/Add.1; C 106/3(a)/1; TC 61/16 (annex 2); MSC 89/25/Add.4 (annex 34); LEG 98/14 (annex 4); C 105/3(a)/1; resolutions A.1011(26), A.1012(26) and A.1013(26)

Introduction

- 1 This document reports on the status of:
 - .1 planned outputs for the current biennium as approved by the Assembly in resolution A.1012(26) and unplanned outputs approved by relevant IMO organs since the adoption of that resolution, with a high-level analysis thereof and status details in annex 1; and
 - .2 the performance indicators (PIs) and key performance indicators (KPIs) of the Strategic Plan (SP), with data on both and an analysis of the KPIs contained in annex 2 (respectively, Parts A and B).

2 The information is presented in this combined manner to provide the Working Group with the opportunity to review, in a single document, the Organization's performance against its biennial work plan and against the PIs and KPIs. It is considered that such a combined approach will better support the Working Group's task of assessing past performance and

identifying issues that may need adjustment, correction or improvement, all of which would consequently feed into the 'horizon-scanning' function that the Working Group will carry out, under agenda items 4 and 5, when developing updated versions of the SP 'rolled forward' for the next six-year period and of the High-level Action Plan (HLAP) for the next biennium. In this manner, the Working Group will be considering the link between outputs and outcomes (term of reference 2.1.2 in the annex to Circular letter No.3218), and thereby setting the stage for its forward-looking tasks (terms of reference 2.1.3 and 2.1.4).

Notes on the PIs and KPIs

3 It is recalled that, at its twenty-fifth extraordinary session, the Council endorsed the Working Group's discussions, at its tenth session, on the further development of the PIs, including the approach agreed by the Working Group for the measurement of organizational performance in the future, using also a set of KPIs (C/ES.25/D, paragraph 3.2(ii)).

4 It is further recalled that CWGSP 10 had before it suggestions developed by the Secretariat, at the Working Group's request (CWGSP 10/2(b)), on how the PIs might initially be rationalized and on how, subsequently, more fundamental changes to performance measurement might be made. To inform the Working Group's discussion, a number of presentations by external experts and Secretariat staff were made on the subject of performance measurement. Following a comprehensive debate, the CWGSP concluded that the Secretariat should:

- .1 on an annual basis, collect, collate and publish data on the PIs;
- .2 also on an annual basis, collect, collate, publish and analyse data on the KPIs; and
- .3 periodically, apply more sophisticated statistical methods, of a medium level of complexity, to the data generated for the KPIs and to other relevant data, in order to assess organizational progress against six specific areas of measurement.

5 Following CWGSP 10 and the Council's endorsement of its decisions, the Assembly adopted resolution A.1011(26) containing the SP, section 4 of which reflects the Working Group's abovementioned decisions, through an updated set of PIs and a new set of KPIs, for use as of the current biennium. In line with that agreed approach, document C 105/3(a)/1¹ was submitted to the Council in November 2010, providing data on the PIs (mostly updated to the end of 2009), together with data and analysis on the new KPIs. The Council decided to refer that document to the present session of the Working Group for examination and comment. In this regard, the information provided in the abovementioned Council document has now been updated (mostly to the end of 2010) in annex 2 to the present document, as a second iteration of the new approach to performance monitoring.

Action requested of the Working Group

6 The Working Group is invited to:

- .1 consider the high-level analysis and information provided in annex 1 on the status of the Organization's outputs during the current biennium;

¹ For reasons of economy, delegations are kindly requested to bring their own copies of this document.

- .2 consider the data collected on the PIs and KPIs, and the analysis of the latter, as set out in annex 2; and
- .3 draw such conclusions and recommendations from the foregoing analyses, data and information, as it may wish to advise Council of, in particular, with respect to:
 - .1 the suggestion made in paragraph 2 of annex 1 regarding the management of outputs;
 - .2 the suggestions made in footnotes 7 (annex 1) and 16 (annex 2) on proposed changes to the definitions of indicators in the draft updated SP (document CWGSP 12/4);
 - .3 any further consequential changes that ought to be made to the draft updated SP and/or the draft updated HLAP (document CWGSP 12/5); and
 - .4 the suggestions made in paragraphs 52 to 60 of Part B of annex 2, following the analysis of KPIs, regarding key areas of work that may require further attention by the Organization.

ANNEX 1

STATUS OF OUTPUTS

General

1 This annex provides information, in the tabular format required by the Guidelines on the application of the Strategic Plan and the High-level Action of the Organization (resolution A.1013(26)) (the "GAP"), on the status of delivery of 384 outputs that have been active during the current biennium. Of these, 372 constitute planned outputs within resolution A.1012(26), with 12 constituting unplanned outputs approved by the relevant IMO organs during the biennium. For clarity, all unplanned outputs reflected in this annex carry the initials "UO" below their respective numbers.

2 With respect to the 12 unplanned outputs, it may be noted that, as required by the GAP, seven² were specifically endorsed by the Council following their approval, while the remaining five³, although approved as such by the relevant IMO organs, were not referred to the Council for subsequent endorsement. Corresponding work has nevertheless commenced on those five unplanned outputs. Accordingly, the Working Group may wish to stress to the Council the need for all IMO organs to observe one of the objectives of the GAP, which is "to promote a new culture and discipline in adherence to the planning procedures and guidelines", as well as the responsibilities of Member States and the Secretariat in "ensuring consistency and discipline in the administrative management of the planning and reporting cycle" (respectively, paragraphs 3.3.5 and 7.1 of the GAP). In anticipation of the Working Group's agreement with that suggestion, document CWGSP 12/5 sets out a draft Assembly resolution on the HLAP for the next biennium, operative paragraph 6 of which reminds all IMO organs of the need to ensure full observance of the GAP.

3 The information in this annex reflects the status of the Organization's outputs, as at mid-September 2011, taking into account related documentation approved by LEG 98, MSC 89, TC 61, C 106, MEPC 62, FP 55 and FAL 37, with information on the outputs concerning the DSC Sub-Committee being subject to possible revision by its sixteenth session, which will meet shortly before the Working Group. To the extent possible, therefore, this annex provides a full biennial outlook so that the corresponding table, following its consideration by the Working Group, may be annexed to the updated report that the Council will submit to the Assembly's forthcoming session on the work of the Organization since the 2009 Assembly.

High-level analysis

5 Table 1 overleaf provides a high-level summary of the total number of outputs for the period 2010-2011 (planned and unplanned) and of their respective status.

² Unplanned outputs 2.0.1.30, 2.0.1.31, 5.2.1.31, 5.2.1.32, 5.2.2.9, 5.2.2.10 and 7.1.2.31.

³ Unplanned outputs 5.2.1.33, 5.2.4.15, 5.2.5.10, 7.1.2.32 and 7.1.2.33.

Table 1: High-level overview of status of outputs under the HLAP 2010-2011, as at mid-September 2011

Output status	Output status 2010	% total 2010	Output status 2011	% total 2011	% change 2010 to 2011
Completed	64	16.7	101	26.3	9.6
In progress	164	42.7	138	35.9	-6.8
Ongoing	136	35.4	136	35.4	0.0
Postponed	7	1.8	8	2.1	0.3
Not applicable	13	3.4	1	0.3	-3.1
Total	384	100.0	384	100.0	0.0

6 Of the 384 biennial outputs, 26.3% have been completed (a 9.6% increase compared to the mid-point of the biennium) and 35.9% are still in progress (a decrease of 6.8% compared to the mid-point). In respect of the latter category, however, it should be noted that some 20 of these outputs are associated with resolutions to be adopted by the forthcoming Assembly (for ease of clarity, these are shown in shaded text in Table 5), whilst a larger number of 53 outputs were originally scheduled or have since been re-scheduled, by their respective parent organs, for completion in the next biennium or beyond⁴. The second largest category represents some 35.4% of the Organization's biennial workload and is composed, not unexpectedly, of recurrent annual work by the IMO organs concerned. Finally, only some 2.1% of the outputs have been postponed and Table 1 also shows some outputs under the "not applicable" category, representing either work that could not be reported on in 2010 as it was scheduled to begin only in 2011 (13 outputs) or on which no work has been carried out at all during the biennium.

7 Regarding the 12 unplanned outputs approved during 2010-2011, the equivalent status is that only one has been completed (some 8%), the corresponding parent organs have determined that no further action need be taken on two (some 17%), with the remaining nine being "in progress" (75%), principally because their target completion years fall within the next biennium.

8 It may therefore be seen from Tables 1 and 5 that a significant majority of planned outputs will be fully completed during the current biennium, following conclusion of the twenty-seventh Assembly, or early in the next biennium; a considerable volume of outputs once again represents recurrent work; only a small minority of outputs have been explicitly postponed; and an even smaller minority represents outputs on which no work has been carried out at all during the present biennium. In respect of the latter type of output, FAL 37 seeks advice from the Working Group on how such planned outputs should be treated in the future (for example, they might be deleted from the HLAP, and not 'rolled forward' to a subsequent biennium, if the corresponding IMO organ has not addressed them at all after two/three sessions/years).

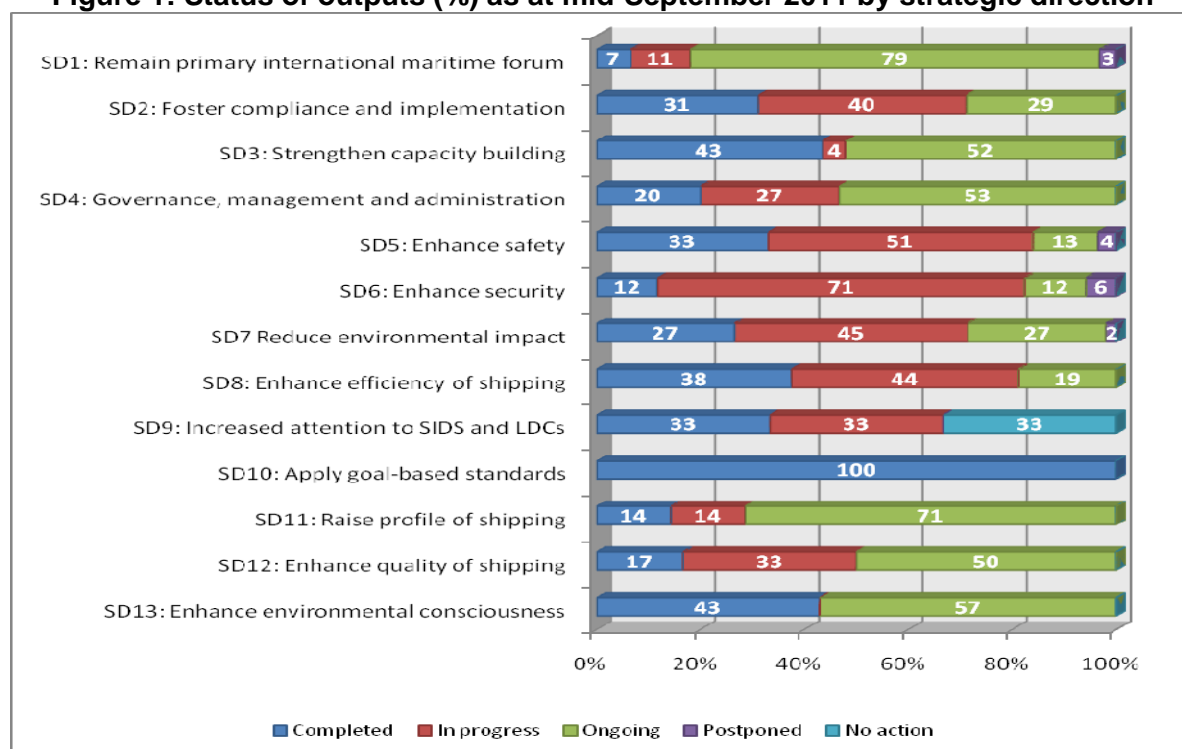
9 Table 2 and Figure 1 overleaf present the same status data as shown in Table 1 above, but distributed across each of the SP's 13 strategic directions.

⁴ Note that the HLAP for the current biennium (resolution A.1012(26)) contains no target completion years against each output, a practice that has only become customary during the present biennium, following adoption of the GAP.

Table 2: Status of outputs as at mid-September 2011 by strategic direction

Strategic Direction	Completed	In progress	Ongoing	Postponed	No action	Total	% of Total
SD1: Remain primary international maritime forum	4	7	48	2	0	61	15.9
SD2: Foster compliance and implementation	14	18	13	0	0	45	11.7
SD3: Strengthen capacity building	10	1	12	0	0	23	6.0
SD4: Governance, management and administration	6	8	16	0	0	30	7.8
SD5: Enhance safety	37	57	14	4	0	112	29.2
SD6: Enhance security	2	12	2	1	0	17	4.4
SD7: Reduce environmental impact	13	22	13	1	0	49	12.8
SD8: Enhance efficiency of shipping	6	7	3	0	0	16	4.2
SD9: Increased attention to SIDS and LDCs	1	1	0	0	1	3	0.8
SD10: Apply goal-based standards	2	0	0	0	0	2	0.5
SD11: Raise profile of shipping	1	1	5	0	0	7	1.8
SD12: Enhance quality of shipping	2	4	6	0	0	12	3.1
SD13: Enhance environmental consciousness	3	0	4	0	0	7	1.8
Total	101	138	136	8	1	384	100.0

Figure 1: Status of outputs (%) as at mid-September 2011 by strategic direction

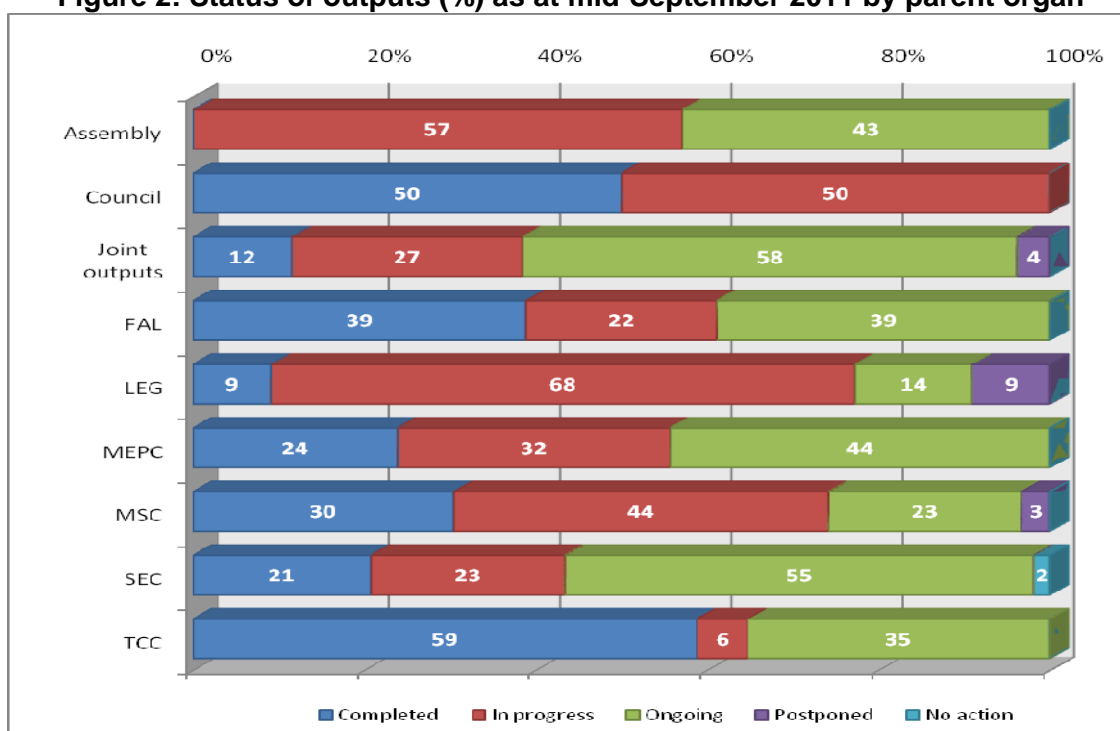


10 Table 3 and Figure 2 overleaf provide the status of outputs by parent organ, as at mid-September 2011, from which it may be seen that the majority of outputs (some 62%) fall, in principle, under the aegis of the MSC and MEPC although, as set out in the HLAP, quite a number of outputs involve more than one organ and some involve all of them – in Table 3, these are shown under the category of "Joint outputs".

Table 3: Status of outputs as at mid-September 2011 by parent organ

Organ	Completed	In progress	Ongoing	Postponed	No action	Total	% Total
Assembly	0	4	3	0	0	7	1.8
Council	1	1	0	0	0	2	0.5
Joint outputs	3	7	15	1	0	26	6.8
FAL	7	4	7	0	0	18	4.7
LEG	2	15	3	2	0	22	5.7
MEPC	21	28	39	0	0	88	22.9
MSC	46	66	34	5	0	151	39.3
SEC	11	12	29	0	1	53	13.8
TCC	10	1	6	0	0	17	4.4
Total	101	138	136	8	1	384	100.0

Figure 2: Status of outputs (%) as at mid-September 2011 by parent organ



11 Distribution of outputs by discipline does not follow strictly the mandate of the various IMO organs and this may be seen from Table 4 overleaf where, for example, the number of outputs relating to facilitation, safety and security or technical co-operation is larger than the number of outputs ascribed, respectively, to FAL, MSC and TCC. The technical co-operation category, in particular, reflects the engagement, not only of the TCC, but also of several Committees and the Secretariat in the corresponding work. For the purpose of clarity, the "General" category in Table 4 represents work associated principally with the Organization's governance, management, administration or public outreach activities.

Table 4: Status of outputs as at mid-September 2011 by discipline

Discipline	Planned outputs	Unplanned outputs	Total	% Total
ENV: Environmental protection	85	3	88	22.9
FAL: Facilitation	22	0	22	5.7
GEN: General	61	0	61	15.9
LEG: Legal matters	22	0	22	5.7
SS: Safety and security	148	9	157	40.9
TC: Technical co-operation	34	0	34	8.9
Total	372	12	384	100.0

Status details

12 Table 5 now follows, with the details of the status of each output for the 2010-2011 biennium. As envisaged in the GAP, the entries under the "Status of output" columns in Table 5 are classified as follows:

- .1 "completed" signifies that the outputs in question have been duly finalized;
- .2 "in progress" signifies that work on the related outputs has been progressed, often with interim outputs (for example, draft amendments or guidelines) which are expected to be approved later in the biennium (for example, by the Assembly) or in the next;
- .3 "ongoing" signifies that the outputs relate to work of the respective IMO organs that is a permanent or continuous task; and
- .4 "postponed" signifies that the respective IMO organ has decided to defer the production of relevant outputs to another time (for example, until the receipt of corresponding submissions).

TABLE 5 – STATUS OF OUTPUTS UNDER THE H LAP 2010-2011

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
1.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (Assembly, Council, all committees and Secretariat)	Continuous	ASSEMBLY	COUNCIL	Committees, SEC	Ongoing	Ongoing	
1.1.2.1	Co-operation with FAO: follow-up to the second session of the IMO/FAO Working Group on IUU fishing and related matters, including safety regulations for fishing vessels and fishers; and identification of revisions to the 1993 Torremolinos Protocol which may be needed to make the Protocol acceptable to the required number of Governments to ensure entry into force, possibly through the development of an additional instrument (MSC)	2011	MSC	SLF		In progress	In progress	MSC 89/25, paragraphs 9.15 to 9.38; and annex 18, Draft Agreement to facilitate implementation of 1993 Protocol endorsed by C 106, for adoption by a Conference in 2013.
1.1.2.2	Co-operation with IACS: consideration of unified interpretations (MSC)	Continuous	MSC	All sub-committees		Ongoing	Ongoing	MSC.1/Circ.1388, MSC.1/Circ.1397, MSC.1/Circ.1398
1.1.2.3	Co-operation with IAEA: formalized emergency arrangements for response to nuclear/radiological emergencies from ships, including IMO contribution to the next version of the "Joint Radiation Emergency Management Plan of the International Organizations" (MSC)	Continuous	MEPC	DSC		Ongoing	Ongoing	MSC 89/INF.22
1.1.2.4	Co-operation with ILO: port State control of seafarer's working hours (MSC)	2013	MSC	FSI		In progress	In progress	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
1.1.2.5	Co-operation with ILO: approved recommendations based on the work, if any, of the Joint IMO/ILO Ad Hoc Expert Working Group on Fair Treatment of Seafarers in the Event of a Maritime Accident, CMI, and others concerning the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers and consequential further actions as necessary (LEG)	2011	LEG			In progress	In progress	Draft Assembly resolution approved (document LEG 98/14, annex 2) for adoption by A 27
1.1.2.6	Co-operation with IHO: hydrographic issues (MSC)	Continuous	MSC	NAV		Ongoing	Ongoing	
1.1.2.7	Co-operation with data providers: protocols on data exchange with international, regional and national entities (all committees, as appropriate/Secretariat)	Continuous	Committees	SEC		Ongoing	Ongoing	FSI 18/7/3, FSI 19/6/3
1.1.2.8	Co-operation with donor institutions: resource mobilization for ITCP (Secretariat)	Continuous	SEC	TCC		Ongoing	Ongoing	TC 60/4 and Add.1, TC 61/4/1
1.1.2.9	Co-operation with ICAO: annual meeting of the Joint ICAO/IMO Working Group on the Harmonization of Aeronautical and Maritime Search and Rescue (monitoring of SAR developments, continuous review of the IAMSAR Manual and developing recommendations for consideration by the COMSAR Sub-Committee) (MSC)	Continuous	MSC	COMSAR		Ongoing	Ongoing	
1.1.2.10	Co-operation with ITU: annual meeting of the Joint IMO/ITU Experts Group on Maritime Radiocommunications matters (coordination of maritime related issues for ITU R Study Group meetings and World Radiocommunication Conferences (WRCs) and the development of the IMO position for WRC 2011) (MSC)	Continuous	MSC	COMSAR	NAV	Ongoing	Ongoing	
1.1.2.11	Co-operation with UNEP: joint initiatives with regional pollution response centres (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
1.1.2.12	Co-operation with the Joint Inspection Unit (Secretariat)	Continuous	SEC			Ongoing	Ongoing	C 104/15(b), C 104/15(b)/1, C 106/16(b)
1.1.2.13	Liaison statements to/from IALA: VTS, aids to navigation, e-navigation and AIS matters (MSC)	Continuous	MSC	NAV		Ongoing	Ongoing	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
1.1.2.14	Liaison statements to/from IEC: radiocommunications and safety of navigation (MSC)	Continuous	MSC	COMSAR	NAV	Ongoing	Ongoing	
1.1.2.15	Liaison statements to/from IHO: hydrographic matters and promotion of ENC's covering various parts of the globe (MSC)	Continuous	MSC	NAV		Ongoing	Ongoing	
1.1.2.16	Liaison statements to/from ILO: seafarers' issues (MSC)	Continuous	MSC	STW		Ongoing	Ongoing	
1.1.2.17	Liaison statements to/from ITU: radiocommunications (MSC)	Continuous	MSC	COMSAR	NAV	Ongoing	Ongoing	
1.1.2.18	Liaison statements to/from UNHCR: persons rescued at sea (MSC)	Continuous	MSC/FAL	COMSAR	NAV	Ongoing	Ongoing	
1.1.2.19	Liaison statements to/from WMO: meteorological issues (MSC)	Continuous	MSC	NAV		Ongoing	Ongoing	
1.1.2.20	Policy input/guidance to IAEA: development of carriage requirements for class 7 radioactive material (MSC)	Continuous	MSC	DSC		Ongoing	Ongoing	
1.1.2.21	Policy input/guidance to ILO: development of PSC guidelines in the context of the Maritime Labour Convention, 2006 (MSC)	Continuous	MSC	FSI		Ongoing	Ongoing	
1.1.2.22	Policy input/guidance to IMO/FAO Working Group on IUU fishing and related matters: safety regulations for fishing vessels and fishermen (MSC)	Continuous	MSC	FSI	SLF	Postponed	Postponed	
1.1.2.23	Policy input/guidance to ISO TC 8: development of industry consensus standards (MSC)	Continuous	MSC			Ongoing	Ongoing	
1.1.2.24	Policy input/guidance to PSC regimes: related IMO developments (MSC)	Continuous	MSC	FSI		Ongoing	Ongoing	MSC 89/25, annex 24. To be adopted at A 27.
1.1.2.25	Policy input/guidance to UN Sub-Committee on Dangerous Goods: harmonization of multimodal transport of dangerous goods (MSC)	Continuous	MSC	DSC		Ongoing	Ongoing	
1.1.2.26	Policy input/guidance to Environment Management Group (established by UN General Assembly resolution A/53/463UN): inter-agency sharing of information and agreement on priorities (MEPC/Secretariat)	Continuous	MEPC	SEC		Ongoing	Ongoing	
1.1.2.27	Policy input/guidance on GESAMP-related IMO developments (MEPC)	Continuous	MEPC	BLG		Ongoing	Ongoing	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
1.1.2.28	Policy input/guidance to GESAMP-BW Working Group: evaluation of active substances used by ballast water management systems (MEPC)	Continuous	MEPC	BLG		Ongoing	Ongoing	
1.1.2.29	Policy input/guidance to GESAMP-EHS Working Group: evaluation of bulk chemicals (MEPC)	Continuous	MEPC	BLG		Ongoing	Ongoing	
1.1.2.30	Policy input/guidance to UNFCCC: greenhouse gas emissions from ships (MEPC)	Continuous	MEPC	BLG		Ongoing	Ongoing	
1.1.2.31	Policy input/guidance to UN Globally Harmonized System: classification and labelling of products (MEPC)	Continuous	MEPC	BLG		Ongoing	Ongoing	
1.1.2.32	Policy input/guidance to UN-Oceans: inter-agency coordination on oceans and coastal issues (MEPC/Secretariat)	Continuous	MEPC	SEC		Ongoing	Ongoing	
1.1.2.33	Policy input/guidance to UN Regular Process: assessment of the state of the marine environment (MEPC/Secretariat)	Continuous	MEPC	SEC		Ongoing	Ongoing	
1.1.2.34	Policy input/guidance to IAEA: facilitation of the shipment of class 7 radioactive materials (FAL)	Continuous	FAL	DSC		Ongoing	Ongoing	
1.1.2.35	Policy input/guidance to UNECE/UNCEFACT: trade facilitation and electronic transmission of information-related matters (FAL)	Continuous	FAL			Ongoing	Ongoing	
1.1.2.36	Policy input/guidance to UNODC/WCO: prevention and control of illicit drug trafficking (FAL)	Continuous	FAL			Ongoing	Ongoing	
1.1.2.37	Policy/input guidance to WCO: clearance of ships, persons and cargoes; and security of the supply chain (FAL)	Continuous	FAL			Ongoing	Ongoing	
1.1.2.38	Policy and strategy for the implementation of the IMO-related aspects of the UN Global Counter-Terrorism Strategy (MSC/LEG/TCC/FAL)	Continuous	MSC/LEG/TCC/FAL			Ongoing	Ongoing	UN General Assembly resolution A/RES/60/288; see LEG 93/13, paragraphs 8.2 to 8.4.
1.1.2.39	Monitor the progress of the amendments to the ILO MLC 2006 and address the issue of financial security in case of abandonment of seafarers, and shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers, should it be necessary (LEG)	2011	LEG			In progress	In progress	The Committee continues to monitor developments relating to the ILO MLC 2006

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
1.1.2.40	Advice and guidance on issues, as may be requested, in connection with implementation of SUA 1988/2005 in the context of international efforts to combat terrorism and proliferation of weapons of mass destruction and related materials (LEG)	2011	LEG			Postponed	Postponed	No specific output has been proposed for action by the Legal Committee during this biennium
1.1.2.41	Meetings and/or consultations on "Delivering as One: UN collaboration on technical co-operation in the maritime sector" in response to the "Delivering as One" report of the Secretary General's High-level Panel on UN System-wide coherence in the areas of development, humanitarian assistance and environment (Secretariat)	2011	SEC			In progress	In progress	TC 60/5, TC 61/6
1.1.2.42	Follow-up to the 3rd meeting of the Joint ILO/IMO/BC Working Group on Ship Scrapping (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
1.2.1.1	Protocol to the HNS Convention adopted as soon as possible (LEG)	2010	LEG			Completed	Completed	Diplomatic Conference to revise the 1996 HNS Convention; adoption of 2010 HNS Protocol by Conference (April 2010)
1.2.1.2	Joint programmes, meetings and press conferences with UN and other international organizations, as well as industry and civil society interests (Secretariat)	Continuous	SEC	TCC		Ongoing	Ongoing	
1.2.1.3	Agreements of co-operation with IGOs and approved consultative status for NGOs (Assembly, Council, Secretariat)	Continuous	ASSEMBLY	COUNCIL	SEC	Ongoing	Ongoing	C 104/D, C 105/D
1.2.1.4	Coordination and management of the multi-agency GESAMP Office (Secretariat)	Continuous	SEC			Ongoing	Ongoing	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
1.2.1.5	Revised guidelines on implementation of the HNS Protocol to facilitate ratifications and harmonized interpretation (LEG)	2011	LEG			In progress	In progress	"An overview of the 1996 HNS Convention" revised pursuant to 2010 HNS Conference resolution 4 (LEG 98/14, paragraphs 4.7 to 4.14); a model form on receipts of contributing cargo approved (LEG 98/14, paragraph 4.23); a consolidated text of the 1996 HNS Convention and the 2010 HNS Protocol approved (LEG 98/14, paragraph 4.6).
1.2.1.6	Strategies developed to facilitate entry into force of 2002 Athens Protocol, the 2005 SUA Protocols and the 2007 Nairobi Wreck Removal Convention (LEG)	2011	LEG			In progress	In progress	Circular letter No.3131 – Request for information on progress toward ratification of certain IMO instruments, including Athens 2002, SUA 2005 and NWRC (Dec. 2010); draft resolution on NWRC agreed (LEG 98/14, annex 8), for adoption by A 27.
1.3.1.1	Advice and guidance provided following referrals from other IMO organs and Member States (LEG)	Continuous	LEG			Ongoing	Ongoing	
1.3.1.2	Circular on implications of UNCLOS for IMO (Secretariat)	2011	SEC			In progress	Completed	LEG/MISC.7
1.3.1.3	Identification of PSSAs, taking into account article 211 and other related articles of UNCLOS (MEPC)	Continuous	MEPC	NAV		Ongoing	Ongoing	
1.3.2.1	Contributions to the follow-up to UNCED and WSSD (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
1.3.2.2	Capacity-building follow-up action reflected in the ITCP (TCC)	Continuous	TCC			Ongoing	Ongoing	TC 61/3 (Interim ITCP report); TC 61/3/1 (ITCP programme for 2012-2013)

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
1.3.3.1	Hazard profiles and evaluation of newly submitted substances to be incorporated into the IBC Code (MEPC)	Continuous	MEPC	BLG		Ongoing	Ongoing	
1.3.3.2	Approval of active substances used by ballast water management systems (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
1.3.4.1	Participation in relevant international fora (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
1.3.4.2	FAL module incorporated in the programme of maritime security training activities (Secretariat)	2011	SEC			In progress	Completed	
1.3.4.3	Finalized Explanatory Manual to the FAL Convention (FAL)	2010	FAL			Completed	Completed	FAL.3/Circ.202
1.3.5.1	Harmonized provisions relating to the safe, secure and efficient carriage of dangerous goods following participation in the activities of UNCOE TDG, GHS and IAEA (MSC)	Continuous	MSC	DSC		Ongoing	Ongoing	
1.3.5.2	Amendments to the ICAO/IMO IAMSAR Manual (MSC)	Continuous	MSC	COMSAR		Ongoing	Ongoing	
2.0.1.1	Mandatory instruments: Review of the draft revised Fire Test Procedures Code (MSC)	2010	MSC	FP		Completed	Completed	MSC.307(88)
2.0.1.2	Mandatory instruments: amendments to MARPOL Annexes I to VI, including revised MARPOL Annex V (MEPC)	2011	MEPC			In progress	In progress	Resolutions MEPC.200(62), MEPC.201(62), MEPC.202(62), MEPC.203(62)
2.0.1.3	Mandatory instruments: means for recharging air bottles for air breathing apparatus (MSC)	2011	MSC	FP		In progress	In progress	To be approved at MSC 90
2.0.1.4	Non-mandatory instruments: guidelines for verification of damage stability requirements for tankers and bulk carriers (MSC)	2012	MSC	SLF	DE/STW	In progress	In progress	Output completion now divided: tankers in 2012 and bulk carriers in 2013
2.0.1.5	Non-mandatory instruments: guidance on the impact of open watertight doors on existing and new ship survivability (MSC)	2010	MSC	SLF	DE	Completed	Completed	MSC.1/Circ.1381
2.0.1.6	Non-mandatory instruments: guidance to ensure a consistent policy for watertight doors to remain open during navigation (MSC)	2010	MSC	DE	SLF	Completed	Completed	MSC.1/Circ.1381
2.0.1.7	Non-mandatory instruments: guidance on the interrelation between central control stations and safety centres (MSC)	2010	MSC	FP	NAV	Completed	Completed	MSC.1/Circ.1368

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
2.0.1.8	Non-mandatory instruments: guidelines to improve the effect on ship design and safety of the 1969 TM Convention (MSC)	2011	MSC	SLF	STW	In progress	Completed	MSC 89/25, paragraph 9.7
2.0.1.9	Non-mandatory instruments: revised performance testing and approval standards for fire safety systems (MSC)	2011	MSC	FP		In progress	In progress	MSC.311(88), MSC.317(89), MSC.1/Circs.1384, 1385, 1386 and 1387. Further instruments to be approved at MSC 90.
2.0.1.10	Non-mandatory instruments: guidelines for the design, construction and testing of fixed hydrocarbon gas detection system on double-hull tankers (MSC)	2010	MSC	FP	BLG	Completed	Completed	MSC.1/Circ.1370
2.0.1.11	Non-mandatory instruments: clarified boundaries between MARPOL and the London Convention 1972 (MEPC)	2011	MEPC			In progress	In progress	
2.0.1.12	Non-mandatory instruments: guidelines for enforcement of MARPOL Annex I (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
2.0.1.13	Non-mandatory instruments: guidelines for the BWM Convention (updating and consolidation of existing guidelines) (MEPC)	Continuous	MEPC	BLG		Ongoing	Ongoing	
2.0.1.14	Non-mandatory instruments: guidelines for replacement engines not required to meet the Tier III limit (MARPOL Annex VI) (MEPC)	2011	MEPC	BLG		In progress	In progress	
2.0.1.15	Non-mandatory instruments: guidelines on the provision of reception facilities (MARPOL Annex VI) (MEPC)	2011	MEPC	FSI		In progress	Completed	Resolution MEPC.199(62)
2.0.1.16	Non-mandatory instruments: other relevant guidelines pertaining to equivalents set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines (MEPC)	2011	MEPC	BLG		In progress	In progress	
2.0.1.17	Non-mandatory instruments: guidelines called for under paragraph 2.2.5.6 of the NO _x Technical Code (MEPC)	2011	MEPC	BLG		In progress	In progress	
2.0.1.18	Code for Recognized Organizations (MSC)	2012	MSC	FSI		In progress	In progress	
2.0.1.19	Protocol to the HNS Convention adopted as soon as possible (LEG)	2010	LEG			Completed	Completed	Diplomatic Conference to revise the 1996 HNS Convention; adoption of 2010 HNS Protocol by Conference (April 2010)

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
2.0.1.20	Revised guidelines on implementation of the HNS Protocol to facilitate ratifications and harmonized interpretation (LEG)	2011	LEG			In progress	In progress	See output 1.2.1.5
2.0.1.21	Strategies developed to facilitate entry into force of 2002 Athens Protocol, the 2005 SUA Protocols, and the 2007 Nairobi Wreck Removal Convention (LEG)	2011	LEG			In progress	In progress	See output 1.2.1.6
2.0.1.22	Advice and guidance on issues brought to the Committee in connection with implementation of IMO instruments (LEG)	Continuous	LEG			Ongoing	Ongoing	Draft resolutions, for adoption by A 27, on issue of bunkers certificates (LEG 97/15, annex 2) and NWRC certificates (LEG 98/14, paragraph 13.15); guidance on implementation of the Bunkers Convention (LEG 97/15, paragraphs 7.1 to 7.21); guidelines on accepting documents from insurance companies, financial security providers and P&I Clubs (LEG 97/15, annex 3); Circular letter No.3145.
2.0.1.23	Consideration of proposal to amend the limits of liability of the Protocol of 1996 to the Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC 96), in accordance with article 8 of LLMC 96 (LEG)	2012	LEG			In progress	In progress	Circular letter No.3136 with proposed amendments for consideration at LEG 99 (Dec. 2010)
2.0.1.24	Unified interpretations of the MARPOL regulations (MEPC)	Continuous	MEPC	All sub-committees		Ongoing	Ongoing	
2.0.1.25	Promotion of the implementation of mandatory and non-mandatory instruments (MSC/MEPC)	Continuous	MSC/MEPC		FSI	Ongoing	Ongoing	
2.0.1.26	Reports on the average sulphur content of residual fuel oil supplied for use on board ships (MEPC/Secretariat)	2010 and 2011	MEPC	SEC		Completed	Completed	MEPC 61/4; MEPC 62/4
2.0.1.27	Summary reports and analyses of mandatory reports under MARPOL (MEPC/Secretariat)	2010 and 2011	MEPC	SEC	FSI	Completed	Completed	FSI 18/4/Rev.1; FSI 19/4

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
2.0.1.28	GISIS module on mandatory and non-mandatory requirements (Secretariat)	2012	SEC			In progress	In progress	FSI 19/18
2.0.1.29	Interpretation of application of SOLAS, MARPOL and Load Line requirements for major conversions of oil tankers (MSC/MEPC)	2010	MSC/MEPC	DE		In progress	Completed	MSC-MEPC.2/Circ.10
2.0.1.30 UO	Non-mandatory instruments: development of unified interpretations for chapter 7 of the 2000 HSC Code (MSC)	2012	MSC	FP			In progress	
2.0.1.31 UO	Mandatory instrument: Development of unified interpretation for the term "approved seagoing service" (MSC)	2011	MSC	STW			Completed	MSC 89 decided no UI is required
2.0.2.1	Input related to marine environment protection to the Voluntary IMO Member State Audit Scheme and to the Code for the implementation of mandatory IMO instruments (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
2.0.2.2	A revised Code for the Implementation of Mandatory IMO Instruments (Assembly, Council, MSC and MEPC)	2011	ASSEMBLY	COUNCIL	MSC, MEPC, FSI	In progress	In progress	Resolution to be adopted by A 27.
2.0.2.3	Implementation of approved proposals for the further development of the Audit Scheme (Assembly, Council, committees (as appropriate), Secretariat)	2015	ASSEMBLY	COUNCIL	Committees, SEC	In progress	In progress	FSI 19/19/Add.1, annex 7; C 106/8/1
2.0.2.4	Organization, delivery and reporting of Member State audits (Secretariat)	Continuous	SEC			Ongoing	Ongoing	C 106/8
2.0.2.5	Up to 60 auditors trained per year (Secretariat)	Continuous	SEC			Ongoing	Ongoing	TC 60/6; TC 61/7; C 106/8
2.0.2.6	Capacity-building aspects of the Scheme reflected in the ITCP (TCC)	Continuous	TCC			Ongoing	Ongoing	TC 60/6; TC 61/7; Global programme on VIMSAS
2.0.2.7	Implementation of pre- and post-audit technical assistance activities (Secretariat)	Continuous	SEC			Ongoing	Ongoing	TC 60/6; TC 61/7; C 106/8
2.0.2.8	Methodology for the analysis of consolidated audit summary reports (Secretariat)	2010	SEC			Completed	Completed	FSI 18/14; FSI 18/INF.7
2.0.3.1	Technical guidance for the establishment of regional MRCCs and MRSCs in Africa, supported by the ISAR Fund (MSC)	Continuous	MSC	COMSAR		Ongoing	Ongoing	
2.0.3.2	Further development of the Global SAR Plan for the provision of maritime SAR services (MSC)	Continuous	MSC	COMSAR		Ongoing	Ongoing	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
2.0.3.3	ITCP programme implemented to contribute to the worldwide provision of maritime SAR services (Secretariat)	2011	SEC			In progress	In progress	TC 60/3 and Add.1; TC 61/3
2.0.3.4	Reports of WMU project on SAR related to passenger ships (MSC)	2010	MSC	COMSAR		Completed	Completed	COMSAR 14/6/3
2.0.3.5	Reports on the Cospas-Sarsat System monitored and the list of IMO documents and publications which should be held by MRCCs updated (MSC)	Continuous	MSC	COMSAR		Ongoing	Ongoing	
2.0.3.6	Harmonized aeronautical and maritime search and rescue procedures, including SAR training matters (MSC)	2011	MSC	COMSAR		In progress	In progress	
3.1.1.1	Guidance for the Secretariat concerning the environmental programmes and projects to which the Organization contributes or executes, such as GEF, UNDP, UNEP and World Bank projects or programmes, and the IMO/UNEP forum on regional co-operation in combating marine pollution (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
3.1.1.2	Reports on resource mobilization for, and on implementation of, environmental programmes (MEPC/TCC/Secretariat)	2010 and 2011	MEPC/TCC	SEC		Completed	Completed	MEPC 60/15 series; TC 60/4 and Add.1; MEPC 62/16 series; TC 61/4/1
3.1.2.1	Guidance for the Secretariat concerning partnerships with the industry (Global Initiative) aiming at promoting implementation of the OPRC Convention and the OPRC-HNS Protocol (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
3.1.2.2	Reports on implementation of resolution A.965(23) on Development and improvement of partnership arrangements for technical co-operation (TCC/Secretariat)	2010 and 2011	TCC	SEC		Completed	Completed	TC 60/5; TC 61/6
3.1.3.1	ITCP programme implemented on the enhancement of maritime training capacities (Secretariat)	2011	SEC			In progress	In progress	TC 60/8/3; TC 61/3
3.2.1.1	TCDC reflected in the ITCP and partnerships (TCC/Secretariat)	Continuous	TCC	SEC		Ongoing	Ongoing	TC 59/4; TC 61/3/1

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
3.2.1.2	Reports on the TC Fund, voluntary trust funds, cash contributions and in-kind support under the ITCP (TCC/Secretariat)	2010 and 2011	TCC	SEC		Completed	Completed	TC 60/3/Add.1; TC 60/4 and Add.1; TC 61/3/Add.1; TC 61/4/1
3.2.2.1	Review of the implementation of the approved mechanism on sustainable financing of the ITCP (TCC/Secretariat)	Continuous	TCC	SEC		Ongoing	Ongoing	TC 60/4 and Add.1 TC 61/4/1
3.3.1.1	Reports on the promotion and implementation of resolution A.1006(25) on The linkage between the Integrated Technical Co-operation Programme and the Millennium Development Goals (TCC/Secretariat)	2010 and 2011	TCC	SEC		Completed	Completed	TC 60/9; TC 61/5
3.4.1.1	Guidance on identifying the emerging needs of developing States, in particular SIDS and LDCs (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
3.4.1.2	Review of the implementation of the arrangements made for the identified emerging needs of developing States in general and the developmental needs of SIDS and LDCs in particular (TCC/Secretariat)	Continuous	TCC	SEC		Ongoing	Ongoing	TC 60/9; TC 61/3; TC 61/5
3.4.1.3	Approved ITCP for 2012-2013 reflecting the emerging needs of developing countries, SIDS and LDCs (TCC)	2011	TCC	SEC			Completed	TC 61/3/1 (ITCP for 2012-2013)
3.5.1.1	Manage the delivery of IMO- and donor-funded programmes during 2010-2011 (Secretariat)	Continuous	SEC			Ongoing	Ongoing	TC 61/3
3.5.1.2	Input to the ITCP on maritime safety and security (MSC)	Continuous	MSC			Ongoing	Ongoing	
3.5.1.3	Input to the ITCP on marine environment protection (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
3.5.1.4	Input to the ITCP on maritime legislation (LEG)	Continuous	LEG			Ongoing	Ongoing	LEG 97/15, paragraphs 11.1 to 11.11; LEG 98/14, paragraphs 10.1 to 10.4
3.5.1.5	Input to the ITCP on facilitation of international maritime traffic (FAL)	Continuous	FAL			Ongoing	Ongoing	
3.5.1.6	Input to the ITCP on sustainable development and achievement of the MDGs (TCC)	Continuous	TCC			Ongoing	Ongoing	TC 60/9; TC 61/5; MDGs & ITCP
3.5.1.7	Enhanced prioritization of the ITCP for 2012-2013 (TCC/Secretariat)	2011	TCC	SEC			Completed	TC 61/3/1

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
3.5.2.1	Reports on the implementation of the enhanced global programme for the integration of women in the maritime sector, including a review of the regional associations for women in the maritime and port sectors (TCC/Secretariat)	2010 and 2011	TCC	SEC		Completed	Completed	TC 60/7; TC 60/7/1; TC 61/8
3.5.3.1	Reports on new and cost-effective measures to deliver technical assistance (TCC/Secretariat)	2010 and 2011	TCC	SEC		Completed	Completed	TC 60/3/Add.1; TC 60/4 and Add.1; TC 60/5; TC 61/3; TC 61/4/1
3.5.3.2	A capacity-building mechanism for new measures or instruments, as called for under resolution A.998(25) (all Committees)	2011	Committees			In progress	Completed	Circular letter No.3085; LEG.1/Circ.6; FAL.3/Circ.206; TC.1/Circ.66; MSC-MEPC.1/Circ.4
3.5.4.1	Agreed parameters for the ITCP Impact Assessment Exercise covering 2008-2011 (TCC)	2011	TCC	SEC			Completed	TC 61/11
4.0.1.1	Approved accounts and audited financial reports (Assembly/Council)	2010 and 2011	ASSEMBLY	COUNCIL	SEC	Completed	In progress	C 104/D; C 106/D; resolution to be adopted by A 27
4.0.1.2	Strengthened budgetary and financial management and control (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.1.3	Implementation of the results-based budget 2010-2011 and further development of results-based management (Secretariat)	2011	SEC			In progress	In progress	
4.0.1.4	Establishment of a Trading Fund (Secretariat)	2010	SEC			Completed	Completed	C 104/5(e)
4.0.1.5	Effective implementation of human resources policies, rules and regulations (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.1.6	Policies and practices implemented to further align the Secretariat's operations, including management of the Headquarters building, with the "Climate Neutral UN" initiative (Secretariat)	2011	SEC			In progress	In progress	
4.0.1.7	Approved report on ITCP implementation during 2008-2009 (TCC)	2010	TCC	SEC		Completed	Completed	TC 60/3; TC 60/3/Add.1 (Biennial ITCP report)
4.0.1.8	Internal systems, rules and procedures developed for introduction of IPSAS as of 2010 (Secretariat)	2010	SEC			Completed	Completed	C 104/4
4.0.1.9	Continued upgrade of SAP and introduction of SAP Human Resources and Payroll modules (Secretariat)	2010	SEC			Completed	Completed	C 104/4

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
4.0.2.1	Guidance on the establishment or further development of information systems (databases, websites, etc.) as part of the Global Integrated Shipping Information System (GISIS) platform, as appropriate (all Committees, as appropriate)	Continuous	Committees		FSI	Ongoing	Ongoing	
4.0.2.2	Development and management of mandatory IMO number schemes (MSC)	Continuous	MSC	FSI		Ongoing	Ongoing	
4.0.2.3	Protocols on data exchange with other international, regional and national data providers (all Committees, as appropriate/Secretariat)	Continuous	Committees	FSI	SEC	Ongoing	Ongoing	FSI 18/7/3; FSI 19/6/3
4.0.2.4	Improved IMO, IMODOCS and Intranet websites (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.2.5	Increased number of electronic publications (Secretariat)	2011	SEC			In progress	In progress	
4.0.2.6	Further development of the Maritime Knowledge Centre and its information services (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.2.7	Further development of IMOData providing shipping/maritime sector information (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.2.8	Provision of ICT services to agreed availability targets (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.3.1	Comprehensive, transparent, deliverable and approved Strategic Plan, High-level Action Plan and results-based budget for 2012-2013 (Assembly/Council/Secretariat)	2011	ASSEMBLY	COUNCIL	SEC	In progress	In progress	C 106/7; three resolutions to be adopted by A 27.
4.0.3.2	Further development of a database on the Strategic Plan's performance indicators (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.3.3	Development of a database on the High-level Action Plan (Secretariat)	2011	SEC			In progress	In progress	MSC 87/WP.9
4.0.4.1	Second iteration of the risk management process (Secretariat)	2010	SEC			Completed	Completed	C 105/3(b); C 106/3(b)
4.0.4.2	Proposals on applying the Risk Management Framework to all elements of the Strategic and High-level Action Plans (Council)	2011	COUNCIL			In progress	In progress	C 106/3(b)

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
4.0.5.1	Revised guidelines on organization and method of work, as appropriate (Council and all Committees)	2011	COUNCIL/ Committees			In progress	In progress	Circular letter No.3085; LEG.1/Circ.6; FAL.3/Circ.206; TC.1/Circ.66; MSC-MEPC.1/Circ.4
4.0.6.1	Annual internal audit programme implemented (Secretariat)	2010 and 2011	SEC			Completed	In progress	
4.0.6.2	Independent reports on the evaluation of training activities (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.7.1	Work plans monitored by the Secretary-General and the Senior Management Committee and follow-up action implemented (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.7.2	Establishment of knowledge management and knowledge sharing mechanisms, in particular to support monitoring of work plan targets (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.7.3	Secretary-General's activities coordinated, organized and implemented (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.7.4	Depositary and accreditation functions carried out expeditiously (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
4.0.7.5	Meetings programme delivered through interpretation, translation, word processing, document production and dissemination (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
5.1.1.1	Mandatory instruments: performance standards for recovery systems for all types of ship (MSC)	2012	MSC	DE	STW	In progress	In progress	
5.1.1.2	Mandatory instruments: stability and seakeeping characteristics of damaged passenger ships in a seaway when returning to port under own power or under tow (MSC)	2011	MSC	SLF	FP	In progress	Completed	MSC.1/Circ.1400
5.1.1.3	Mandatory instruments: standards on time dependent survivability of passenger ships in damaged condition (MSC)	2011	MSC	SLF		In progress	In progress	
5.1.1.4	Mandatory instruments: review of fire protection requirements for on-deck cargo areas (MSC)	2012	MSC	FP	DSC	In progress	In progress	
5.1.1.5	Mandatory instruments: review of damage stability regulations for ro-ro passenger ships (MSC)	2011	MSC	SLF		In progress	In progress	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
5.1.1.6	Non-mandatory instruments: explanatory notes for the application of the safe return to port requirements (MSC)	2010	MSC	FP	DE/SLF	Completed	Completed	MSC.1/Circ.1369
5.1.1.7	Non-mandatory instruments: safety provisions applicable to tenders operating from passenger ships (MSC)	2011	MSC	DE	FP/COMSAR/ NAV/SLF/ STW	In progress	Completed	DE 55/22, annex 2. To be approved by MSC 90.
5.1.1.8	Non-mandatory instruments: guidance on alternative arrangements for the bottom inspection requirements for passenger ships other than ro-ro passenger ships (MSC)	2010	MSC	DE		Completed	Completed	MSC.1/Circ.1348
5.1.1.9	Non-mandatory instruments: training standards for recovery systems (MSC)	2012	MSC	STW	DE	In progress	In progress	
5.1.1.10	Non-mandatory instruments: guidelines for a visible element to general alarm systems on passenger ships (MSC)	2012	MSC	DE	FP	In progress	In progress	DE 55/22, annex 3. To be approved by MSC 90.
5.1.1.11	Recommendation on evacuation analysis for new and existing passenger ships (MSC)	2013	MSC	FP		In progress	In progress	
5.1.2.1	Measures to prevent accidents with lifeboats (MSC)	2011	MSC	DE	FSI/NAV/STW	In progress	Completed	MSC.317(89); MSC.320(89) MSC.1/Circs.1392/1393
5.1.2.2	Guidance on compatibility of life-saving appliances (MSC)	2010	MSC	DE		Completed	Completed	MSC.1/Circ.1348
5.1.2.3	Measures to protect the safety of persons rescued at sea (MSC)	2011	MSC	COMSAR	FSI	In progress	In progress	
5.1.2.4	A new framework of requirements for life-saving appliances (MSC)	2012	MSC	DE		In progress	In progress	
5.1.3.1	IMO participation in the Co-operative Mechanism for the Straits of Malacca and Singapore (Secretariat)	2011	SEC			In progress	In progress	C 104/14; C 105/12; C 106/12
5.1.3.2	ITCP support for the implementation of the Djibouti Code of Conduct concerning the repression of piracy and armed robbery against ships in the western Indian Ocean and the Gulf of Aden (TCC/Secretariat)	2011	TCC	SEC		In progress	In progress	C 104/14; C 105/12/Add.1; C 106/12/1
5.2.1.1	Mandatory instruments: amendments to resolution A.744(18) (MSC)	2011	MSC	DE		In progress	In progress	MSC 89/25, annex 14. Resolution to be adopted by A 27.

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
5.2.1.2	Mandatory instruments: amendments to SOLAS related to the fire resistance of ventilation ducts (MSC)	2012	MSC	FP		In progress	In progress	
5.2.1.3	Mandatory instruments: provisions for gas-fuelled engine installations in ships (MSC)	2012	MSC	BLG	DE/FP	In progress	In progress	
5.2.1.4	Mandatory instruments: revised IGC Code (MSC)	2014	MSC	BLG	DE/FP/SLF/STW	In progress	In progress	
5.2.1.5	Mandatory instruments: safety requirements for natural gas hydrate pellet carriers (MSC)	2010	MSC	BLG		Completed	Completed	MSC.1/Circ.1363
5.2.1.6	Mandatory instruments: amendments for means of escape from machinery spaces (MSC)	2012	MSC	FP		In progress	In progress	
5.2.1.7	Mandatory instruments: amendments to SOLAS chapter II-2 related to the releasing controls and means of escape for spaces protected by fixed carbon dioxide systems (MSC)	2010	MSC	FP		In progress	In progress	MSC 88/26/Add.1, annex 8. To be adopted by MSC 90.
5.2.1.8	Mandatory instruments: amendments for cargo oil tank coating and corrosion protection (MSC)	2011	MSC	DE		In progress	Completed	DE 55/22, annexes 13 and 14
5.2.1.9	Mandatory instruments: harmonized requirements for the location of entrances, air inlets and openings in the superstructures of tankers (MSC)	2012	MSC	FP	BLG	In progress	In progress	
5.2.1.10	Mandatory instruments: review of fire protection requirements for on-deck cargo areas (MSC)	2012	MSC	FP	DSC	In progress	In progress	
5.2.1.11	Mandatory instruments: review of the fire integrity of bulkheads and decks of ro-ro spaces on passenger and cargo ships (MSC)	2011	MSC	FP		In progress	In progress	MSC 88/26/Add.1, annex 9. To be adopted by MSC 90.
5.2.1.12	Mandatory instruments: requirements for ships carrying hydrogen and compressed natural gas vehicles (MSC)	2012	MSC	FP		In progress	In progress	
5.2.1.13	Mandatory instruments: development of safety objectives and functional requirements of the Guidelines on alternative design and arrangements for SOLAS chapters II-1 and III (MSC)	2011	MSC	DE		Postponed	Postponed	
5.2.1.14	Mandatory instruments: amendments to the LSA Code for thermal performance of immersion suits (MSC)	2012	MSC	DE		In progress	Postponed	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
5.2.1.15	Mandatory instruments: amendments to the LSA Code for free-fall lifeboats with float-free capabilities (MSC)	2012	MSC	DE		In progress	In progress	
5.2.1.16	Mandatory instruments: development of new generation intact stability criteria (MSC)	2012	MSC	SLF		In progress	In progress	
5.2.1.17	Mandatory instruments: revision of SOLAS chapter II-1 subdivision and damage stability regulations (MSC)	2012	MSC	SLF		In progress	In progress	
5.2.1.18	Mandatory instruments: amendments to SOLAS chapter II-1 subdivision standards for cargo ships (MSC)	2011	MSC	SLF		In progress	In progress	
5.2.1.19	Mandatory instruments: development of a mandatory Code of ships operating in polar waters (MSC)	2012	MSC/MEPC	DE		In progress	In progress	
5.2.1.20	Non-mandatory instruments: guidelines for verification of damage stability requirements for tankers and bulk carriers (MSC)	2012	MSC	SLF		In progress	In progress	
5.2.1.21	Non-mandatory instruments: guidelines to enhance the safety of small fishing vessels (MSC)	2011	MSC	SLF	DE/COMSAR/FP/NAV/STW	In progress	Completed	MSC 89/25, annex 16. Sent to ILO/FAO for concurrent approval.
5.2.1.22	Non-mandatory instruments: regulations for non-convention ships (MSC)	2013	MSC	FSI		In progress	In progress	
5.2.1.23	Non-mandatory instruments: revised Survey Guidelines under the Harmonized System of Survey and Certification (MSC)	Continuous	MSC/MEPC	FSI		Ongoing	Ongoing	MSC 89/25, annex 25. Resolution to be adopted at A 27.
5.2.1.24	Non-mandatory instruments: revision of resolution A.760(18) (MSC)	2011	MSC	DE		In progress	Completed	MSC decided not to pursue revision of the resolution until all parts of ISO 24409 are published.
5.2.1.25	Non-mandatory instruments: revised Recommendations for entering enclosed spaces aboard ships (MSC)	2010	MSC	DSC	BLG/FP	In progress	In progress	MSC 89/25, annex 23. Resolution to be adopted at A 27.
5.2.1.26	Non-mandatory instruments: protection against noise on board ships (MSC)	2011	MSC	DE		In progress	In progress	
5.2.1.27	Non-mandatory instruments: amendments to the Revised recommendation on testing of life saving appliances (MSC)	2011	MSC	DE		In progress	Completed	MSC.321(89)

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
5.2.1.28	Non-mandatory instruments: classification of offshore industry vessels and consideration of the need for a code for offshore construction support vessels (MSC)	2011	MSC	DE		In progress	In progress	
5.2.1.29	Promotion of the implementation of resolution A.925(22) on Entry into force of the 1993 Torremolinos Protocol and the 1995 STCW-F Convention (MSC)	2011	MSC	SLF	STW	In progress	Completed	MSC 89/25, annex 18. C 106 decided that a conference should be held in South Africa in 2012.
5.2.1.30	Legal and technical options to facilitate and expedite the earliest possible entry into force of the 1993 Torremolinos Protocol, as called for under resolution A.1003(25), including development of an agreement on the implementation of the 1993 Torremolinos Protocol (MSC)	2011	MSC	SLF		In progress	Completed	MSC 89/25, annex 18. C 106 decided that a conference should be held in South Africa in 2012.
5.2.1.31 UO	Mandatory instrument: Review of proposed amendments to chapter 14 of the FSS Code related to ships carrying liquid substances listed in the IBC Code (MSC)	2011	MSC	BLG	FP		In progress	To be approved at MSC 90
5.2.1.32 UO	Non-mandatory instrument: development of guidelines for use of Fibre Reinforced Plastic (FRP) within ship structures (MSC)	2013	MSC	DE	FP		In progress	
5.2.1.33 UO UO	Mandatory instruments: revision of testing requirements for lifejacket RTDs (MSC)	2012	MSC	DE			In progress	
5.2.2.1	Mandatory instruments: comprehensive review of the STCW Convention and the STCW Code (MSC)	2010	MSC	STW		Completed	Completed	STW 41/16, annexes 1, 2 and 3
5.2.2.2	Mandatory instruments: input regarding MARPOL, BWM and other environmental conventions (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
5.2.2.3	Non-mandatory instruments: revised Principles of safe manning (resolution A.890(21)) including mandatory requirements for determining safe manning (MSC)	2011	MSC	STW	NAV	In progress	In progress	MSC 88/26, annexes 17 and 18. Resolution to be adopted by A 27 and SOLAS amendments by MSC 90.
5.2.2.4	Non-mandatory instruments: model procedures for executing shipboard emergency measures (MSC)	2011	MSC	STW		In progress	Completed	MSC 89 decided that there was no need to establish such procedures.
5.2.2.5	Validated model training courses (MSC)	Continuous	MSC	STW		Ongoing	Ongoing	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
5.2.2.6	Guidance on training for seafarer safety representatives (MSC)	2010	MSC	STW		Completed	Completed	Work transferred to the JWGHE.
5.2.2.7	Reports on unlawful practices associated with certificates of competency (Secretariat)	2010 and 2011	SEC	STW		Completed	Completed	STW 41/4 and Add.1 and 2; STW 42/4
5.2.2.8	Reports to the MSC on information communicated by STCW Parties (Secretariat)	2010 and 2011	SEC			Completed	Completed	MSC 87/WP.2 and Add.1; MSC 89/WP.2
5.2.2.9 UO	Mandatory instrument: Amendment to SOLAS to mandate enclosed space entry and rescue drills (MSC)	2012	MSC	DSC	BLG	In progress	In progress	To be adopted by A 27
5.2.2.10 UO	Mandatory instruments: development of amendments to the FSS Code for communication equipment for fire-fighting teams (MSC)	2012	MSC	FP		In progress	In progress	
5.2.3.1	Mandatory instruments: amendments to CSC 1972 and associated circulars (MSC)	2011	MSC	DSC		In progress	In progress	
5.2.3.2	Mandatory instruments: amendments to the CSS Code and associated recommendations (MSC)	2010	MSC	DSC		Completed	Completed	MSC.1/Circ.1352
5.2.3.3	Mandatory instruments: amendments to the IMSBC Code, including evaluation of properties of solid bulk cargoes (MSC)	Continuous	MSC/MEPC	DSC		Ongoing	Ongoing	MSC.318(89)
5.2.3.4	Mandatory instruments: amendments to the IMDG Code and supplements (MSC)	2011	MSC	DSC		In progress	In progress	To be adopted by MSC 90
5.2.3.5	Mandatory instruments: IMDG Code harmonized with the UN Recommendations on the Transport of Dangerous Goods (MSC)	Continuous	MSC	DSC		Ongoing	Ongoing	
5.2.3.6	Mandatory instruments: stowage of water-reactive materials (MSC)	2011	MSC	DSC	FP	In progress	In progress	
5.2.3.7	Mandatory instruments: review of the BLU Code (MSC)	2010	MSC	DSC		Completed	Completed	MSC.304(87)
5.2.3.8	Mandatory instruments: revision of the Code of safe practice for ships carrying timber deck cargoes (MSC)	2011	MSC	DSC		In progress	In progress	MSC 89/25, annex 9. Resolution to be adopted by A 27.
5.2.3.9	Mandatory instruments: review of documentation requirements for dangerous goods in packaged form (MSC)	2010	MSC	DSC		Completed	Completed	MSC.308(88)
5.2.3.10	Mandatory instruments: input regarding MARPOL Annexes I and II and the IBC Code (MEPC)	Continuous	MEPC			Ongoing	Ongoing	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
5.2.3.11	Mandatory instruments: amendments to MARPOL Annex III (MEPC)	2011	MEPC	DSC		Completed	Completed	Resolution MEPC.193(61)
5.2.3.12	Non-mandatory instruments: guidance on protective clothing (MSC)	2010	MSC	DSC		Postponed	Postponed	Awaiting outcome of ISO TC 8 work
5.2.3.13	Non-mandatory instruments: review of recommendations on the safe use of pesticides in ships (MSC)	2010	MSC	DSC		Completed	Completed	MSC.1/Circ.1361
5.2.3.14	Non-mandatory instruments: revised Guidelines for packing of cargo transport units (MSC)	2013	MSC	DSC		In progress	In progress	MSC 89/25, annex 10. Forwarded to ILO/UNECE for concurrent approval.
5.2.3.15	Measures to prevent fires and explosions on chemical tankers and product tankers under 20,000 deadweight tonnes operating without inert gas systems (MSC)	2012	MSC	FP	BLG/DE	In progress	In progress	
5.2.3.16	Provisions for the installation of equipment for detection of radioactive sources or radioactive contaminated objects (MSC)	2012	MSC	DSC		In progress	In progress	
5.2.4.1	Mandatory instruments: new routing measures and mandatory ship reporting systems, including associated protective measures for PSSAs (MSC)	Continuous	MSC	NAV		Ongoing	Ongoing	
5.2.4.2	Mandatory instruments: amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zones (MSC)	2011	MSC	SLF	NAV	In progress	Completed	MSC 89/25, annexes 19 and 20.
5.2.4.3	Mandatory instruments: amendments to the World-Wide Radio-Navigation System (MSC)	2011	MSC	NAV		In progress	In progress	MSC 88/26, annex 16. Resolution to be adopted by A 27.
5.2.4.4	Non-mandatory instruments: code of conduct during demonstrations/campaigns against ships on high seas (MSC)	2010	MSC	NAV	FSI	Completed	Completed	MSC.303(87)
5.2.4.5	Non-mandatory instruments: guidance on interpretation of UNCLOS provisions vis-à-vis IMO instruments (MSC)	Continuous	MSC			In progress	In progress	Circular letter No.2456
5.2.4.6	Non-mandatory instruments: guidelines on the layout and ergonomic design of safety centres on passenger ships (MSC)	2010	MSC	NAV	FP	Completed	Completed	MSC.1/Circ.1368

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
5.2.4.7	Non-mandatory instruments: improved safety of pilot transfer arrangements (MSC)	2010	MSC	NAV	DE	In progress	In progress	MSC.308(88); and MSC.1/Circ.1402. Resolution to be adopted by A 27.
5.2.4.8	Non-mandatory instruments: measures to minimize incorrect data transmissions by AIS equipment (MSC)	2010	MSC	NAV	COMSAR/FSI	Completed	Completed	SN.1/Circ.290
5.2.4.9	Non-mandatory instruments: review of vague expressions in SOLAS regulation V/22 (MSC)	2011	MSC	NAV		In progress	In progress	NAV 57/15, annex 7
5.2.4.10	Non-mandatory instruments: revision of the Guidance on the application of AIS binary messages (MSC)	2010	MSC	NAV		Completed	Completed	SN.1/Circ.289
5.2.4.11	Non-mandatory instruments: amendments to the Performance standards for VDR and S-VDR (MSC)	2012	MSC	NAV		In progress	In progress	
5.2.4.12	Non-mandatory instruments: guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ (MSC)	2010	MSC	NAV		Completed	Completed	SN.1/Circ.295
5.2.4.13	Non-mandatory instruments: new symbols for AIS Aids to Navigations (MSC)	2013	MSC	NAV		In progress	In progress	
5.2.4.14	Non-mandatory instruments: guidelines for IBS, including performance standards for bridge alert management (MSC)	2010	MSC	NAV		Completed	Completed	SN.1/Circ.288
5.2.4.15 UO	Non-mandatory instruments: development of Assembly resolution on World-Wide Met-Ocean Information and Warning Service (MSC)	2011	MSC	COMSAR			In progress	Resolution to be adopted by A 27.
5.2.5.1	Non-mandatory instruments: amendments to NAVTEX and SafetyNET (MSC)	2011	MSC	COMSAR		In progress	Completed	MSC.1/Circ.1403
5.2.5.2	Non-mandatory instruments: review of documents related to operational and technical coordination provisions of maritime safety information (MSI) services (MSC)	Continuous	MSC	COMSAR		Ongoing	Ongoing	
5.2.5.3	Non-mandatory instruments: guidelines on emergency radiocommunications, including false alerts (MSC)	2010	MSC	COMSAR		Completed	Completed	MSC.1/Circ.1365

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
5.2.5.4	Further development of the GMDSS master plan on shore-based facilities, including the completion of implementation for full Arctic MSI in 2011 (MSC)	Continuous	MSC	COMSAR		Ongoing	Ongoing	
5.2.5.5	Developments in Inmarsat and Copsas-Sarsat monitored (MSC)	Continuous	MSC	COMSAR		Ongoing	Ongoing	
5.2.5.6	Future mobile satellite communication systems evaluated and recognized for use in the GMDSS (MSC)	2011	MSC	COMSAR		In progress	In progress	
5.2.5.7	Reports on developments in maritime radiocommunication systems and technology (MSC)	2011	MSC	COMSAR		In progress	In progress	
5.2.5.8	Procedures for updating shipborne navigation and communication equipment (MSC)	2010	MSC	NAV	COMSAR	Completed	Completed	MSC.1/Circ.1389
5.2.5.9	Revision of Performance Standards for float-free satellite EPIRBs MHz (resolution A.810(19)) (MSC)	2011	MSC	COMSAR		In progress	Completed	COMSAR 15 decided not to pursue work at this time.
5.2.5.10 UO	Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS (MSC)	2012	MSC	COMSAR			In progress	
5.2.6.1	Non-mandatory instruments: an implementation plan for the e-navigation strategy (MSC)	2012	MSC	NAV	COMSAR/ STW	In progress	In progress	
5.3.1.1	Amendments to the Guidelines on the enhanced programme of inspections during surveys of bulk carriers and oil tankers (resolution A.744(18)) (MSC)	2011	MSC	DE		In progress	In progress	MSC 89/25, annex 14. Resolution to be adopted by A 27.
5.3.1.2	Non-mandatory instruments: revised guidelines on control and compliance measures to enhance maritime security, if necessary (MSC)	Continuous	MSC			Ongoing	Ongoing	
5.3.1.3	Non-mandatory instruments: revised procedures for port State control (resolution A.787(19), as amended by resolution A.882(21)) (MSC)	Continuous	MSC/MEPC	FSI		Ongoing	Ongoing	Resolution to be adopted by A 27.
5.3.1.4	Non-mandatory instruments: consideration of the efficacy of the Container Inspection Programme (MSC)	2012	MSC	DSC		In progress	In progress	
5.3.1.5	Non-mandatory instruments: review of Guidelines for inspection of anti-fouling systems on ships (MEPC)	2011	MEPC	FSI		In progress	Completed	Resolution MEPC.208(62)

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
5.3.1.6	Harmonized PSC procedures (MSC)	Continuous	MSC/MEPC	FSI		Ongoing	Ongoing	MSC 89/25, annex 24. To be adopted by A 27.
5.3.1.7	Methodology for the in-depth analysis of annual PSC reports (MSC)	Continuous	MSC/MEPC	FSI		Ongoing	Ongoing	FSI 19/19, section 6
5.3.1.8	A risk assessment comparison between marine casualties and incidents and PSC inspections (MSC)	Continuous	MSC/MEPC	FSI		Postponed	Postponed	FSI 19/19, section 3
5.4.1.1	Non-mandatory instruments: guidance for companies on the incorporation of a safety culture and environmental consciousness (MSC)	2011	MSC/MEPC			In progress	In progress	
5.4.1.2	Non-mandatory instruments: guidelines on how to present relevant information to seafarers (MSC)	2011	MSC			In progress	In progress	
6.1.1.1	Non-mandatory instruments: guidelines and guidance on the implementation and interpretation of SOLAS chapter XI-2 and the ISPS Code (MSC)	2011	MSC			In progress	In progress	Maritime Security User Guide
6.1.1.2	Non-mandatory instruments: measures to enhance the security of closed cargo transport units and of freight containers (MSC/FAL)	2011	MSC/FAL			In progress	In progress	
6.1.1.3	LRIT data distribution plan services (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
6.1.2.1	Advice and guidance on issues, as may be requested, in connection with implementation of SUA 1988/2005 in the context of international efforts to combat terrorism and proliferation of Weapons of Mass Destruction and related materials (LEG)	2011	LEG	MSC		Postponed	Postponed	No specific output has been proposed for action by the Legal Committee during this biennium
6.2.1.1	Monthly, quarterly and annual reports (MSC)	Continuous	MSC			Ongoing	Ongoing	
6.2.1.2	Revised guidance relating to the prevention of piracy and armed robbery to reflect emerging trends and behaviour patterns (MSC)	Continuous	MSC			In progress	In progress	MSC.324(89) MSC.1/Circ.1404 MSC.1/Circ.1405 MSC.1/Circ.1406
6.2.1.3	Advice and guidance to support the review of IMO instruments on combating piracy and armed robbery (LEG)	2012	LEG			In progress	In progress	Circular letter No.3154 requesting information on national legislation on piracy (January 2011)

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
6.2.1.4	Advice and guidance to support international efforts to ensure effective prosecution of perpetrators (LEG)	2012	LEG			In progress	In progress	Circular letter No.3154 requesting information on national legislation on piracy (January 2011)
6.2.1.5	Advice and guidance to support availability of information on comprehensive national legislation and judicial capacity-building (LEG)	2012	LEG			In progress	In progress	Circular letter No.3154 requesting information on national legislation on piracy (January 2011); agreement to circulate documents prepared by the Legal Office, DOALOS and UNODC with guidance to assist States developing or reviewing national legislation on piracy (document LEG 98/14, paragraphs 8.12 to 8.15)
6.2.2.1	Implementation of related ITCP activities (Secretariat)	2011	SEC			In progress	In progress	TC 60/3 and Add.1; TC 61/3
6.2.2.2	Model legislation on maritime security (Secretariat)	2010	SEC			Completed	Completed	
6.2.2.3	Advice and guidance to support the review of IMO instruments on combating piracy and armed robbery (LEG)	2012	LEG			In progress	In progress	Circular letter No.3154 requesting information on national legislation on piracy (January 2011)
6.2.2.4	Advice and guidance to support international efforts to ensure effective prosecution of perpetrators (LEG)	2012	LEG			In progress	In progress	Circular letter No.3154 requesting information on national legislation on piracy (January 2011)

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
6.2.2.5	Advice and guidance to support availability of information on comprehensive national legislation and judicial capacity-building (LEG)	2012	LEG			In progress	In progress	Circular letter No.3154 requesting information on national legislation on piracy (January 2011); agreement to circulate documents prepared by the Legal Office, DOALOS and UNODC with guidance to assist States developing or reviewing national legislation on piracy (document LEG 98/14, paragraphs 8.12 to 8.15)
6.3.1.1	Approved recommendations based on the work, if any, of the Joint IMO/ILO Ad Hoc Expert Working Group on Fair Treatment of Seafarers in the Event of a Maritime Accident, CMI, and others concerning the application of the joint IMO/ILO Guidelines on the fair treatment of seafarers and consequential further actions as necessary (LEG)	2011	LEG			In progress	In progress	Draft Assembly resolution approved (document LEG 98/14, annex 2)
6.3.1.2	Monitor the progress of the amendments to ILO MLC 2006 and address the issue of financial security in case of abandonment of seafarers, and shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers, should it be necessary (LEG)	2011	LEG			In progress	In progress	Resolution A.931(22) Guidelines on shipowners' responsibilities in respect of contractual claims for personal injury to or death of seafarers; see document LEG 96/13, paragraphs 4.1 to 4.22 where the Committee approved the recommendations of the Joint Expert Working Group. The Committee continues to monitor developments relating to the ILO MLC 2006

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
6.3.2.1	Strategy on the role of the human element in the enhancement of maritime security, taking into account human rights, the workload on seafarers, the revised 1988 SUA Convention and its Protocol and developments relating to the revision of the STCW Convention, if necessary (MSC)	2010	MSC	STW		Completed	Completed	STW 41/16, Annexes 1, 2 and 3.
7.1.1.1	Follow-up to the GESAMP study on "Estimates of Oil Entering the Marine Environment from Sea Based Activities" (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
7.1.1.2	Technical guidance for the Secretariat for the development, on the basis of reporting requirements under MARPOL, OPRC and the OPRC-HNS Protocol, as well as other relevant sources of information, of a pollution incident information structure for regular reporting to the FSI and BLG Sub-Committees, and/or the MEPC (MEPC)	Continuous	MEPC			In progress	In progress	
7.1.2.1	Mandatory instruments: follow-up to the Hong Kong Convention on Ship Recycling, including development and adoption of associated guidelines (MEPC)	2011	MEPC			In progress	In progress	Resolutions MEPC.196(62) and MEPC.197(62)
7.1.2.2	Mandatory instruments: designation of Special Areas and PSSAs and adoption of their associated protective measures (MEPC)	Continuous	MEPC	NAV		Ongoing	Ongoing	Resolutions MEPC.200(62) and MEPC.204(62)
7.1.2.3	Non-mandatory instruments: consolidated guidelines on ballast water management (MEPC)	2011	MEPC	BLG		In progress	In progress	
7.1.2.4	Provisions for the reduction of noise from commercial shipping and its adverse impacts on marine life (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.5	Approved ballast water management systems (MEPC)	Continuous	MEPC			Ongoing	Ongoing	34 systems have received Basic Approval; 20 have received Final Approval; 10 have been Type Approved
7.1.2.6	Approved list of active substances used by ballast water management systems (MEPC)	Continuous	MEPC			Ongoing	Ongoing	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
7.1.2.7	Production of a manual entitled "Ballast Water Management – How to do it" (MEPC)	2011	MEPC	BLG		In progress	In progress	
7.1.2.8	Holding of the third BWM R&D symposium (MEPC)	2011	SEC			Completed	Completed	Held in January 2010 in Malmö (Sweden) in cooperation with WMU
7.1.2.9	Policies and Practices Related to the Reduction of Greenhouse Gas Emissions from Ships (resolution A.963(23)): Ship CO2 indexing scheme; CO2 emission baseline (MEPC)	2011	MEPC	BLG		In progress	In progress	Resolution MEPC.203(62)
7.1.2.10	Measures to promote the AFS Convention (MEPC)	Continuous	MEPC		FSI	Ongoing	Ongoing	
7.1.2.11	Manual on chemical pollution to address legal and administrative aspects of HNS incidents (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.12	Revised Manual on oil pollution, Section 1 – Prevention (MEPC)	2011	MEPC			Completed	Completed	To be published through the IMO Publishing Service
7.1.2.13	Guidance on the carriage of biofuels and biofuel blends as cargo (MEPC)	2011	MEPC	BLG		In progress	Completed	MEPC.1/Circ.761
7.1.2.14	Guidance on translocation of invasive aquatic species through biofouling of ships (MEPC)	2011	MEPC	BLG		In progress	Completed	Resolution MEPC.207(62)
7.1.2.15	Guidance document on the identification and observation of spilled oil (MEPC)	2011	MEPC			Completed	Completed	To be published as a Joint IMO/IPIECA publication
7.1.2.16	Technical guidelines on sunken oil assessment and removal techniques (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.17	Guidance document on Incident Command System during oil response (MEPC)	2011	MEPC			Completed	Completed	To be published through the IMO Publishing Service
7.1.2.18	Guidance for oil spill response in fast currents (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.19	Guide on Oil Spill Response in Ice and Snow Conditions (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.20	Updated IMO Dispersant Guidelines (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.21	Guideline for oil spill response - offshore in situ burning (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.22	Waste Management Decision Support Tool (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.23	Guidance on sensitivity mapping for oil spill response (MEPC)	2011	MEPC			In progress	In progress	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
7.1.2.24	Operational guide on the use of sorbents (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.25	Publication checklist for new IMO manuals, guidance documents and training materials (MEPC)	2011	MEPC			Completed	Completed	Approved at MEPC 60
7.1.2.26	Guidance on obligations and actions required by States to prepare for implementation of the OPRC-HNS Protocol (MEPC)	2011	MEPC			In progress	In progress	
7.1.2.27	Test standards for type approval of add-on equipment (MEPC)	2011	MEPC	DE		In progress	Completed	Resolution MEPC.205(62)
7.1.2.28	Measures to promote integrated bilge water treatment systems (MEPC)	2011	MEPC	DE		In progress	Completed	MEPC.1/Circ.760
7.1.2.29	Guidelines for a shipboard oil waste pollution prevention plan (MEPC)	2011	MEPC	DE		In progress	Completed	MEPC.1/Circ.759
7.1.2.30	Manually operated alternatives in the event of pollution prevention equipment malfunctions (MEPC)	2011	MEPC	DE		In progress	In progress	
7.1.2.31 UO	Updated guidelines on effluent standards and performance tests for sewage treatment (MEPC)	2012	MEPC	DE			In progress	
7.1.2.32 UO	Development of a Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (MSC)	2013	MSC/MEPC	BLG	DE		In progress	
7.1.2.33 UO	Development of guidance on the safe operation and performance standards of oil pollution combating equipment (MEPC)	2011	MEPC		DE	In progress	In progress	
7.1.3.1	Reports on inadequacy of port reception facilities (MEPC)	2010 and 2011	MEPC	FSI		Completed	In progress	
7.1.3.2	Follow-up to the implementation of the Action Plan on port reception facilities (MEPC)	Continuous	MEPC	FSI		In progress	In progress	
7.1.4.1	Action Plan on prevention and control of marine pollution from small craft, including development of appropriate measures (MEPC)	Continuous	MEPC			Ongoing	ongoing	
7.2.1.1	Bi-annual MSC circulars on designation of maritime assistance services (MAS) (MSC)	Continuous	MSC	NAV		Ongoing	Ongoing	
7.2.1.2	Input to the review of the guidelines on the identification of places of refuge with regard to marine environment protection (MEPC)	Continuous	MEPC			Ongoing	Ongoing	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
7.2.2.1	Safety aspects of alternative tanker designs assessed (MSC)	Continuous	MSC			Postponed	Postponed	
7.2.2.2	Environmental aspects of alternative tanker designs (MEPC)	Continuous	MEPC	BLG		Ongoing	Ongoing	
7.2.2.3	Amendments to MARPOL Annex I on the use and carriage of heavy grade oil (HGO) on ships in the Antarctic area (MEPC)	2010	MEPC	BLG		Completed	Completed	Resolution MEPC.189(60)
7.2.2.4	Evaluation of safety and pollution hazards of chemicals and preparation of consequential amendments (MEPC)	Continuous	MEPC	BLG		In progress	In progress	
7.2.2.5	Application of requirements for the carriage of biofuels and biofuel blends (MEPC)	2011	MEPC	BLG		In progress	Completed	MEPC.1/Circ.761
7.2.3.1	Increased activities within the ITCP regarding the OPRC Convention and the OPRC-HNS Protocol (MEPC/TCC/Secretariat)	Continuous	MEPC/TCC	SEC		Ongoing	Ongoing	
7.2.3.2	Oversight of IMO regional centres (REMPEC, REMPEITC) (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
7.3.1.1	Review of non-mandatory instruments as a consequence of the revised MARPOL Annex VI (MEPC)	2012	MEPC	BLG		In progress	In progress	
7.3.1.2	Amendments to MARPOL Annex VI introducing a north American ECA	2010	MEPC	BLG		Completed	Completed	Resolution MEPC.190(60)
7.3.2.1	Completed work plan to identify and develop mechanisms needed to achieve the limitation or reduction of CO ₂ emissions from international shipping (MEPC)	2011	MEPC			Ongoing	Ongoing	See also resolution MEPC.203(62)
7.4.1.1	Follow up to the updated Action Plan on the Organization's strategy to address human element (MSC-MEPC.7/Circ.4) (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
8.0.1.1	Reports on the status of the FAL Convention (FAL)	Continuous	FAL	SEC		Ongoing	Ongoing	
8.0.1.2	Comprehensive review of the FAL Convention (FAL)	2013	FAL			In progress	In progress	
8.0.1.3	Review of the role, mission, strategic direction and work of the Facilitation Committee (FAL)	2010	FAL			Completed	Completed	FAL 37/17, paragraph 13.11
8.0.1.4	Finalized Explanatory Manual to the FAL Convention (FAL)	2010	FAL			Completed	Completed	FAL.3/Circ.202

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
8.0.2.1	Access procedures at the ship/port interface for public officers and service providers visiting a vessel (FAL)	2012	FAL			In progress	In progress	
8.0.2.2	Procedures to facilitate seafarers' access in and out of a port facility during shore leave, if necessary (FAL)	2012	FAL			In progress	In progress	FAL.3/Circ.201
8.0.2.3	Guidance on documentation required by passengers, particularly transit cruise passengers, to ensure their smooth flow through ports (FAL)	Continuous	FAL			Ongoing	Ongoing	
8.0.2.4	Procedures for cargo and baggage clearance through a port facility (FAL)	2012	FAL			In progress	In progress	
8.0.2.5	Revised FAL.2/Cir.50/Rev.1 on Reports of stowaway incidents (FAL)	2010	FAL			Completed	Completed	FAL.2/Circ.50/Rev.2
8.0.2.6	Reports and information on illegal migrants (FAL)	Continuous	MSC/FAL	SEC		Ongoing	Ongoing	MSC.3/Circ. Series
8.0.2.7	Revised Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases (resolution A.871(20)) (MSC/FAL)	2011	FAL/MSC			In progress	Completed	Resolution FAL.11(37)
8.0.3.1	Finalized Guidelines for the use of Single Window (FAL)	2011	FAL			In progress	Completed	FAL.5/Circ.36
8.0.3.2	Finalized IMO Compendium of Facilitation and Electronic Business (FAL)	2011	FAL			In progress	Completed	FAL.5/Circ.35
8.0.3.3	Information technology solutions (e.g., electronic signature) developed to facilitate the process of clearing the ship, its cargo, passengers and crew (FAL)	2012	FAL			In progress	In progress	
9.0.1.1	Report on the implementation of the global ITCP programme on support to SIDS and LDCs for their special shipping needs (TCC/Secretariat)	2010 and 2011	TCC	SEC		Completed	Completed	TC 60/3 and Add.1; TC 60/9; TC 61/3; TC 61/5
9.0.1.2	Report to the Council on the committees' consideration of the special shipping needs of SIDS and LDCs vis-à-vis new IMO standards (Secretariat)	Continuous	SEC					No report has been produced
9.0.1.3	Provision of reception facilities under MARPOL in SIDS (MEPC)	Continuous	MEPC			In progress	In progress	

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
10.0.1.1	Mandatory instruments: amendments to SOLAS chapter II-1 for types of ships (MSC)	2010	MSC			In progress	Completed	MSC.290(87)
10.0.1.2	Mandatory instruments: development of goal-based ship construction standards for all types of ships (MSC)	2010	MSC			In progress	Completed	MSC.287(87); MSC.296(87) MSC.1/Circ.1343 MSC.1/Circ.1394
11.1.1.1	Permanent analysis, demonstration and promotion of the linkage between a safe, secure, efficient and environmentally friendly maritime transport infrastructure, the development of global trade and the world economy and the achievement of the Millennium Development Goals (Assembly, Council, all Committees and Secretariat)	Continuous	ASSEMBLY	COUNCIL	Committees, SEC	Ongoing	Ongoing	
11.1.1.2	Speeches, messages, interviews and articles delivered and published in all media on the work and advances of IMO and the shipping industry (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
11.1.1.3	Other outreach activities delivered (including some 50 press releases annually) to enhance the image of IMO and the industry, and promote IMO's work and the effective implementation of its standards (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
11.1.1.4	Two World Maritime Day celebrations and two Parallel Events organized, and consequential action plans implemented to promote and publicize the respective World Maritime Day themes (Secretariat)	2010 and 2011	SEC			Completed	In progress	C 105/13(b); C 105/13(b)/1
11.1.1.5	Winners elected for two International Maritime Prizes and two IMO Awards for Exceptional Bravery at Sea (Council)	2010 and 2011	COUNCIL			Completed	Completed	C 104/D; C 106/D
11.1.1.6	Measures to promote the "IMO Children's Ambassador" concept, in collaboration with junior marine environment protection associations worldwide (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
11.1.2.1	Promotion of the "Go to Sea!" campaign (Secretariat)	Continuous	SEC			Ongoing	Ongoing	MSC 87/11/2 to 5
12.1.1.1	Revised FSA guidelines, including on environmental risk criteria (MSC/MEPC)	2011	MSC/MEPC			In progress	Completed	MEPC 62/24/Add.1, annex 31

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
12.1.1.2	FSA Experts' Group established to review FSA studies (MSC)	2011	MSC			In progress	In progress	MSC 87/18; MSC 89/WP.3
12.1.2.1	Guidelines for all sub-committees on the casualty analysis process (MSC)	Continuous	MSC	FSI		Ongoing	Ongoing	
12.1.2.2	A casualty analysis process effectively implemented and monitored (MSC)	Continuous	MSC	FSI	All other sub-committees	Ongoing	Ongoing	FSI 19/19, section 5
12.1.2.3	Mandatory instruments: requirements for determining safe manning (MSC)	2010	MSC	STW	NAV	In progress	In progress	MSC 88/26/Add.1, annexes 17 and 18. Resolution to be adopted by A 27.
12.2.1.1	Non-mandatory instruments: guidelines and associated training to assist companies and seafarers in improving the implementation of the ISM Code (MSC)	2011	MSC			In progress	In progress	
12.2.1.2	Non-mandatory instruments: revised guidelines for Administrations (resolution A.913(22)) to make them more effective and user-friendly (MSC)	2011	MSC			In progress	In progress	
12.3.1.1	Guidance on the development of GISIS and on access to information (MSC)	Continuous	MSC/MEPC	FSI		Ongoing	Ongoing	
12.3.1.2	PSC-related data collected and disseminated in co-operation with PSC regimes (MSC)	Continuous	MSC	FSI		Ongoing	Ongoing	
12.3.1.3	Reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas (MSC/MEPC)	Continuous	MEPC	DSC	FSI	Ongoing	Ongoing	
12.4.1.1	Guidelines and MEPC circulars (MEPC)	Continuous	MEPC			Ongoing	Ongoing	
12.5.1.1	Bridge resource management effectively addressed through the comprehensive review of the STCW Convention and the STCW Code (MSC)	2010	MSC	STW	NAV	Completed	Completed	STW 41/16/Add.1
13.0.1.1	Continued promotion of World Maritime Day theme on IMO's response to current environmental challenges (Secretariat)	Continuous	SEC			Ongoing	Ongoing	
13.0.2.1	Guidance for the Secretariat on the development of GISIS and on access to information (MEPC)	Continuous	MEPC	FSI		Ongoing	Ongoing	
13.0.2.2	Databases as part of GISIS and other means, including electronic ones (all Committees, as appropriate/Secretariat)	Continuous	Committees	SEC		Ongoing	Ongoing	FSI 19/18

Planned output number	Description	Target completion year	Parent organ	Coordinating organ	Associated organ	Status of output Year 1	Status of output Year 2	References
13.0.2.3	Inventory of information, R&D and best practices related to HNS preparedness and response (MEPC)	Continuous	MEPC			In progress	Completed	
13.0.2.4	Web platform for OPRC/HNS-related information (MEPC)	Continuous	MEPC			In progress	Completed	
13.0.3.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution (MEPC)	Continuous	MEPC	BLG		Ongoing	Ongoing	
13.0.3.2	Holding of the third BWM R&D symposium (MEPC)	2011	MEPC			Completed	Completed	See 7.1.2.8 above

ANNEX 2

REVIEW OF DATA MEASURED AGAINST THE PERFORMANCE INDICATORS AND KEY PERFORMANCE INDICATORS

A – Performance Indicators

1 Part A of this annex updates, mostly to the end of 2010, the information submitted previously to the Council in document C 105/3(a)/1 on the Organization's performance indicators (PIs). (Note that, depending on the PI concerned, updated figures for 2011 may also be presented).

2 In this respect, it may be recalled that, in accordance with the Strategic Plan (resolution A.1011(26)), the PIs have been developed in the context of the Organization's mission statement and on the basis of the strategic directions, with the aim of achieving the following:

- .1 safe shipping;
- .2 secure shipping;
- .3 environmentally sound shipping;
- .4 efficient shipping;
- .5 sustainable shipping;
- .6 adoption of the highest practicable standards;
- .7 implementation of instruments; and
- .8 capacity-building.

Performance Indicator 1: Accession to Conventions

Definition: Percentage of IMO Member States that have ratified each IMO Convention and Protocol

3 For this indicator, two graphs are presented – first, the traditional graph as per the definition (Figure 1) and, second, an additional representation (Figure 2) highlighting only the change in ratifications since 2007. In the latter, conventions and protocols with no change are not presented.

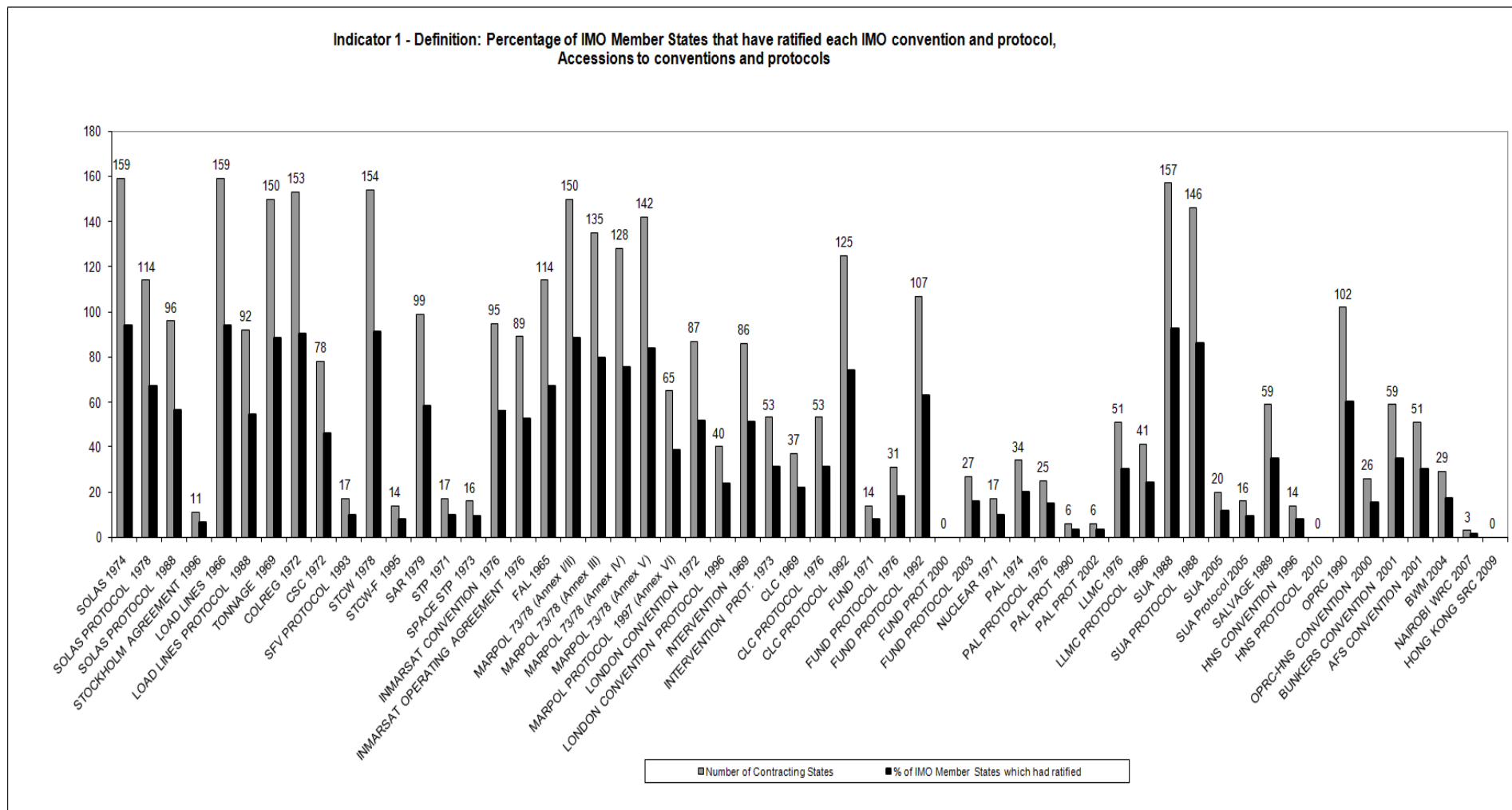


Figure 1
Source: GISIS, as at August 2011

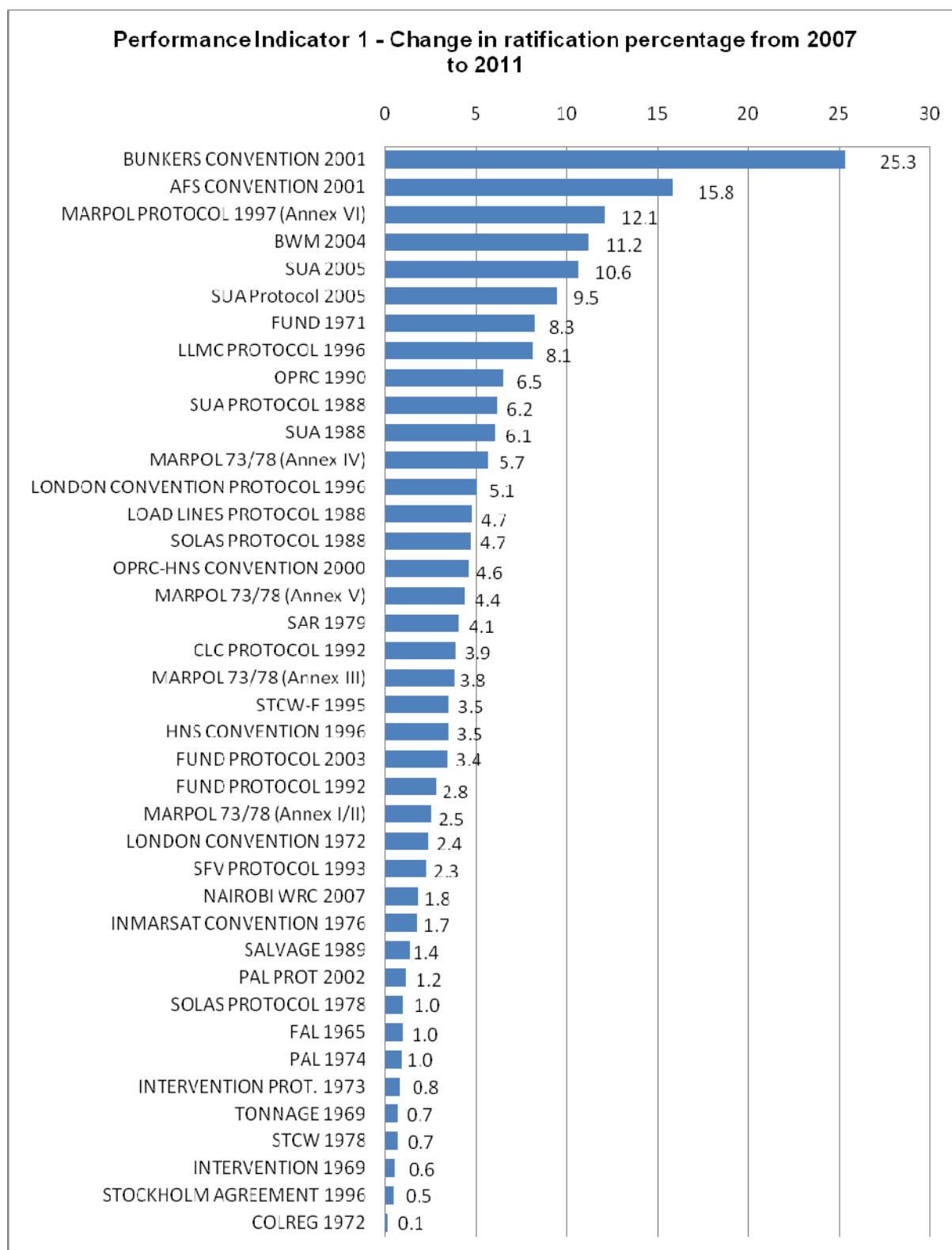


Figure 2
Source: GISIS, as at August 2011

Performance Indicator 2: Entry into force

Definition: Percentage and number of Conventions adopted but which have not entered into force.

	As at July 2009	As at August 2010	As at September 2011
Total IMO Conventions	51	52	52
In force	41	42	42
Not yet in force	10	10	10
% not in force	19.6%	19.2%	19.2%
Conventions not yet in force	PAL Protocol 1990	PAL Protocol 1990	PAL Protocol 1990
	SFV Protocol 1993	SFV Protocol 1993	SFV Protocol 1993
	STCW-F 1995	STCW-F 1995	STCW-F 1995
	HNS 1996	HNS 1996	HNS 1996
	PAL Protocol 2002	Fund Protocol 2000	Fund Protocol 2000
	BWM 2004	PAL Protocol 2002	PAL Protocol 2002
	SUA 2005	BWM 2004	BWM 2004
	SUA Protocol 2005	Nairobi WRC 2007	Nairobi WRC 2007
	Nairobi WRC 2007	Hong Kong SRC 2009	Hong Kong SRC 2009
Hong Kong SRC 2009	HNS Protocol 2010	HNS Protocol 2010	

Source: GISIS

Performance Indicator 3: Implementation and compliance

Definition: (a) Number and percentage of Member States that have volunteered for audit.

Definition: (b) Number and percentage of Member States that have been audited.

Definition: (c) Number and percentage of Member States that have nominated auditors.

Definition: (d) Number and percentage of nominated auditors that have carried out audits.

Definition: (e) Number of technical assistance activities carried out following audits.

Indicators 3(a) to 3(e)	As at Dec. 2008			As at Dec. 2009			As at Dec. 2010		
	Nr.	%	% change from 2007	Nr.	%	% change from 2008	Nr.	%	% change from 2009
General Information									
IMO Member States (MS)	168			169			169		
Nominated auditors	150			169			173		
Auditors used in audits	58			70			76		
Indicators									
Nr. and % of MS that have volunteered for audit	45	26.9	4.8	54	32.3	5.4	57	33.7	1.4
Nr. and % of volunteering MS that have been audited	27	60.0	11.4	36	66.7	6.7	44	77.2	10.5
Nr. and % percentage of MS that have nominated auditors	46	27.5	3.6	52	31.1	3.6	52	30.8	-0.4
Nr. and % of nominated auditors that have carried out audits	58	38.7	-1.9	70	41.4	2.8	76	43.9	2.5
Nr. and % of technical assistance activities carried out following audits	6			0			0		

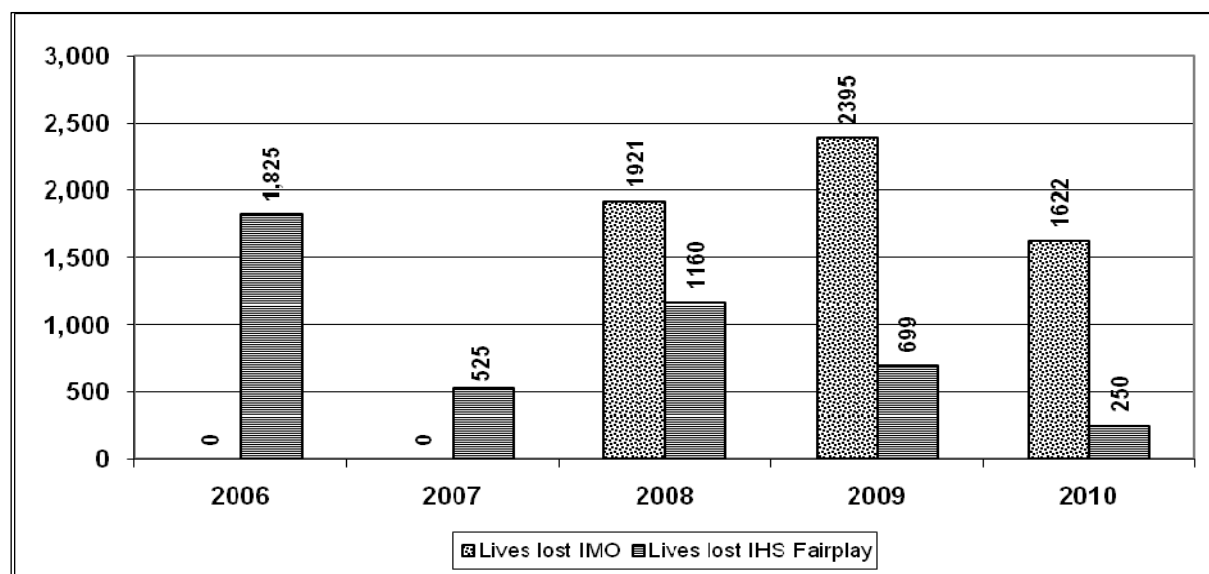
Source: IMO Secretariat

Performance Indicator 4: Lives lost

Definition: (a) Number of lives lost (seafarers, fishers and passengers) due to safety-related⁵ accidents and incidents on ships subject to IMO Conventions and other instruments.

	2006	2007	2008	2009	2010
IHS Fairplay data	1,825	525	1,160	699	250
IMO	n/a	n/a	1921	2395	1622

Source: IHS Fairplay (merchant vessels over 100 GT). Note: no data on fishers has yet been obtained.



Source: GISIS and IHS Fairplay

Definition: (b) Ratio of lives lost (seafarers, fishers and passengers) due to safety-related⁵ accidents and incidents on ships subject to IMO Conventions and other instruments, to total number of lives at risk.

	2006	2007	2008	2009	2010
IHS Fairplay lives lost all ships	1,825	525	1,160	699	250
Estimated amount of seafarers	1,232,000	1,277,000	1,246,200	1,266,200	1,371,000
Estimated total number of ferry passengers	1,629,573,558	1,681,931,684	n/a	n/a	2,056,062,948
Estimated total number of cruise passengers	16,927,718	17,857,711	n/a	n/a	20,775,922
Estimated total number of passengers	1,646,501,276	1,699,789,395	1,913,962,859	2,155,122,179	2,076,838,870
Total amount of passengers and crew	1,647,733,276	1,701,066,395	1,915,209,059	2,156,388,379	2,078,209,870
Ratio best estimate	1.11E-06	3.09E-07	6.06E-07	3.24E-07	1.20E-07

Source: IHS Fairplay for loss of lives, Shippax for number of passengers, BIMCO/ISF Manpower 2010 Update for numbers of seafarers. Note: no data on fishers has yet been obtained.

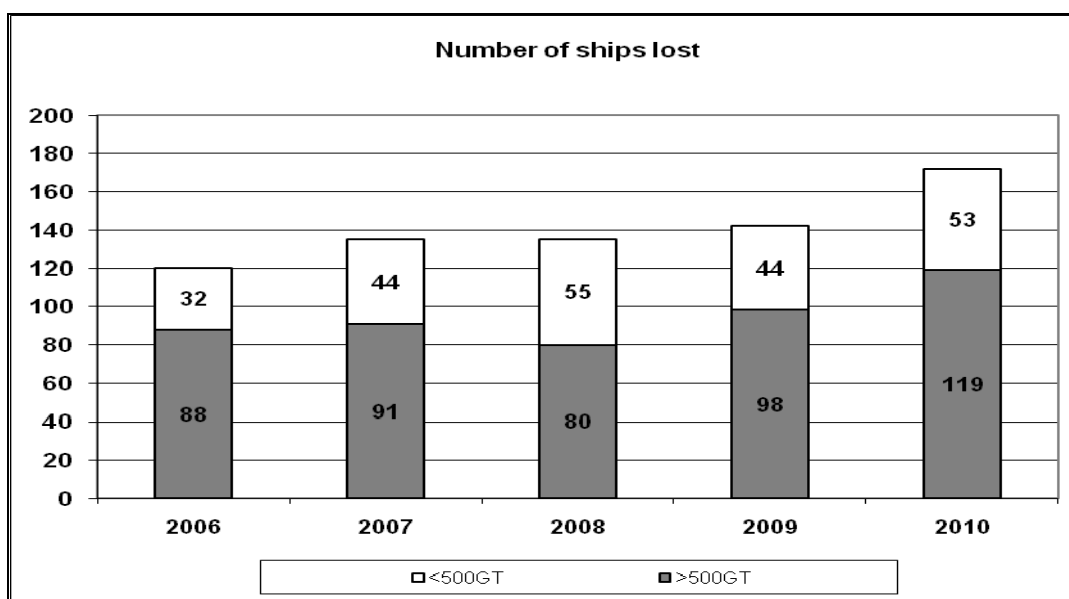
⁵ i.e. **not** accidents and incidents which are due to security failures, acts of piracy and armed robbery or whose prevention is addressed by other international Conventions.

Performance Indicator 5: Ships lost

Definition: (a) Number of ships subject to IMO Conventions lost for any safety-related⁶ reason other than those declared constructive total losses for insurance purposes

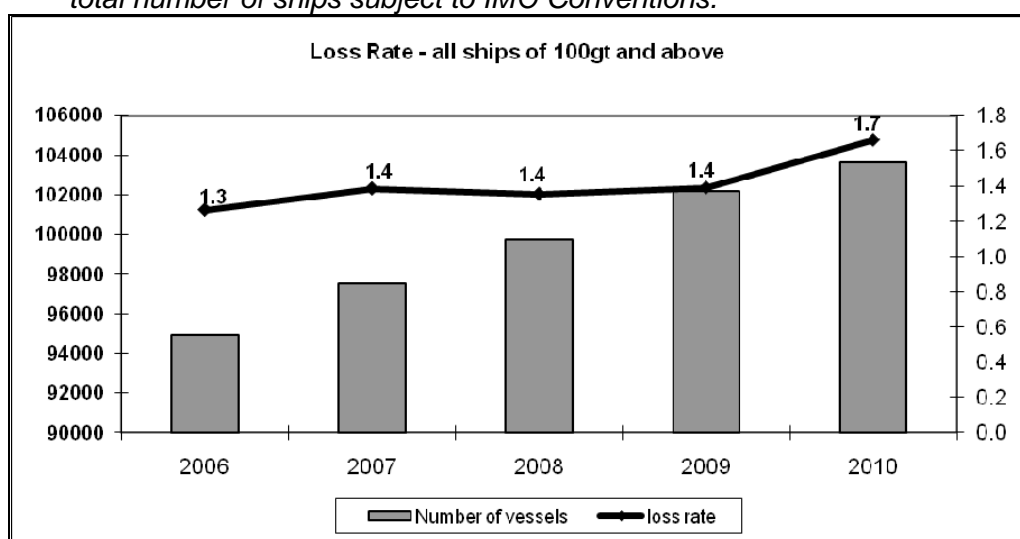
	2006	2007	2008	2009	2010
Ships of 500 GT and above	88	91	80	98	119
Ships between 100 and 499 GT	32	44	55	44	53
Ships of 100GT and above	120	135	135	142	172
Loss rate (all ships)*	1.3	1.4	1.4	1.4	1.7

Source: IHS Fairplay. *Per 1,000 ships at risk.



Source: IHS Fairplay

Definition: (b) Ratio of ships subject to IMO Conventions lost for any safety-related⁶ reason, other than those declared constructive total losses for insurance purposes, to total number of ships subject to IMO Conventions.



Source: IMO Secretariat

⁶ i.e. **not** accidents and incidents which are due to security failures, acts of piracy and armed robbery or whose prevention is addressed by other international Conventions.

Performance Indicator 6: Security failures

Definition: Number of ships and lives lost due to security failures and number of terrorist incidents on ships subject to SOLAS chapter XI-2

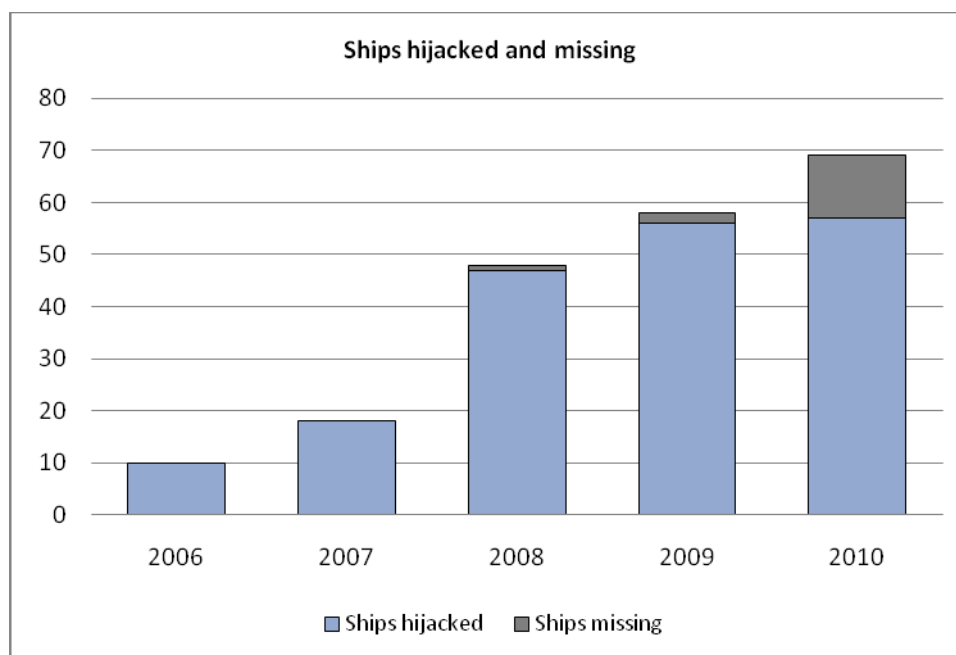
4 No incident has occurred to date on ships subject to SOLAS chapter XI-2, which was adopted on 12 December 2002 and entered into force on 1 July 2004. The incident involving the **MV Limburg** occurred in October 2002.

Performance Indicator 7: Piracy and armed robbery

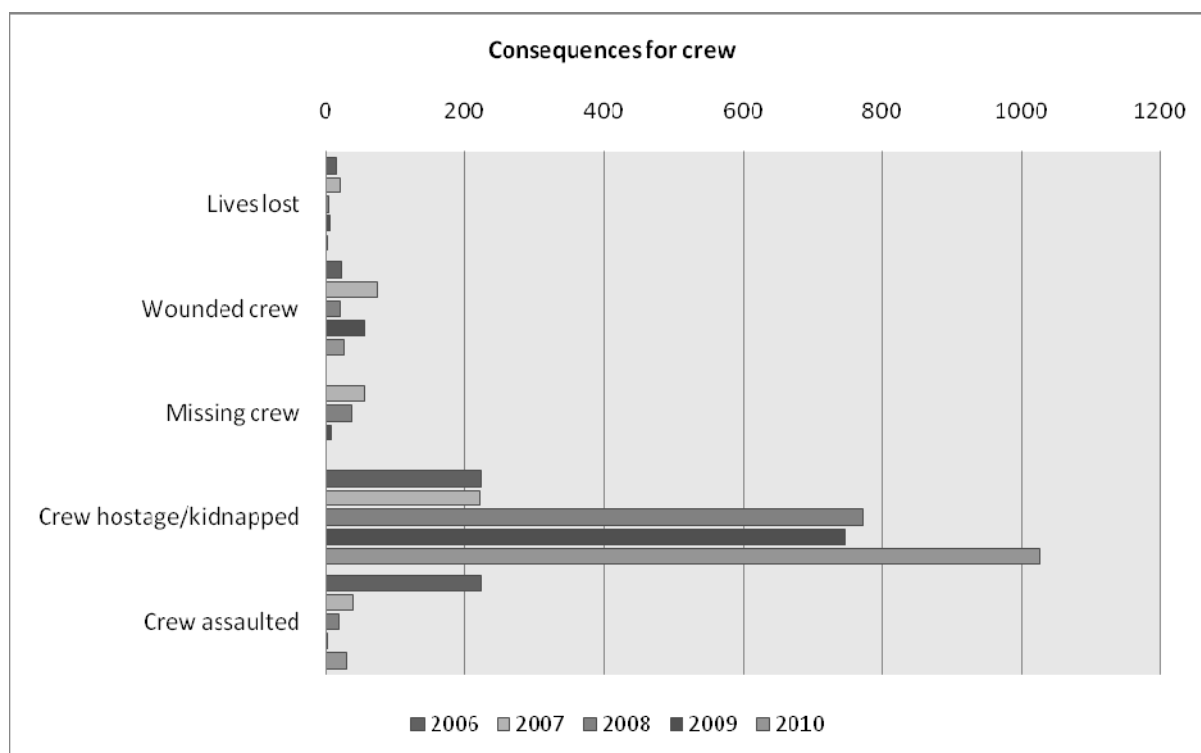
Definition: Number of ships and lives lost due to piracy and armed robbery and number of such incidents against ships engaged on international voyages

Year	Number of acts	Lives lost	Wounded crew	Missing crew	Crew hostage/kidnapped	Crew assaulted	Ships hijacked	Ships missing
2006	254	17	23	0	224	225	10	0
2007	310	22	75	57	223	39	18	0
2008	330	6	22	38	773	21	47	1
2009	406	8	57	9	746	2	56	2
2010	489	1	27	0	1,027	30	57	12

Source: GISIS



Source: GISIS



Source: GISIS

Performance Indicator 8: Ship-generated water pollution

Definition: (a) Tonnes of harmful substances discharged into the sea operationally or accidentally from ships subject to IMO instruments

5 With reference to paragraphs 4 and 5 of annex 1 to document CWGSP 10/2(a), regarding the lack of a definition of "harmful substances" and the non-availability of reliable, worldwide and comprehensive data for this indicator, MEPC 61 considered the matter, as requested by the Working Group, and decided that the definition for this PI should be changed to "Tonnes of oil discharged into the sea accidentally from ships subject to IMO instruments"⁷ and that, when data for discharges of noxious liquid substances (NLS) becomes available, the definition should be modified to address both oil and NLS. The table below presents data corresponding to the proposed MEPC definition.

	2006	2007	2008	2009	2010
Tonnes of oil discharged into the sea accidentally	23,000	18,000	2,000	2,000	10,000

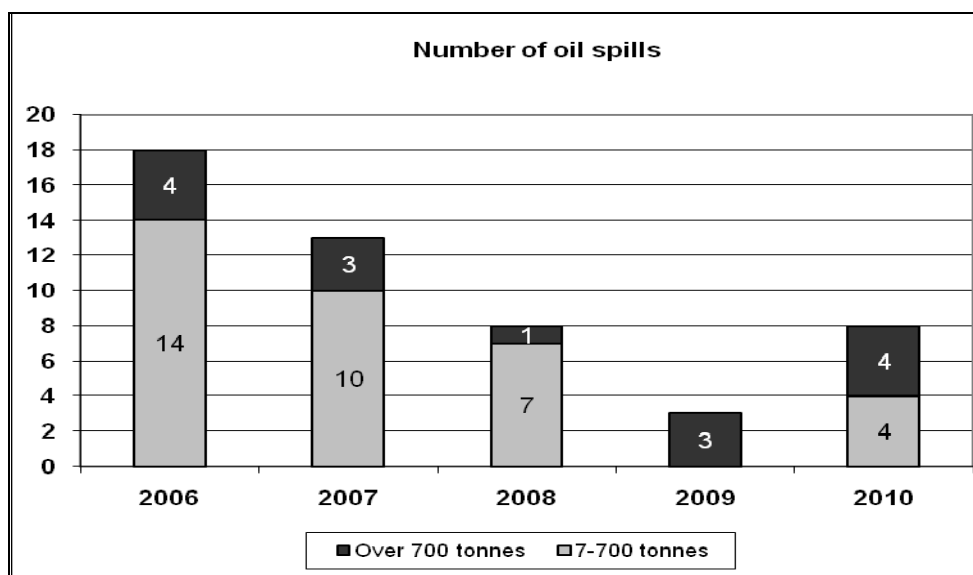
Source: ITOPF

Definition: (b) Number of spills occurring from ships subject to IMO instruments.

	2006	2007	2008	2009	2010
Nr. oil spills over 7 tonnes but less than 700 tonnes	13	13	9	7	4
Nr. oil spills over 700 tonnes	5	4	1	1	4
Total	18	17	10	8	8

⁷ The Working Group may wish to consider amending the current definition of PI 8(a) in accordance with the decision of MEPC 61, when examining the draft updated Strategic Plan under agenda item 4.

Source: ITOPF

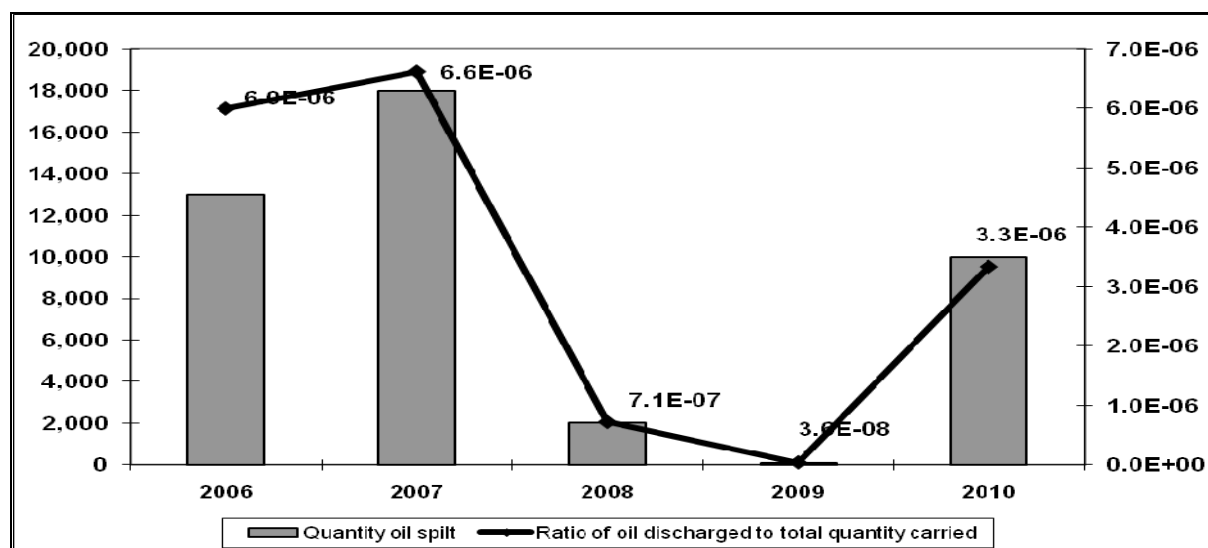


Source: ITOPF

Definition: (c) Ratio of oil (cargo and bunkers) discharged into the sea, to total quantities carried by sea

	2006	2007	2008	2009	2010
Annual quantity of oil spilt (tonnes)	13,000	18,000	2,000	100	10,000
Annual seaborne trade - crude oil (million tonnes)	2,644	2,719	2,798	2,805	2,998
Ratio	6.0E-06	6.6E-06	7.1E-07	3.6E-08	3.3E-06

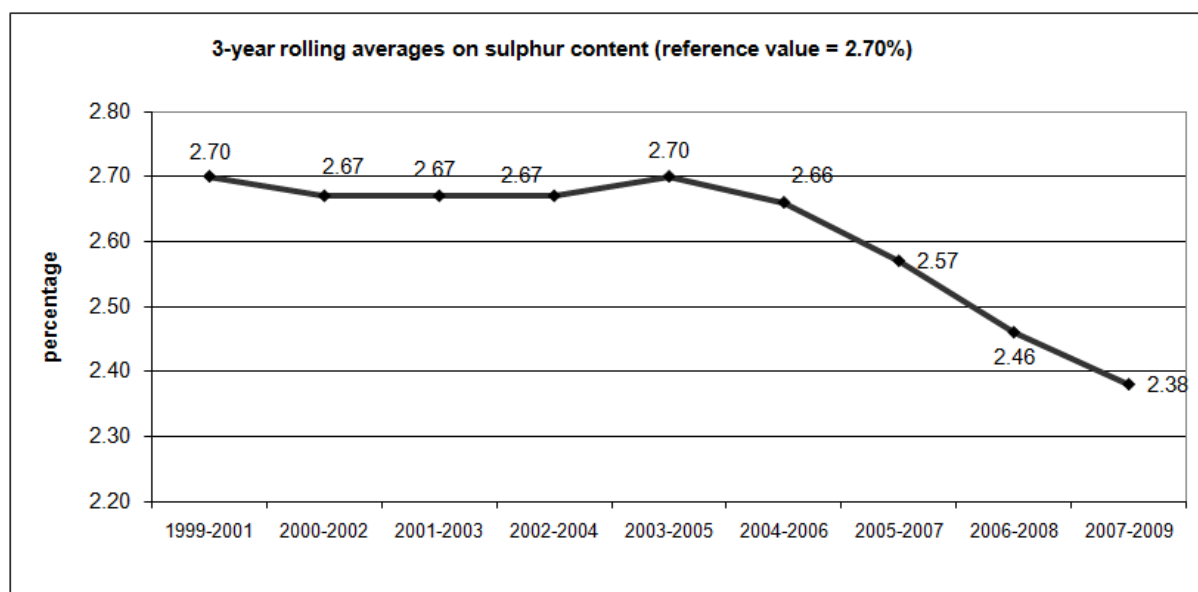
Source: ITOPF Annual Statistics and Clarksons Shipping Intelligence Network



Source: ITOPF Annual Statistics and Clarksons Shipping Intelligence Network

Performance Indicator 9: Ship-generated air pollution and CO₂ emissions

Definition: (a) 3-year rolling average of the sulphur content of fuel oil delivered to ships



Source: MEPC documents (following the methodology in resolution MEPC.82(43) – Guidelines for monitoring the world-wide average sulphur content of residual fuel oils supplied for use on board ships)⁸

Definition: (b) Tonnes of NO_x, SO_x and CO₂ released from ships subject to IMO instruments

Year	NO _x	SO _x	PM	CO	NMVOC	CO ₂	CH ₄	N ₂ O
1990	12	6.5	0.8	1.1	0.4	468	0.05	0.01
2000	16	9.0	1.1	1.5	0.5	647	0.06	0.02
2001	16	9.0	1.1	1.5	0.5	652	0.06	0.02
2002	16	9.0	1.1	1.6	0.5	660	0.06	0.02
2003	17	10.0	1.2	1.7	0.5	706	0.07	0.02
2004	18	11.0	1.3	1.8	0.6	755	0.07	0.02
2005	19	11.0	1.4	1.9	0.6	795	0.08	0.02
2006	20	12.0	1.4	2	0.6	838	0.08	0.02
2007	20	12.0	1.5	2	0.7	870	0.08	0.02

Source: Document CWGSP 10/2(a), based on IMO's 2009 GHG Study (MEPC 59/INF.10)⁹

⁸ The MEPC has adopted revised Guidelines through resolution MEPC.192(61), which provide for a revised methodology, now including both residual and distillate fuel. However, 3-year rolling averages calculated on the basis of the revised methodology will not be determined until 2012 (residual) and 2013 (distillate), respectively. For 2010, the average sulphur content was 2.61% (residual) and 0.15% (distillate).

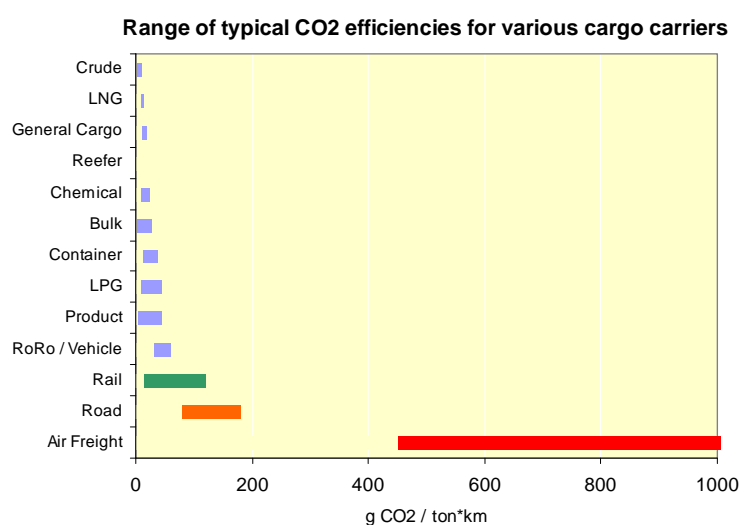
⁹ IMO's 2009 GHG Study remains the most updated source of data for this performance indicator.

Definition: (c) Ratio of estimated tonnage of SO_x, NO_x and CO₂ released annually per tonne-mile of cargo carried by sea.

Total Shipping		g/tonne mile			g/ton km
	Tonne-miles (billions)	NO _x	SO _x	CO ₂	CO ₂
1990	17,121	0.82	0.46	32.83	17.73
2000	23,693	0.80	0.46	32.84	17.73
2005	27,574	0.69	0.47	34.63	18.70
2006	31,447	0.64	0.45	32.05	17.31
2007	32,932	0.61	0.46	32.01	17.28
2008	33,950	n/a	n/a	33.41	18.04

Source: Document CWGSP 10/2(a), based on IMO's 2009 GHG Study (MEPC 59/INF.10)⁹ and UNCTAD.

Shipping in comparison to other transport modes



Source: Document CWGSP 10/2(a), based on IMO's 2009 GHG Study (MEPC 59/INF.10)⁹

Performance Indicator 10: Environmental conscience

Definition: (a) Mobilization by IMO of donor funds for environmental programmes

ITCP expenditure on environmental programmes			
Year	Funding from all external and internal sources (US\$)	As a percentage of total ITCP expenditure	Total Expenditure
2006	5,667,080	47.2%	12,002,069
2007	7,418,246	54.8%	13,531,596
2008	5,214,069	50.4%	10,340,878
2009	5,761,054	49.4%	11,659,688
2010	7,805,737	52.9%	14,766,736
Average	6,099,798	51.0%	12,460,193

Source: IMO Secretariat (interim and biennial reports on the ITCP)

Definition: (b) Number of projects sponsored, initiated and funded by IMO

6 Over the last five years, three scientific projects have been initiated by IMO, with funding from Member States, NGOs and the Organization. The first was the Informal Cross Government/Industry Scientific Group of Experts set up in July 2007 to assist MEPC in the process of developing and adopting amendments to MARPOL Annex VI to further reduce the emission of air pollutants from ships. In a second project, the Organization updated its 2000 study on GHG emissions from ships, to support the MEPC's work, in accordance with an action plan and timetable agreed at MEPC 55, on the development of a global regulatory regime for the reduction or limitation of such emissions from ships. Further, in 2010, an Expert Group was established to carry out a feasibility study and impact assessment of possible market-based measures to reduce GHG emissions from international shipping.

Definition: (c) Number of collaborative agreements with regional groups responding to pollution such as: REMPEC, ROCRAM, Barcelona Convention

Acronym	Definition	As at 2010	As at 2011
ASEAN	Association of Southeast Asian Nations	1	1
BSC	Black Sea Commission	1	1
COCATRAM	Central American Maritime Transport Commission	1	1
CPPS	Permanent Commission for the South Pacific	1	1
IOC	Indian Ocean Commission	1	1
NOWPAP MERRAC MoU	Northwest Pacific Action Plan, Action Plan for the Protection, Management and Development of the Marine and Coastal Environment of the Northwest Pacific Region (NOWPAP), Marine Environmental Emergency Preparedness and Response Regional Activity Centre (MERRAC)	1	1
PERSGA	Regional Organisation for the Conservation of the Environment of the Red Sea and Gulf of Aden (PERSGA)	1	1
PMAESA	Port Management Association for East and Southern Africa	1	1
PMAWCA	Port Management Association of West and central Africa	1	1
REMPEC	Regional Marine Pollution Emergency Centre for the Mediterranean Sea (joint IMO/UNEP project)	1	1
REMPEITC-Carib	Regional Marine Pollution Emergency Information and Training Centre, Wider Caribbean	1	1
ROCRAM	Operational network for Regional Cooperation Maritime Authority, Regional operative network of co-operation among Maritime Authorities of South America, Mexico and Panama	1	1
ROPME/MEMAC	Regional Organization for the Protection of the Marine Environment, Bahrain (ROPME), Marine Emergency Mutual Aid Centre (MEMAC)	1	1
SACEP	South Asia Co-operative Environment Programme	1	1
SPREP	South Pacific Regional Environment Programme	1	1
UNIDO-IGCC	Interim Guinea Current Commission – Established under the UNIDO-implemented Guinea Current Large Marine Ecosystem Project	1	1
	Total	16	16

Source: IMO Secretariat

Performance Indicator 11: PSC detention rate

Definition: Port State control detention rates as analysed by the various bodies of the Organization on the basis of data submitted by Member States

Detention %	Paris	Víña del Mar	Tokyo	Caribbean	Mediterranean	Indian Ocean	Abuja	Black Sea	Riyadh	USCG	Average
2001	9.09%	3.52%	7.76%	n/a	9.25%	5.27%	n/a	n/a	n/a	1.61%	6.08%
2002	7.98%	3.33%	6.67%	n/a	28.90%	5.61%	n/a	6.28%	n/a	1.69%	8.64%
2003	7.05%	2.78%	8.49%	n/a	28.99%	9.27%	1.65%	4.76%	n/a	1.28%	8.03%
2004	5.84%	1.87%	6.51%	n/a	14.54%	8.59%	1.54%	6.95%	n/a	1.59%	5.93%
2005	4.67%	2.57%	5.21%	0.00%	21.41%	7.18%	0.45%	6.23%	n/a	1.22%	5.44%
2006	5.44%	1.80%	5.40%	2.05%	17.26%	7.92%	0.71%	5.56%	n/a	1.09%	5.25%
2007	5.46%	3.34%	5.62%	3.97%	15.70%	9.42%	n/a	8.16%	9.38%	1.46%	6.94%
2008	4.95%	2.50%	6.91%	1.33%	9.96%	9.82%	1.04%	6.37%	7.69%	1.52%	5.21%
2009	4.38%	1.78%	5.78%	3.72%	10.15%	9.60%	n/a	5.79%	5.11%	1.67%	5.33%
2010	3.28%	1.25%	5.48%	1.47%	7.77%	8.54%	0.76%	5.80%	3.62%	1.57%	3.95%

Source: Annual reports of regional PSC MoUs/Agreement and United States Coast Guard¹⁰

Performance Indicator 12: PSC non-compliance rate

Definition: Port State control non-compliance rates as analysed by the various bodies of the Organization on the basis of data submitted by Member States

	Paris	Víña del Mar	Tokyo	Caribbean	Mediterranean	Indian Ocean	Abuja	Black Sea	Riyadh	USCG	Average
2001	57.59%	41.44%	69.33%	n/a	n/a	51.85%	n/a	n/a	n/a	27.33%	49.51%
2002	57.20%	35.50%	70.25%	n/a	n/a	48.92%	n/a	54.79%	n/a	24.34%	48.50%
2003	55.00%	38.50%	73.62%	n/a	n/a	51.78%	77.28%	56.22%	n/a	19.17%	53.08%
2004	53.59%	35.80%	67.27%	n/a	n/a	54.25%	9.24%	61.88%	n/a	22.75%	43.54%
2005	51.25%	36.39%	68.48%	n/a	65.13%	55.16%	10.03%	62.93%	n/a	21.81%	46.40%
2006	53.55%	46.20%	68.78%	n/a	70.52%	55.35%	17.29%	69.39%	n/a	23.32%	50.55%
2007	56.43%	53.34%	67.44%	n/a	n/a	54.68%	n/a	72.42%	57.29%	26.58%	55.45%
2008	58.11%	58.00%	69.07%	14.93%	59.71%	54.47%	11.00%	67.89%	41.76%	24.60%	45.95%
2009	57.24%	53.06%	66.72%	n/a	59.04%	57.89%	n/a	66.93%	32.73%	27.45%	52.63%
2010	55.21%	49.16%	64.34%	n/a	n/a	52.04%	8.80%	64.74%	n/a	27.95%	46.03%

Source: Annual reports of regional PSC MoUs/Agreement and United States Coast Guard¹⁰

¹⁰ United States Coast Guard data incorporates separate safety and security inspections.

Performance Indicator 13: Fraudulent certificates

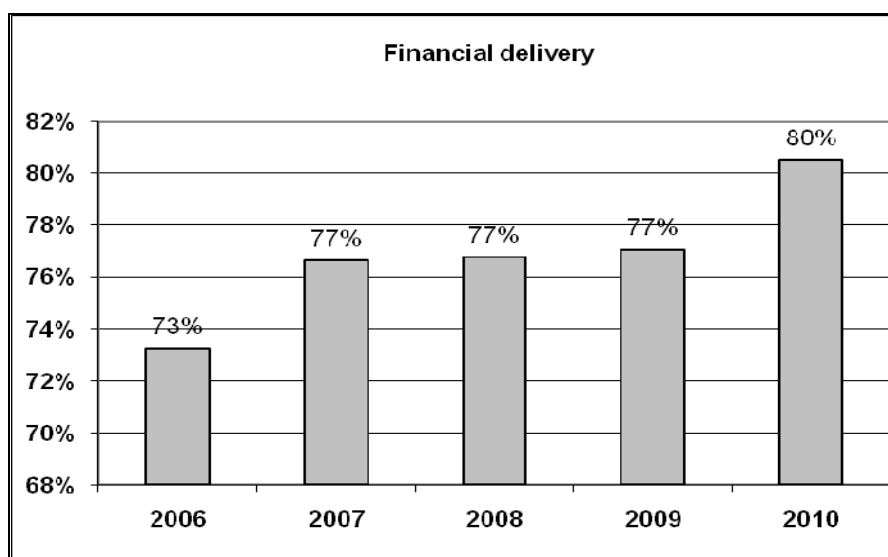
Definition: Number of fraudulent certificates and endorsements of any type reported to IMO

Year	2006	2007	2008	2009	2010
No. of certificates	23	41	68	304	352

Source: IMO Secretariat

Performance Indicator 14: Delivery of technical assistance

Definition: (a) Percentage of planned activities delivered



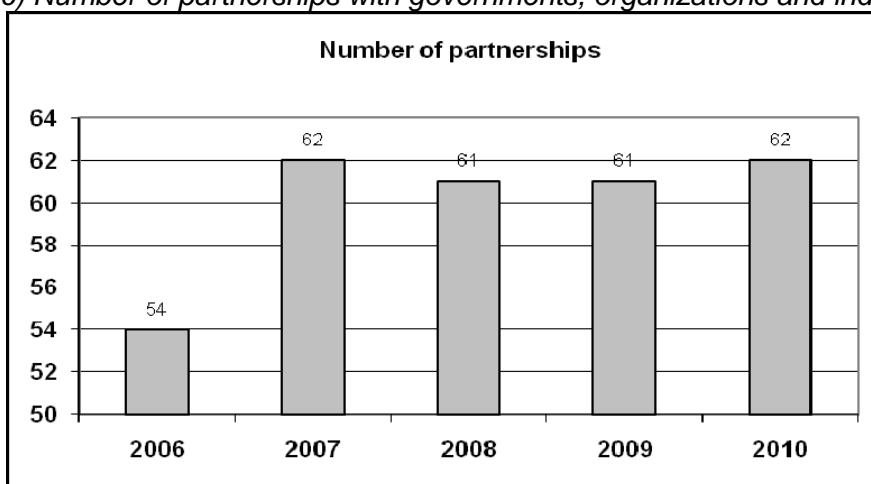
Source: IMO Secretariat

Definition: (b) Activities delivered: number of advisory missions and number of training events



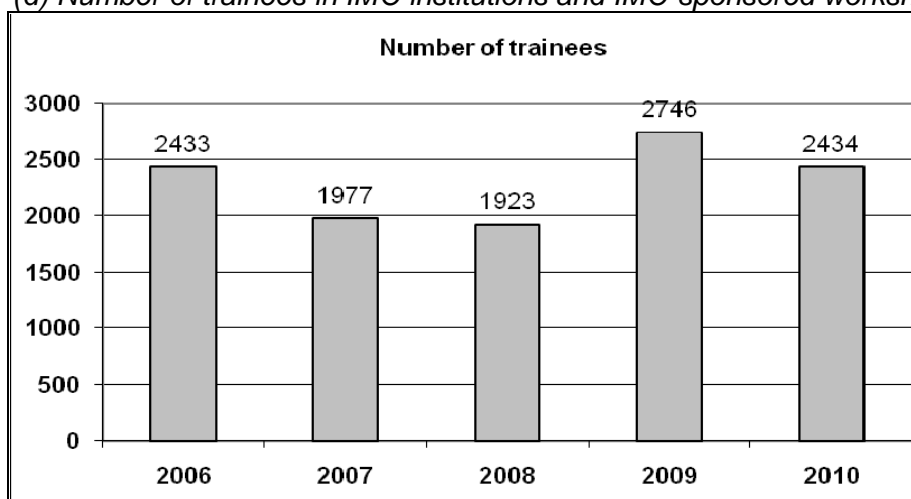
Source: IMO Secretariat

Definition: (c) Number of partnerships with governments, organizations and industry



Source: IMO Secretariat

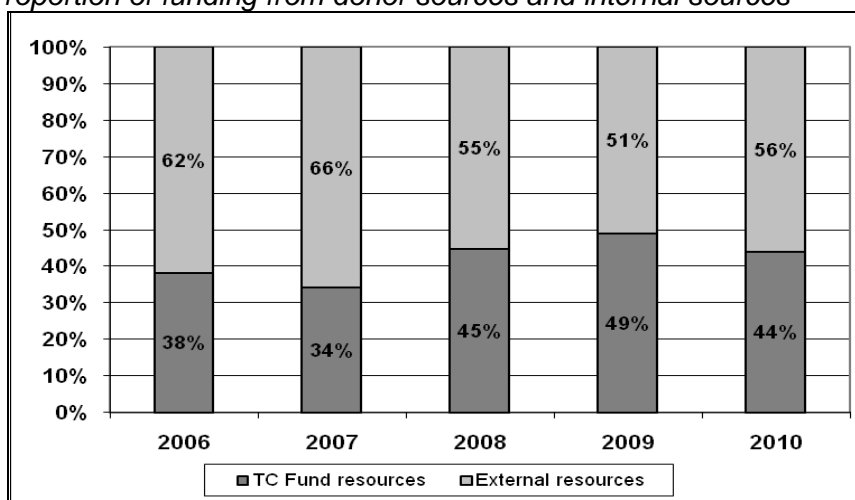
Definition: (d) Number of trainees in IMO institutions and IMO-sponsored workshops



Source: IMO Secretariat

Performance Indicator 15: Sustainability of ITCP

Definition: Proportion of funding from donor sources and internal sources



Source: IMO Secretariat

Performance Indicator 16: Cycle time

Definition: Time taken to develop IMO conventions and other instruments compared to planned time

Instrument	Initial authorization or start of work	Planned cycle time (years)	Adopted	Actual cycle time (years)
OPRC/HNS Protocol	Resolution 10 of OPRC Conference (November 1990); work began at MEPC 37 (March 1994)	Not specified	Mar-00	6
Bunkers Convention 2001	Work began at LEG 75 (October 1996)	Not specified	Mar-01	4.5
AFS Convention 2001	Resolution A.895(21) (November 1999)	Not specified	Oct-01	2
		("as a matter of urgency")		
Athens (PAL) Protocol 2002	Work began at LEG 76 (October 1997)	Not specified	Nov-02	5
Fund Protocol 2003	Work began at the IOPC Funds in 2001	Not specified	May-03	2.5
BWM Convention 2004	Resolution A.868(20) (November 1997)	3	Feb-04	6.5
		(for "consideration and adoption in the year 2000")		
SUA Convention Protocols 2005	Resolution A.924(22) (November 2001); work began at LEG 84 (April 2002)	Not specified	Oct-05	3.5
		("on a high priority basis")		
Ship Recycling 2009	Resolution A.981(24) (December 2005); work began at MEPC 54 (March 2006)	up to 4 ("adoption in the biennium 2008-2009")	May-09	3.2
HNS Protocol 2010	Work began at the IOPC Funds in 2007 and was sanctioned by LEG 94 in 2008	2	May-10	2
Average cycle time				3.9

Source: IMO Secretariat

Performance Indicator 17: IMO's role

Definition: (a) Size of IMO membership compared to UN membership

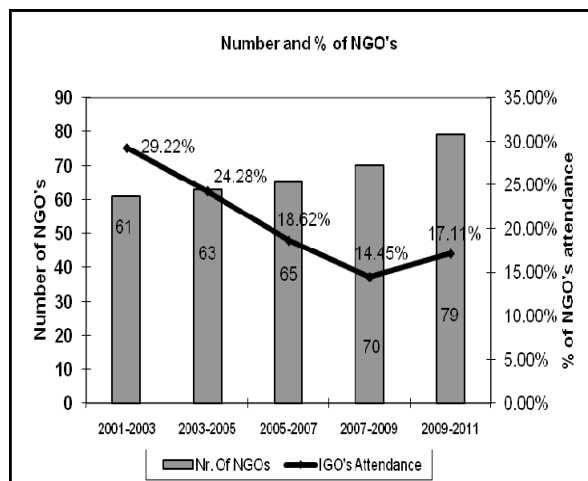
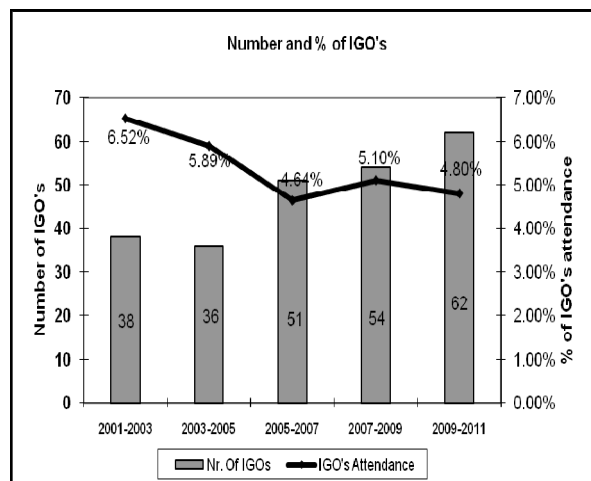
Year	IMO	UN	% IMO to UN
2006	167	192	87.0%
2007	167	192	87.0%
2008	168	192	87.5%
2009	169	192	88.0%
2010	169	192	88.0%

Source: UN and IMO Secretariats

Definition: (b) Level of participation of IGOs and approved NGOs at IMO meetings

	IGOs			NGOs		
	No.	Attendance	Documents	No.	Attendance	Documents
2001-2003	38	6.52%		61	29.22%	
2003-2005	36	5.89%		63	24.28%	
2005-2007	51	4.64%		65	18.62%	
2007-2009	54	5.10%		70	14.45%	
2009-2011	62	4.80%	147	79	17.11%	727

Source: IMO Secretariat



Source: IMO Secretariat¹¹

Performance Indicator 18: Goal-based standards

Definition: Progress towards the application of goal-based standards for maritime safety

7 The development of goal-based standards (GBS) for hull construction of bulk carriers and oil tankers was finalized at MSC 87 (2010) with the adoption/approval of a package of measures, consisting of:

- .1 International goal-based ship construction standards for bulk carriers and oil tankers (resolution MSC.287(87));
- .2 associated amendments to SOLAS chapter II-1 to make the above standards mandatory (resolution MSC.290(87));
- .3 Guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers (resolution MSC.296(87));
- .4 Guidelines for information to be included in a Ship Construction File (circular MSC.1/Circ.1343); and
- .5 a timetable and schedule of activities for the implementation of the GBS verification scheme.

¹¹ Data on IGO and NGO participation in IMO meetings is at present collated on a biennial basis only (for example, 1 March 2009 to 28 February 2011).

8 With regard to the implementation of the newly adopted GBS, which are expected to become applicable on 1 July 2016, the Secretariat has issued, in line with the activities outlined in the aforementioned timetable:

- .1 Circular letter No.3076 of 19 July 2010 (Invitation for the nomination of auditors for the verification of conformity with goal-based standards (GBS));
- .2 Circular letter No.3097 of 23 August 2010 (Advanced notification of intent to submit a request for a GBS verification audit); and
- .3 Circular letter No.3214 of 22 July 2011 (Invitation to submit requests for initial GBS verification audits).

9 At the time this document was prepared, the Secretariat had received 14 nominations for GBS auditors and four replies to the request for advanced notifications of intent to submit a request for a GBS verification audit.

10 The Secretariat will continue its work on the set-up of the verification scheme in accordance with the agreed timetable, including the development of a GBS database and the establishment of a GBS Trust Fund, and will keep the membership informed of the progress made by means of regular reports to the Maritime Safety Committee.

11 During 2011, the Committee continued its work on the issue, with the approval at MSC 89 of Generic Guidelines for developing IMO goal-based standards (MSC.1/Circ.1349), and it agreed on the further development of the safety level approach as a high-priority issue under the current agenda item on GBS. MSC 89 further agreed that security and protection of the marine environment, as aspects of GBS, should be included in the Organization's strategic directions, high-level actions and planned outputs for the 2012-2013 biennium.

Performance Indicator 19: Work of other UN bodies

Definition: (a) Incorporation of specific policy input provided by IMO organs within the policy and programme decisions of other UN bodies (i.e., in their treaty instruments, codes, resolutions, guidelines, etc., work programmes and technical activities)

12 Resolution A.1012(26) (High-level Action Plan) provides for IMO to co-operate with or submit policy input to other UN bodies, including those listed in the table overleaf.

Organization (UN related)	Area of policy input	As at Sept. 2010	As at Sept. 2011	Status
FAO	IUU fishing and related matters	1	1	ongoing
GESAMP	Marine environment protection, generally	4	4	ongoing
	Management of the GESAMP Office			
	Evaluation of active substances by GESAMP-BW Working Group			
IAEA	Evaluation of bulk chemicals by GESAMP-EHS Working Group	2	2	ongoing
	Development of carriage requirements for class 7 radioactive material			
ICAO	Emergency arrangements for response to nuclear/radiological emergencies from ships	1	1	ongoing
ILO	SAR issues	1	1	ongoing
ILO/Basel Convention	Seafarer issues	1	1	ongoing
ITU	Ship recycling	1	1	ongoing
UN	Radiocommunications	9	9	ongoing
	Advice to UN Security Council 1371 and 1640 Committees on maritime security			
	Carriage of dangerous goods			
	Environmental Management Group			
	Law of the Sea			
	Millennium Development Goals and the ITCP			
	Piracy and armed robbery against ships			
	UN Global Counter Terrorism Strategy			
UN-Oceans				
UN Regular Process: marine environmental assessment				
UNEP	UN Globally Harmonized System: labelling of products	1	1	ongoing
UNECE	Management of regional pollution response centres	1	1	ongoing
UNECE/UNEFACT	UN Globally Harmonized System: labelling of products	1	1	ongoing
UNFCCC	Trade facilitation and electronic transmission of information-related matters	1	1	ongoing
UNHCR	Limitation or reduction of GHGs from ships	1	1	ongoing
UNODC	Persons rescued at sea	2	2	ongoing
	Piracy and armed robbery against ships			
WHO	Prevention and control of illicit drug trafficking	1	1	ongoing
WFP	Coordination on medical matters on board ships	1	1	ongoing
WMO	Coordination for prevention of piratical attacks on WFP-chartered ships	1	1	ongoing
	Meteorological matters	1	1	ongoing
Total areas of policy input		29	29	

Source: IMO Secretariat

Definition: (b) Number of joint working groups established

Group composition	Topics	As at Sept. 2010	As at Sept. 2011
GESAMP (IMO/FAO/UNESCO-IOC/WMO/IAEA/UN/UNEP/UNIDO)	Scientific aspects of marine environmental protection	1	1
GESAMP-BWWG	Use of active substances for ballast water management	1	1
GESAMP-EHS	Evaluation of hazards of chemical substances carried by ships	1	1
IMO/FAO	IUU fishing and related marine issues	1	1
IMO/ICAO	Harmonization of aeronautical and maritime SAR	1	1
IMO/ILO	Fair treatment of seafarers in the event of an accident	1	1
IMO/ILO	Liability and compensation regarding claims for death, personal injury and abandonment of seafarers	1	1
IMO/ILO/Basel Convention	Ship scrapping	1	1
IMO/ITU	Maritime radiocommunications	1	1
	Total joint working groups	9	9

Source: IMO Secretariat

Definition: (c) Number of partnerships (MoUs or other agreements) established

Partner	Description of activity	As at Dec 2010	As at Dec 2011
FAO	Regulatory and technical co-operation	1	1
GEF	Technical co-operation	2	2
GESAMP	Provision of Secretariat services	1	1
IAEA	Regulatory co-operation	1	1
ILO	Regulatory co-operation	1	1
UN	Institutional co-operation	1	1
UNDP	Technical co-operation	1	1
UNEP	Regulatory and technical co-operation	1	1
UNEP (CAR-RCU)	Technical co-operation	1	1
UNEP (NOWPAP-MERRAC)	Technical co-operation	1	1
UNEP-OCHA	Technical co-operation	1	1
UNEP (REMPEC)	Technical co-operation	1	1
UNIDO	Technical co-operation	1	1
UNWTO	Regulatory co-operation	1	1
UN Atlas of the Oceans (CBD, FAO, IAEA, ISA, UN, UNEP, UNESCO-IOC, UNF, WMO)	Institutional co-operation	1	1
World Bank	Technical co-operation	1	1
	Total Number of partnerships	17	17

Source: IMO Secretariat

Definition: (d) Number of joint technical co-operation programmes

Partner	Description of activity	As at Dec 2008	As at Dec 2009	As at Dec 2010
GEF	PEMSEA (management/administrative aspects)	1	-	-
	MEH full-scale project	1	1	1
	GloBallast partnerships	1	1	1
UNDP	GloBallast partnerships	1	1	1
UNEP	Promotion of London Convention and Protocol	1	1	1
	Regional marine pollution emergency response centre (REMPEC), Mediterranean	1	1	1
	Regional marine pollution emergency, information and training centre (REMPEITC-Carib), Caribbean	1	1	1
UNIDO	Support to maritime administrations, Africa	-	1	1
World Bank	Marine Electronic Highway (MEH) demonstration project	1	1	1
	Total programmes and activities	8	7	7

Performance Indicator 20: Efficiency of shipping – facilitation of international maritime traffic

Definition: (a) Number and percentage of Member States that are party to the FAL Convention

As at	Number of Parties	IMO Members	Percentage to IMO Members
July 2006	111	167	66.50%
July 2008	112	167	67.07%
July 2009	114	169	67.46%
September 2010	114	169	67.46%
September 2011	114	169	67.46%

Source: IMO Secretariat

Definition: (b) Number and percentage of Contracting Governments to the FAL Convention that have registered differences between their practices and the Standards of the FAL Convention

Definition: (c) Number and percentage of Contracting Governments to the FAL Convention that have notified that their practices are in accord with the Recommended Practices of the FAL Convention

13 FAL 37 (September 2010) noted that, since FAL 34 (March 2007), only four Contracting Governments to the FAL Convention and one Associate Member of IMO had completed the questionnaire on standards and recommended practices issued under FAL.3/Circ.187. In addition, since FAL 34, only ning Contracting Governments had reported differences between their own practices and the Standards of the Convention, representing a response rate of less than 8%.

PART B – Key Performance Indicators

14 Part B presents, for the second time and mostly up to the end of 2010, information on the Organization's key performance indicators (KPIs). (Note that, depending on the KPI concerned, updated figures for 2011 may also be presented).

15 In this respect, it may be recalled that, in accordance with the Strategic Plan, as set out in resolution A.1011(26), the KPIs have been developed in the context of the Organization's mission statement and on the basis of areas of measurement which can measure progress towards the strategic directions (SDs) based on long-term goals.

16 The measurement of performance through the KPIs will be further complemented by the periodic development of appropriate statistical methods, in order to address the aforementioned areas of measurement and, in particular, the following questions:

- .1 How well do the IMO standards achieve their desired effect?
- .2 How well is the need to create/adapt standards recognized and action taken accordingly?
- .3 How well do the IMO Member States implement, comply with and enforce the IMO standards?
- .4 How well does IMO assist its Member States to implement, comply with and enforce its standards?
- .5 How effective and efficient is the work carried out to meet IMO's strategic directions?
- .6 How well does IMO perform in terms of public outreach and its obligations to the public?

It is envisaged that such methods, of a medium level of complexity as agreed by the Working Group in 2009 (see Sections 3 and 4 of document CWGSP 10/2(a)), would eventually permit an analysis that can separate out from the data the impact of various pieces of IMO legislation implemented – or facilitate the isolation and examination of cause and effect. As the development of such statistical methods was envisaged to be undertaken once every three to four years (so, in the 2012-2013 biennium), if sufficient and appropriate data on the KPIs and other factors is available, the analysis contained in this Part B is necessarily more limited.

17 With the foregoing background in mind, Table 1 overleaf provides a summary of data for all KPIs for the period 2002-2010, with links to the corresponding strategic directions of the Strategic Plan.

TABLE 1 – SUMMARY OF DATA FOR ALL KEY PERFORMANCE INDICATORS											
<i>Related Strategic Directions</i>	<i>KPIs</i>		2002	2003	2004	2005	2006	2007	2008	2009	2010
			Safety								
5 Enhanced safety of life at sea	A	Lives lost (per million lives)	1.14	0.18	0.45	0.33	1.11	0.31	0.61	0.32	0.12
10 Goal-based standards	B	Ships lost (per 1,000 vessels)	1.62	1.60	1.26	1.62	1.26	1.38	1.35	1.39	1.66
		Pollution									
7 Reduced adverse impact on the environment	C	Tonnes of oil discharged (per million tonne-miles)	29.96	13.18	5.13	1.12	6.28	4.44	0.45	0.04	3.34
	D	Grams of CO ₂ released (per tonne-mile)	33.23	35.12	35.08	34.63	32.05	32.01	33.41	-	-
		Security									
6 Enhanced security of the maritime transport network	E	Number of security-related incidents on ships subject to SOLAS chapter XI-2	nil	nil	nil	nil	nil	nil	nil	nil	nil
	F	Number of piracy incidents (per 1,000 vessels)	4.30	5.03	3.67	2.90	2.68	3.18	3.31	3.97	4.72
		Implementation and enforcement of legislation									
1 Enhanced status as a primary international maritime forum	G	Average ratification rate for all Member States and all conventions (%)	-	37.52	-	-	38.82	40.41	40.31	41.07	40.88
2 Enhanced global compliance and uniform implementation	H	Average ratification rate for world tonnage and all conventions (%)	-	-	-	-	-	-	55.61	58.47	56.06
3 Strengthened capacity building	I	Average PSC detention rate (%)	8.64	8.03	5.93	5.44	5.25	6.94	4.68	5.31	3.95
5 Enhanced safety of life at sea	J	Average PSC non-compliance rate (%)	48.50	53.08	43.54	46.40	50.55	55.45	44.41	55.47	46.03
6 Enhanced security of the maritime transport network											
7 Reduced adverse impact on the environment											
12 Enhanced quality of shipping											
13 Enhanced environmental awareness											
		Technical co-operation and capacity building									
2 Enhanced global compliance and uniform implementation	K	Number of advisory missions	91	119	97	74	36	72	41	45	24
	L	Number of training events	110	105	115	109	93	166	65	96	82
3 Strengthened capacity building	M	Number of trainees	3,362	3,405	4,460	3,372	2,433	1,977	1,923	2,746	2,434
6 Enhanced security of the maritime transport network	N	Number of partnerships	22	22	28	33	54	62	61	61	62
9 Increased attention to SIDS and LDCs	O	Total expenditure (US\$ million)	12.30	13.24	14.02	13.09	12.00	13.53	10.34	11.66	14.77
13 Enhanced environmental awareness											

TABLE 1 – SUMMARY OF DATA FOR ALL KEY PERFORMANCE INDICATORS											
<i>Related Strategic Directions</i>	<i>KPIs</i>		2002	2003	2004	2005	2006	2007	2008	2009	2010
	<i>Financial performance and position</i>										
4 Enhanced governance, management and administration	P	Member State collection rate (%)	97.98	97.64	96.48	99.03	97.64	99.33	98.02	99.34	99.92
	Q	Assets less liabilities (£ million)	-	-	15.42	15.70	18.43	21.34	24.36	21.26	2.20
	<i>Outreach to the public</i>										
1 Enhanced status as a primary international maritime forum 11 Raised profile of the safety, security and environmental records of shipping	R	Publications aimed at public education	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Tables 10, 11
	S	Media activities	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Table 12
	T	IMO websites	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Figures 14, 15
	U	Annual expenditure on public outreach activities	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Para. 51

AREA OF MEASUREMENT: SAFETY

Long-term goal: Decrease in loss of lives and ships subject to IMO conventions

Definition A: Lives lost (seafarers and passengers) due to safety-related accidents and incidents on ships subject to IMO conventions and other instruments, to total number of lives at risk (per million lives)

Table 2	2002	2003	2004	2005	2006	2007	2008	2009	2010
Loss of life, per 1,000,000 lives	1.14	0.18	0.45	0.33	1.11	0.31	0.61	0.32	0.12

Source: IMO Secretariat, based on IHS Fairplay data

Definition B: Ships subject to IMO conventions lost for any safety-related reason, other than those declared constructive total losses for insurance purposes, to total number of ships subject to IMO conventions (per 1,000 vessels)

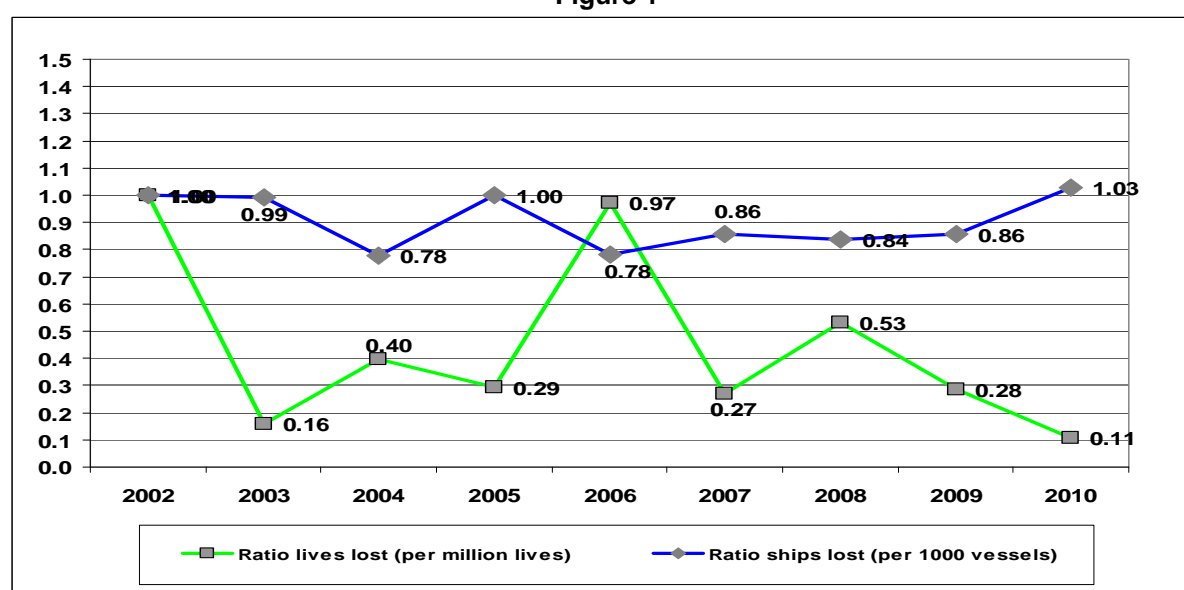
Table 3	2002	2003	2004	2005	2006	2007	2008	2009	2010
Loss of ships, per 1,000 vessels	1.62	1.60	1.26	1.62	1.26	1.38	1.35	1.39	1.66

Source: IMO Secretariat, based on IHS Fairplay data

18 Through SD 5 on enhancement of safety of life at sea, KPIs A and B¹² are linked to the KPIs on implementation and enforcement of legislation (Definitions G, H, I and J) since the higher the level of ratification, implementation and enforcement of IMO instruments, the lower the rates of loss of life and ships should be. In this regard, Table 2 shows a continuing decline in the ratio of lives lost (in spite of annual variations), while Table 3 shows a fairly constant ratio of ships lost, with a recent increase over 2009-2010 (from 142 to 172 ships).

19 When normalized with a base year of 2002, these trends may be observed, as shown in Figure 1, in particular the declining rate of loss of life compared against the number of seafarers and passengers at risk (see PI 4(b) in Part A of this annex). Further improvements in the ratios for lives and ships lost should be permanently sought by all concerned and, therefore, the MSC and FSI Sub-Committee might be invited to examine carefully any pertinent reasons for the 21% increase in the number of ships lost in 2010.

Figure 1



¹² KPIs A and B are also linked to SD 10 on the application of goal-based standards.

AREA OF MEASUREMENT: POLLUTION

Long-term goal: Decrease in tonnes of oil discharged and grams of CO₂ released from international shipping

Definition C: Tonnes of oil discharged per tonne-mile (per million tonne-miles)

Table 4	2002	2003	2004	2005	2006	2007	2008	2009	2010
Tonnes of oil discharged, per 1,000,000 tonne-miles	29.96	13.18	5.13	1.12	6.28	4.44	0.45	0.04	3.34

Source: IMO Secretariat, based on ENSAD and ITOPF data

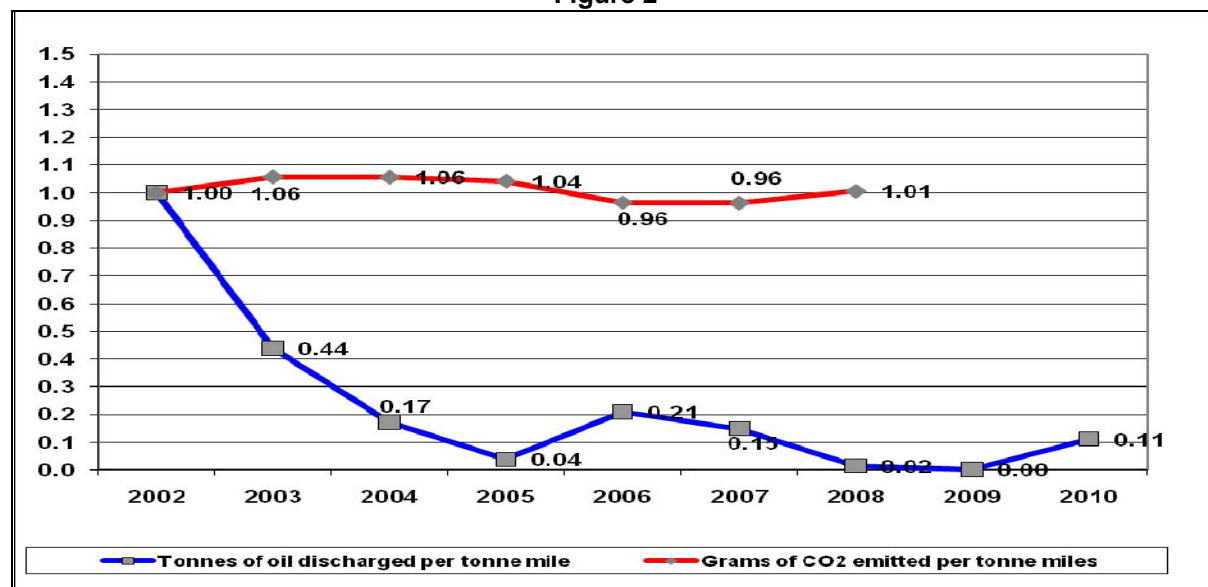
Definition D: Grams of CO₂ released per tonne-mile of cargo carried by sea

Table 5	2002	2003	2004	2005	2006	2007	2008	2009	2010
Grams released, per tonne-mile of cargo	33.23	35.12	35.08	34.63	32.05	32.01	33.41	-	-

Source: IMO Secretariat, based on the 2009 IMO GHG Study and UNCTAD data

20 Through SD 7 on reducing shipping's adverse impact on the environment and SD 13 on enhancing environmental awareness, KPIs C and D are linked to the KPIs on implementation and enforcement of legislation (Definitions G, H, I and J) and on technical co-operation and capacity building (Definitions K, L, M, N and O). As with the KPIs for safety, the higher the level of ratification, implementation and enforcement of IMO's environmental instruments, the lower the rates of marine and atmospheric pollution caused by ships. Additionally, the provision of IMO technical assistance aims precisely at achieving the former (i.e., improved ratification, etc.) and can, therefore, have a beneficial impact on the latter (i.e., reduced pollution). In this regard, Table 4 shows significant and continuing reductions in ship-sourced oil pollution¹³, in particular when compared against the number of tonnes of oil carried by ships annually (see PI 8(c) in Part A of this annex) and Figure 2 shows the corresponding trend over time, following normalization of the values.

Figure 2¹⁴



¹³ Note: the higher incidence of oil spilt in 2002 may be ascribed to one casualty, namely, the oil tanker **Prestige**, which sank off Spain spilling 63,000 tonnes.

¹⁴ As Figure 2 is partly based on ITOPF data, it may be noted that its 2009 figure for tonnes of oil discharged was subsequently corrected to 2,000 (from 100). For consistency, this correction has not been reflected in Figure 2.

21 With respect to emissions of CO₂, Table 5 provides data based on IMO's 2009 GHG Study, with an estimate for 2008 and the corresponding trend line in Figure 2. Having successfully developed and adopted amendments to MARPOL Annex VI to lower the emission of air pollutants by ships, in July 2011 IMO enacted energy efficiency standards for ships, through the adoption of a new Chapter 4 to MARPOL Annex VI, which will secure reductions in greenhouse gas (GHG) emissions from international shipping, both by design and operation. Further work, on guidelines relating to the adopted technical and operational measures, will follow, together with continued consideration of market-based measures that would secure even further GHG reductions. At present, the Secretariat has commissioned a technical study to calculate the projected GHG reductions expected from implementation of the of the abovementioned energy efficiency standards and the published results may in future be used for benchmarking, provided relevant data can be easily collated and collected.

22 While it is not possible to extract from the associated KPIs on implementation and enforcement (see Figures 4, 5 and 6, in particular) data related exclusively to either safety, security or the environment (e.g., there is no environment-related PSC non-compliance rate), it may be noted from the KPIs on technical co-operation (see also PI 10(a) in Part A of this annex) that IMO's interventions in the environmental field are significant, alone representing some 51% of annual expenditure, since 2006, under the Organization's Integrated Technical Co-operation Programme (ITCP).

AREA OF MEASUREMENT: SECURITY

Long-term goal: Minimize security incidents on ships and contribute towards decreasing piracy incidents

Definition E: Number of security-related incidents on ships subject to SOLAS chapter XI-2

23 No incident has occurred to date on ships subject to SOLAS chapter XI-2, which was adopted on 12 December 2002 and entered into force on 1 July 2004.

Definition F: Number of piracy incidents to total number of vessels engaged on international voyages (per 1,000 vessels)

Table 6	2002	2003	2004	2005	2006	2007	2008	2009	2010
Rate of incidents, per 1,000 vessels	4.30	5.03	3.67	2.90	2.68	3.18	3.31	3.97	4.72

Source: IMO Secretariat

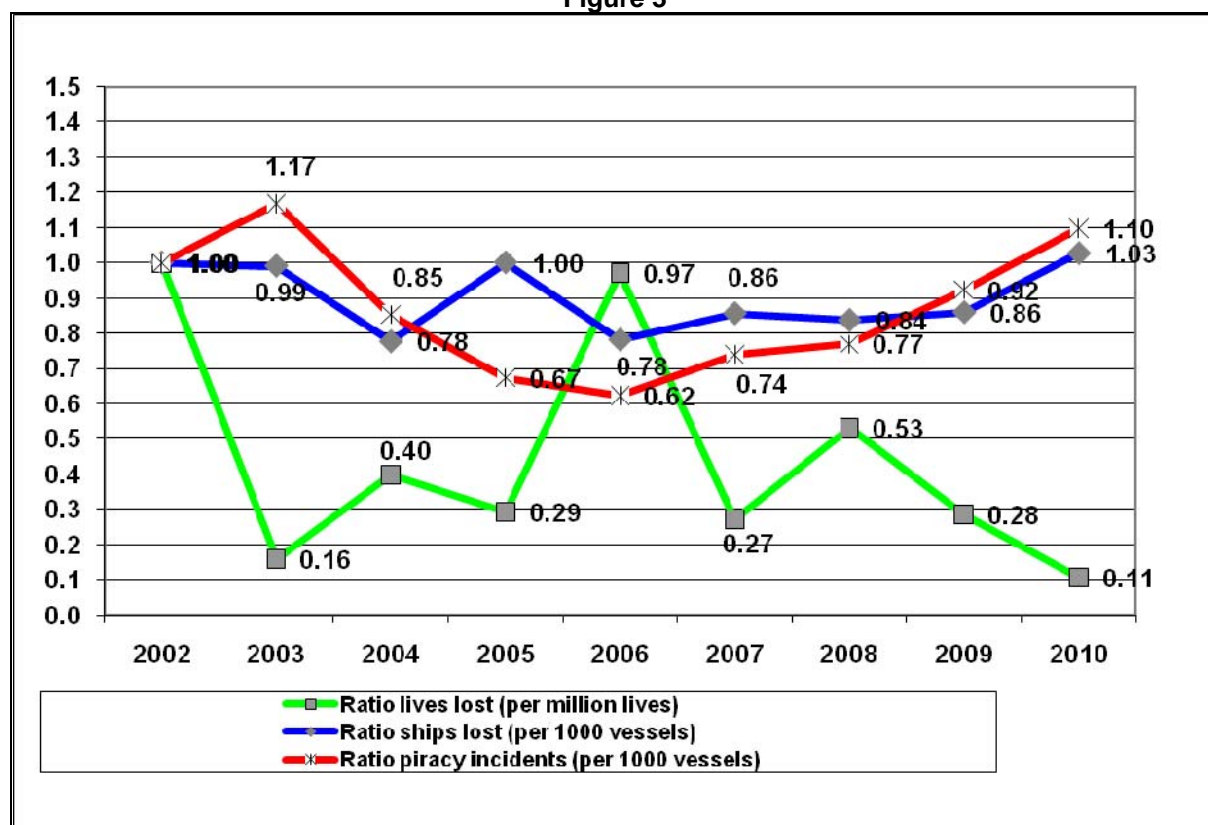
24 Although no security-related incidents may have occurred, the incidence of acts of piracy and armed robbery against ships – and the consequential taking of hostages (seafarers, in the main) – has continued to rise over the last decade, as shown in Table 6. While most such acts take place off Somalia and in the wider Indian Ocean, the Organization needs to remain vigilant to incidents in other piracy-infested areas.

25 In this regard, Table 6 (see also Figure 3) shows continued growth in the incidence of pirate attacks, in spite of the efforts of the international community to put in place naval protection for international shipping – in particular in the western Indian Ocean (where there is the highest incidence of piracy acts). In the same vein, while IMO's anti-piracy recommendations to Governments, shipowners, operators and crew, and the best management practices disseminated by the shipping industry, have all been revised and updated, such guidance is not in itself mandatory and compliance with it needs to be permanently promoted and ensured in all regions, as there continues to be evidence that it is non-compliant vessels that are most likely to suffer attacks. To that end, the Organization

continues to provide significant support for the development of anti-piracy legislation and capabilities and the establishment of wider maritime domain awareness. This is particularly the case with respect to the implementation of the Djibouti Code of Conduct – to address piracy off Somalia – for which purpose IMO has established a large-scale project, with a dedicated unit and trust fund to manage and finance its activities.

26 Figure 3 combines the available safety and security normalized data to illustrate that, over the past decade, both have shown trends that are either constant or in decline – at any rate, generally below the base year of 2002 – with increases in the ratios for ships lost and pirate attacks over the last two years.

Figure 3



27 In 2011, there has been politically significant external recognition for the Organization's leadership role in the fight against piracy, with the launch at IMO of an action plan of public outreach activities relating to the theme for World Maritime Day 2011 "Piracy: orchestrating the response", with the participation of the UN Secretary-General and the Executive Heads of UNODC and WFP, with which IMO co-operates in the fight against piracy. Discussions in the UN Security Council and other multilateral forums continue to acknowledge IMO's efforts, which are aimed at maintaining focus on the issue and garnering increased political pressure for further action to eradicate piracy.

AREA OF MEASUREMENT: IMPLEMENTATION AND ENFORCEMENT OF LEGISLATION

Long-term goal: Promote increased ratification, compliance and enforcement of IMO conventions

Definition G: Average ratification rate for all Member States and all conventions (percentage rate)

Table 7	2006	2007	2008	2009	2010	2011
Average rate of ratification, by all Member States	38.82	40.41	40.31	41.07	41.06	40.88

Source: IMO Secretariat

Definition H: Average ratification rate for world tonnage and all conventions (percentage rate)

Table 8	2006	2007	2008	2009	2010	2011
Average rate of ratification, by tonnage	-	-	55.61	58.47	55.59	56.06

Source: IMO Secretariat

28 KPIs G and H measure the "take-up" by Member States of the Organization's regulatory regime and, as such, are linked to no less than eight strategic directions¹⁵, with consequential association to other KPIs, in particular those related to technical co-operation and capacity building (KPIs K, L, M, N and O) since the sole purpose of the ITCP is to support the process of ratification and then global and uniform implementation and enforcement of IMO standards.

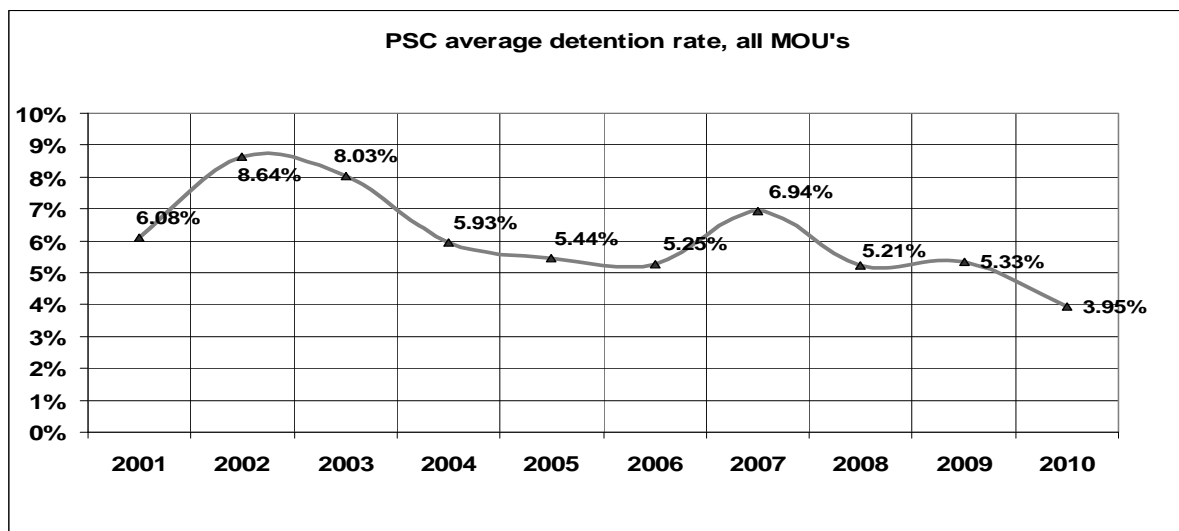
29 It may be seen from Table 7 that less than half the IMO membership has ratified all of the IMO treaty instruments adopted to date and, from Table 8, that those instruments nevertheless apply to over half the world fleet. It should be noted, however, that the data, which represents overall averages, could be misleading because: (a) it does not take account of the fact that the principal IMO conventions have been ratified by the vast majority of Member States and apply to virtually all of the world's merchant fleet – for example, SOLAS (94% and 99%, respectively), Load Lines (94% and 99%), Tonnage (89% and 99%), COLREG (91% and 98%), STCW (91% and 99%), MARPOL (89% and 99%), SUA 1988 (93% and 95%); and (b) there is always a drop in the average figures each time a new treaty instrument becomes available for ratification – for example, with the adoption of the HNS Protocol 2010, which is accounted for in the 2011 data, the average ratification by all Members stands at 40.88% but would have stood at 41.61% without such adoption and, similarly, the average rate of ratification per tonnage stands at 56.06% but would have stood at 57.06%.

30 Continued efforts should therefore be made to promote the widest possible ratification of IMO treaty instruments (see also PI 1 in Part A of this annex), in particular those that have not yet entered into force. Such efforts may be undertaken through the ITCP and other means, both by the Secretariat but also by Member States in their bilateral and multilateral discussions.

¹⁵ SD 1 (primary international maritime forum); SD 2 (compliance and implementation); SD 3 (capacity building); SD 5 (safety); SD 6 (security); SD 7 (environment); SD 12 (quality of shipping); and SD 13 (environmental consciousness).

Definition I: Average PSC detention rate for all PSC regimes (percentage rate)

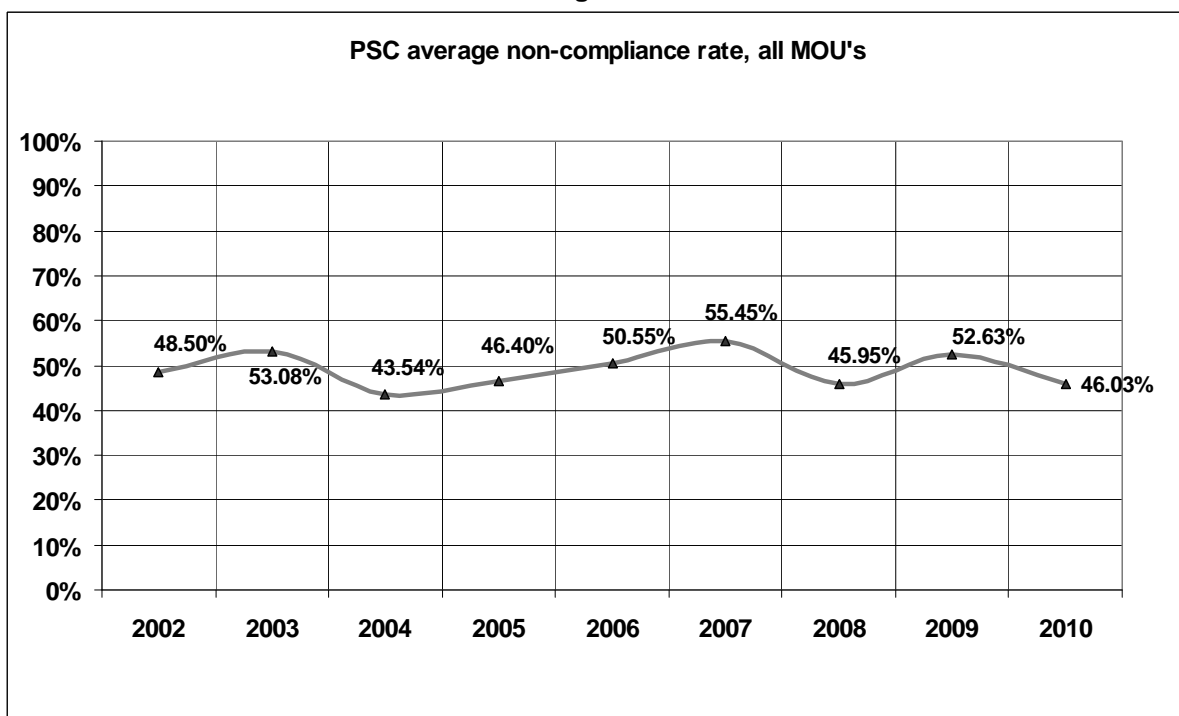
Figure 4



Source: Annual reports of regional PSC MoUs/Agreement and United States Coast Guard¹⁰

Definition J: Average PSC non-compliance rate for all PSC regimes (percentage rate)

Figure 5



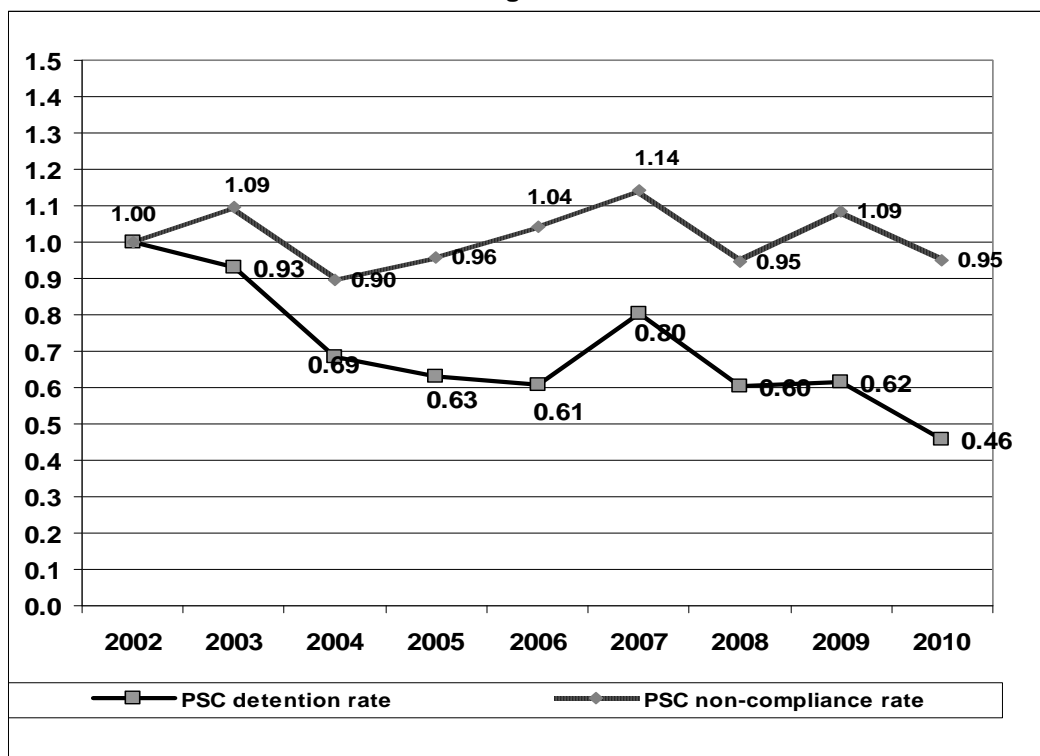
Source: Annual reports of regional PSC MoUs/Agreement and United States Coast Guard¹⁰

31 Figures 4 and 5 show that, respectively and over the last decade, the average annual PSC detention rate has declined by some 35% from a peak in 2002, reaching a global average of 3.95% in 2010. This constitutes a drop of some 1.38 percentage points from 2009, with the resulting rate being particularly noticeable because it is well below any other recorded level within the timeframe measured. Similarly, the average PSC

non-compliance rate has decreased by some 17% from a peak in 2007, standing at 46.03% in 2010. Significantly, this represents a drop of some 6.6 percentage points from 2009, effectively reversing that year's similar increase over 2008.

32 On normalization of the PSC data (as shown in Figure 6), it may be observed that the non-compliance rate, while fluctuating over the decade, appears to have been relatively constant measured against the base year of 2002. Conversely, the PSC detention rate has been continually below the base year. Both rates saw welcome reductions in 2010, pointing possibly to improving safety indices although, as previously cautioned, it is not always clear what causes decreases in detentions and non-compliance if other factors which can influence safety, such as shipping economic cycles or industry inspections, are not taken into account also. As mentioned in paragraph 16, other statistical methods will be used in the next biennium that may permit a closer analysis of the link between deficiencies and the legislative framework and facilitate identification of why trends show increases or decreases.

Figure 6



AREA OF MEASUREMENT: TECHNICAL CO-OPERATION AND CAPACITY-BUILDING

Long-term goal: Respond to technical assistance needs of IMO Member States and increase co-operation with relevant stakeholders and donor partners

Definition K: Number of advisory missions

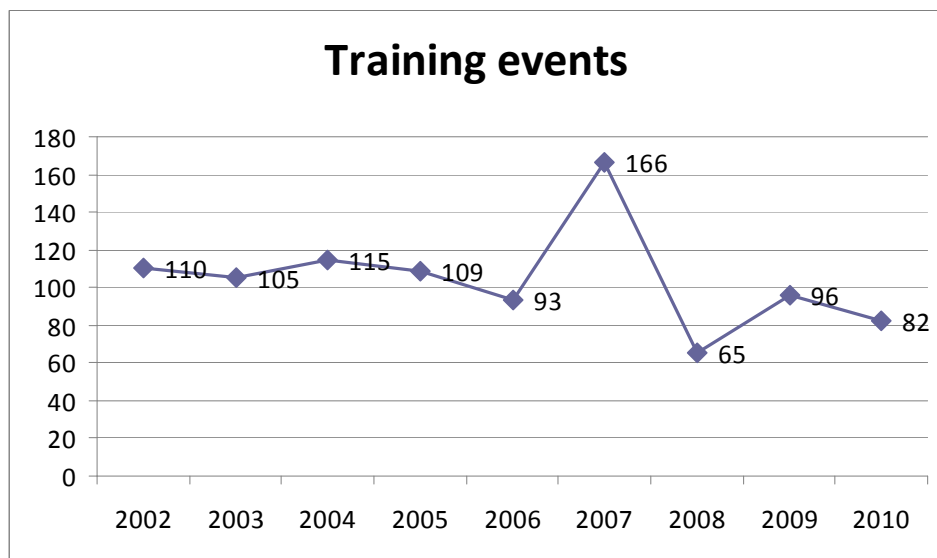
Figure 7



Source: IMO Secretariat

Definition L: Number of training events

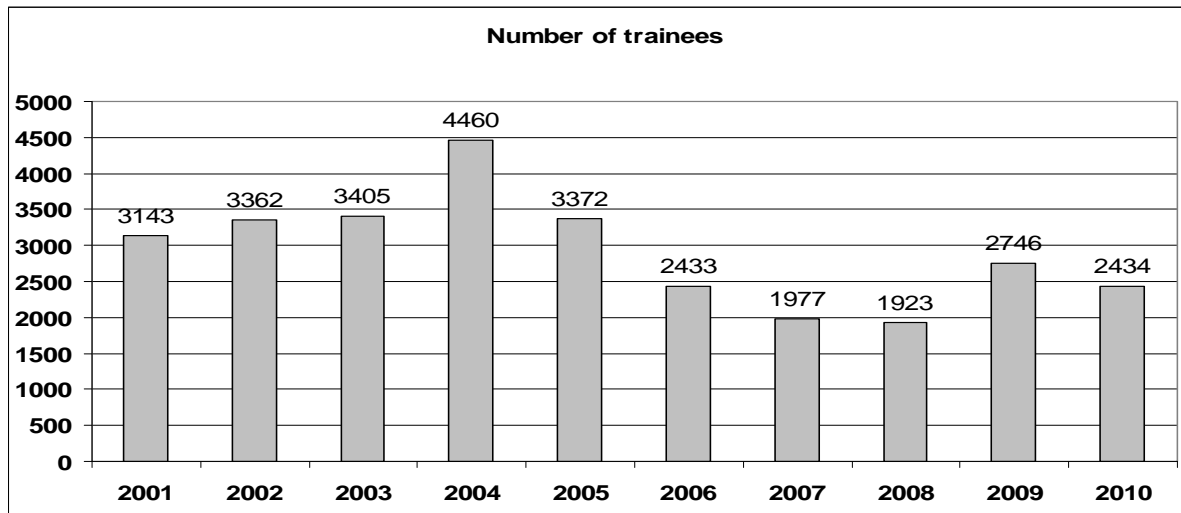
Figure 8



Source: IMO Secretariat

Definition M: Number of trainees in IMO institutions and IMO-sponsored training events

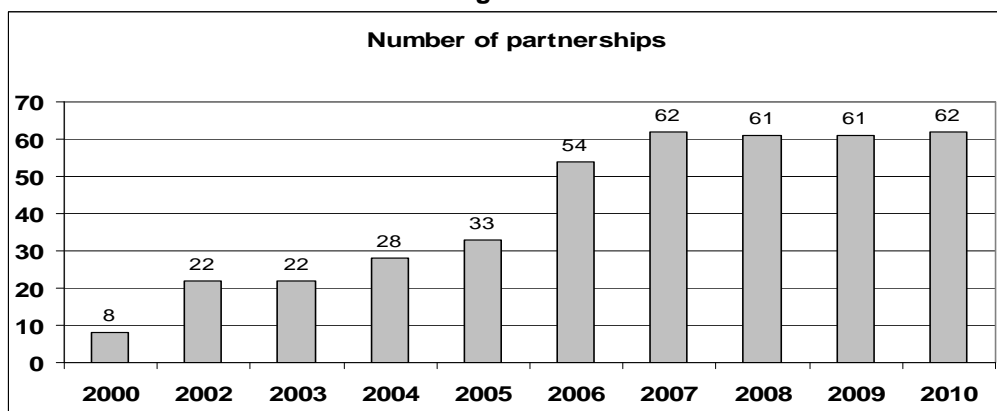
Figure 9



Source: IMO Secretariat

Definition N: Number of partnerships with governments, organizations and industry

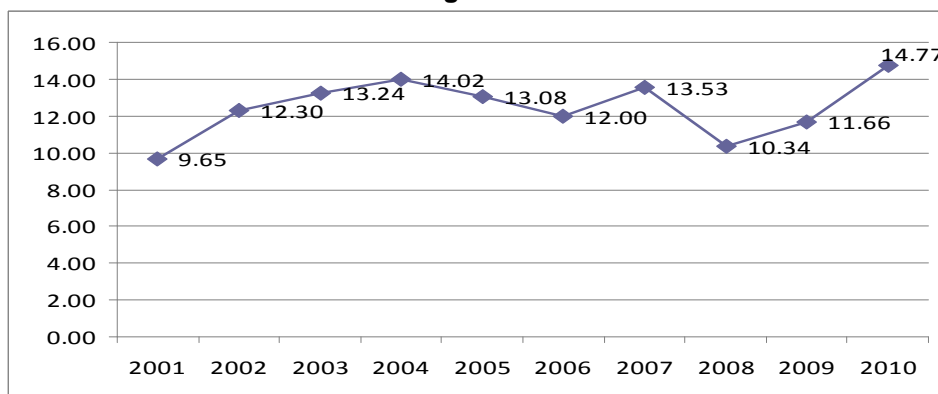
Figure 10



Source: IMO Secretariat

Definition O: Total expenditure

Figure 11



Source: IMO Secretariat

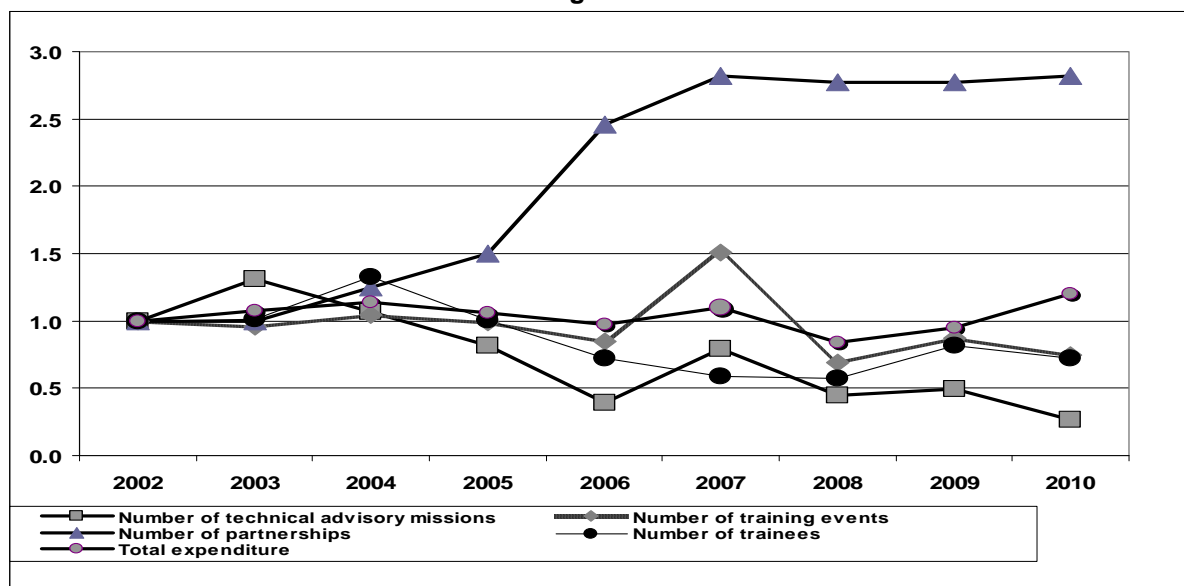
33 The 2010 data for KPIs K, L, M and O (Figures 7 to 11) shows reductions over 2009 in terms of advisory missions, training events and numbers of trainees supported by IMO with, however, increases in the number of partnerships and in overall ITCP expenditure. These drops follow increases in 2009 (which, themselves, followed declines over earlier years) and coincide with a US\$3.11 million increase (some 27%) in expenditure.

34 With specific respect to the advisory missions, it may be noted that the report on ITCP activities executed during 2010 (document TC 61/3) registers a significant number of interventions (64) falling under the category of "other activities" which comprises, *inter alia*, the development of model legislation or training packages for individual countries and regions. As these might otherwise be counted among the advisory missions, a harmonized categorization throughout the Secretariat should be ensured in future years. The reduction in training activities is not especially disquieting (14 fewer events) and largely accounts for the drop in trainee numbers since most IMO events cater for some 30-35 participants each.

35 Similarly, while it might perhaps appear, on the face of it, that input (i.e. expenditure) has risen, while output (i.e. deliverables) has decreased, the underlying reason for the significant ITCP expenditure increase in 2010 falls largely on two interventions for the provision of equipment to: (a) maritime training academies in Africa, Asia and the Caribbean (a programme of over US\$1.1 million which, under the "2010: Year of the Seafarer" banner, identified equipment needs and then proceeded to actual delivery/installation of simulators, workshop materials and tools, audio-visual teaching aids, books, etc.); and (b) the maritime SAR coordination centres and sub-centres established by IMO in Africa.

36 Figure 12 reflects the overall trends in the technical co-operation KPIs, following normalization of the data, and for the most part shows constant indicators despite annual variations of the type discussed in the preceding paragraphs.

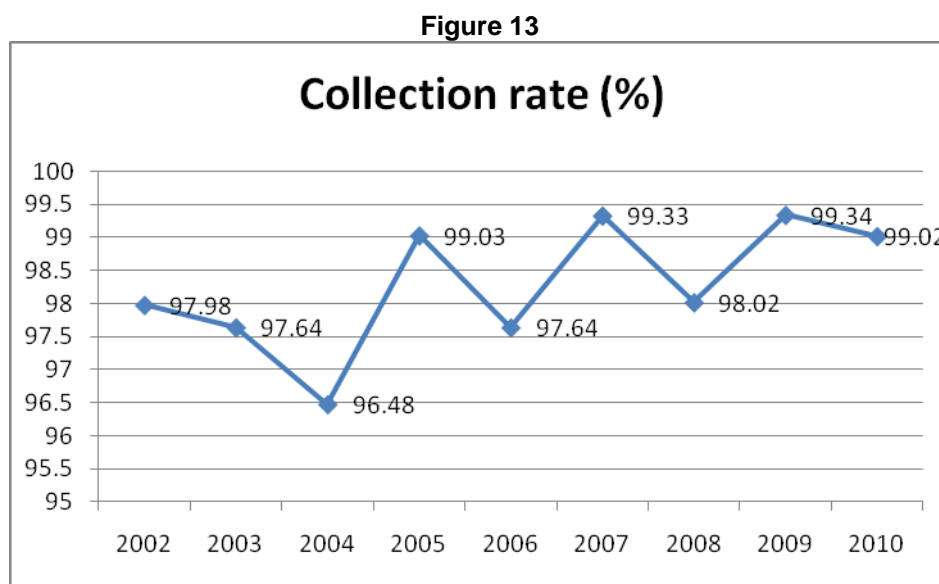
Figure 12



AREA OF MEASUREMENT: FINANCIAL PERFORMANCE AND POSITION

Long-term goal: Provide income stream and ensure healthy financial status for the work of IMO

Definition P: Member State collection rate (percentage of current year assessments received from all Member States)



Source: IMO Secretariat

Definition Q: Assets less liabilities in the General Fund, Printing Fund, Working Capital Fund, Training & Development Fund, Termination Benefit Fund and Technical Co-operation Fund¹⁶

Table 9

	2004	2005	2006	2007	2008	2009	2010
Assets	19,170,856	21,971,579	25,395,055	29,098,092	32,026,750	28,732,882	33,810,344
Liabilities	3,745,022	6,270,048	6,962,353	7,752,161	7,669,311	7,472,662	28,538,598
Net assets	15,425,834	15,701,531	18,432,702	21,345,931	24,357,439	21,260,220	5,271,746

Source: IMO Secretariat

37 KPIs P and Q are linked exclusively to SD 4 on enhanced governance, management and administration and progress against them, in financial terms, has been reported on only since 2009. The data for KPI P (Figure 13) again shows that, over the last decade, the rate of collection of assessments has surpassed 96% each year, reaching a high of 99.34% in 2009 (an Assembly year) and 99.02% in 2010 (the highest ever for a non-Assembly year). This record is certainly among the highest in the UN System and its continuity over the years evidences the appreciation of the Organization's membership for its objectives and work and for its management of public resources – an appreciation that is particularly encouraging in light of the world economic situation, when a reduction in collection rates might have been expected.

¹⁶ This definition was adopted through resolution A.1011(26) but does not include the Headquarters Capital Fund, possibly owing to oversight. Conversely, the data provided by the Secretariat since 2010 does include the assets and liabilities of that Fund and there is no obvious reason why it should not be so included. The Working Group may therefore wish to consider adding that Fund to the definition of this KPI, when considering the draft updated Strategic Plan under agenda item 4.

38 In the same vein, KPI Q (Table 9) shows that the Organization ran a small surplus overall for the years 2004-2008, equally reflecting careful management of the regular budget, along with surplus income from the then Printing Fund. As explained in document C 105/3(a)/1, the decrease in the overall position in 2009 in part reflects expenditure on significant capital items (e.g., the SAP HR/payroll implementation) and on an increase in the London post adjustment for professional staff.

39 The further and significant decrease in the overall position between 2009 and 2010 was foreshadowed in the abovementioned document which stated that "consequent upon the introduction of IPSAS, the basis of the Organization's financial reporting is changing from 2010 onwards and, with respect to future employee liabilities, this will result in a significant one-off drop in the net assets across relevant Funds". In this regard, as a result of the IPSAS requirements, the Organization now includes liabilities in the audited financial statements which existed previously and were disclosed by way of notes (this is most obviously the case for the After Service Health Insurance (ASHI) liability). Consequently, the overall change in net assets resulting from the introduction of IPSAS on 1 January 2010 was a reduction of £21.3m (across all Funds), and the reduction shown in Table 9 should be seen in this light. For the Funds considered under this indicator, there has been a surplus in 2010, on an IPSAS basis, of some £3.7 million, primarily resulting from a surplus on the Trading Fund, and this is a more useful measure of performance for 2010 in particular. With the figures for this indicator now on an IPSAS basis, the Secretariat will be able to analyse trends more consistently in future years.

AREA OF MEASUREMENT: OUTREACH TO THE PUBLIC

Long-term goal: Public understanding of the role of IMO as set out in its mission statement and its achievements in this regard

40 All four KPIs under this area of measurement are linked solely to the strategic directions related to the role of IMO as the primary international maritime forum (SD 1) and the profile of the safety, security and environmental records of shipping (SD 11).

Definition R: Publications aimed at public education – numbers and languages

41 Unquestionably, the internet and digital publications are today the medium of choice for public education and outreach activities, certainly in the developed world and, increasingly, in developing countries. As indicated in document C 105/3(a)/1, however, the Secretariat has not maintained historical data on the production of publications or other materials specifically for public outreach purposes, although there are a number of relevant products that are published periodically, as indicated, in average terms, in Table 10 overleaf:

Table 10

Publication	Number and frequency	Languages
"IMO – what is, what it does, how it works" paper brochure	One every five years	Arabic, Chinese, English, French, Russian and Spanish
"IMO – what is, what it does, how it works" DVD	One every five years	English, French and Spanish
"Invaders from the sea" DVD (GloBallast)	One-off film aired on the BBC and winner of two awards	English
"Climate change: a challenge for IMO too!" DVD	One-off film produced for World Maritime Day 2009	English
"IMO News" paper magazine	Four per year	English
"IMO News" digital magazine	Four per year	English
Paper leaflets and brochures for the annual action plan to promote the World Maritime Day theme	Around five per year (not every year)	English
Bravery Award paper brochure	One per year	English
Technical co-operation paper brochure	One every five years	Arabic, Chinese, English, French, Russian and Spanish
Programme-specific (e.g., GloBallast, energy efficiency) paper leaflets and brochures	Around seven per year	English (with some translation by regional partners)

42 The Organization also has, of course, a thriving commercial publishing service for the dissemination of the instruments and guidelines, etc., developed and adopted under its aegis. The catalogue of such publications continues to grow steadily, as has the variety of languages and media used, as shown in Table 11 below:

Table 11

Available publication titles								
Languages	2004		2010			2011		
	Books	Model courses	Books	Model courses	Digital products	Books	Model courses	Digital products
Arabic	44		31		2	29		8
Chinese	32		24			14		7
English	197	51	132	57	103	124	56	132
French	131	11	80	14	74	89	13	88
Multilingual	8		13			6		8
Russian	55		30		5	17		12
Spanish	126	14	78	19	83	78	8	102
	593	76	388	90	267	357	77	357

Definition S: Media activities – interviews, press releases, campaigns and advertising

43 While historical data on the number of all media activities undertaken is now progressively being built up by the Secretariat, Table 12 below provides an indication of the type and frequency of such activities, based on experience over recent years:

Table 12

Activities	2005	2006	2007	2008	2009	2010
Advertising	n/a	n/a	n/a	n/a	n/a	n/a
Articles and goodwill messages (average)	n/a	n/a	25	25	25	25
Campaigns (actual)	-	-	1	2	1	2
External speeches and video addresses (average)	n/a	n/a	75	75	75	75
Interviews (average)	n/a	n/a	25	25	25	25
Press releases (actual)	52	48	54	58	47	50

44 It may be seen from Table 12 that the Organization does not advertise itself in the media (i.e., on what it is, what it does, etc.); however, it does place adverts in newspapers and magazines dealing with shipping matters, with a view to promoting the sale of its publications. On the other hand, there is considerable activity annually in terms of promoting IMO's objectives and work through articles and interviews in the media; goodwill messages, speeches and video addresses to other outlets; and, of course, the information made available on the various IMO websites.

45 With respect to campaigns, it should be noted that, since 2007, the Secretariat has instituted an action plan related to the annual World Maritime Day theme. Whereas previously the theme was promoted and celebrated around the Day itself, the action plan comprises, in general, at least one activity per month throughout the year, all of which are aimed at public education on the essential message of the selected theme. It may be noted further that, in 2008, IMO additionally launched the "Go to Sea!" campaign and that, in 2011, the first "Day of the Seafarer" was launched for the first time on 25 June, through an online campaign. It may therefore be expected that, over the next few years at least, the Secretariat will be running two annual campaigns – one for the World Maritime Day theme and another for the Day of the Seafarer.

Definition T: IMO websites – number of pages and information, by topic, available to the public and number of hits

46 The IMO websites currently accessible to the public are:

- public IMO website (www.imo.org), including the following sub-sites:
 - CMTI – Compendium of Maritime Training Institutes (www.imo.org/TCD/mainframe.asp?topic_id=518)
 - International Maritime Organization Oil and Litter Information Network (www.imo.org/environment/mainframe.asp?topic_id=222);
 - MARTECAID – Maritime Technical Co-operation Aid (www.imo.org/TCD/mainframe.asp?topic_id=489)
- GESAMP (<http://gesamp.org>)
- GISIS (<http://gisis.imo.org/Public/>)
- GloBallast (<http://globallast.imo.org/>)
- London Convention/Protocol (www.londonprotocol.imo.org)
- Marine Electronic Highway (<http://www.meh-project.com/>)

and the Organization is also closely linked to, but does not administer, the following sites:

- REMPEC (<http://www.rempec.org/>); and
- REMPEITC-Caribe (<http://www.cep.unep.org/racrempeitc>).

47 Since 2011, with the appointment of a New Media Officer, IMO has additionally established its own pages on:

- Facebook (<http://www.facebook.com/imohq>);
- Twitter (<http://twitter.com/imohq>);
- YouTube (www.youtube.com/user/IMOHQ); and
- Flickr (<http://www.flickr.com/photos/imo-un/collections/>)

with growing volumes of hits and messages on these increasingly important media for public education.

48 The Secretariat does not hold historical data, beyond that presented in document C 105/3(a)/1, on the number of pages available on its various websites nor on the number of hits per year. While such data is now being progressively built up, Figures 14 and 15 below update the information previously submitted with respect to the number of pages and hits on the IMO public website, now covering and comparing the periods March to September 2010 and October 2010 to September 2011.

Figure 14

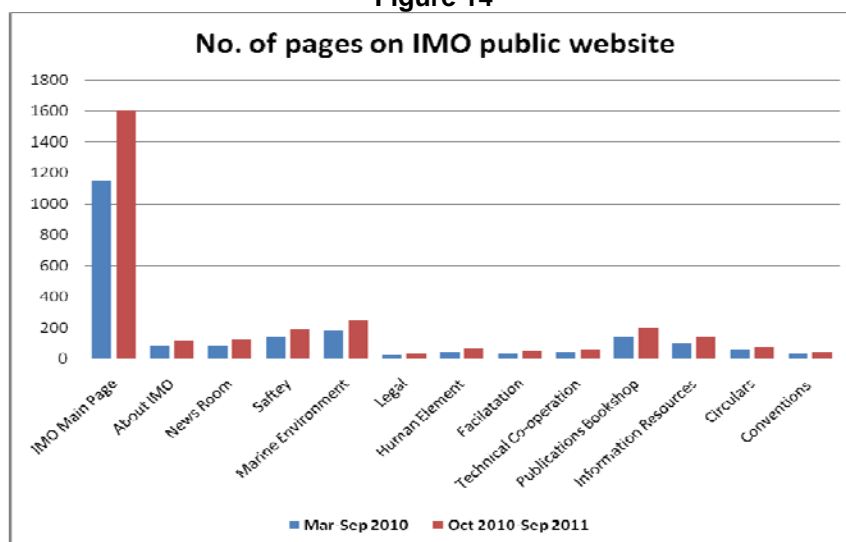
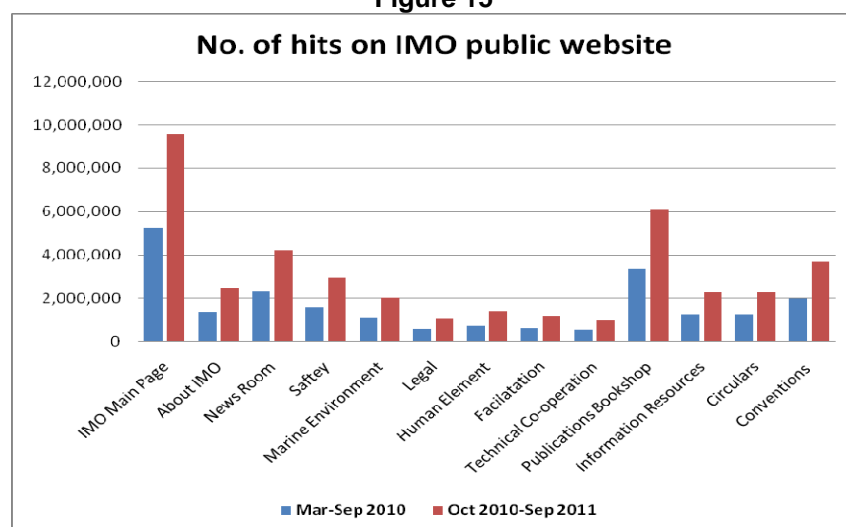


Figure 15



49 It may be noted, with respect to Figure 15, that four sections of the IMO public website alone represent some 58% of all hits during the period under review and these are: IMO main page (24%), "Publications Bookshop" (15%), News Room (10%) and Conventions (9%). The comparatively high percentage of hits on the "Publications Bookshop" continues to reflect the fact that the vast majority of IMO publications, whether in hard copy or as digital products, are now sold online.

Definition U: Annual expenditure on public outreach activities

50 The Secretariat does not hold historical separate data on its annual public outreach expenditure, as many units and officers throughout the Secretariat are, in one way or another, engaged in such activities throughout the year (i.e., the Secretary-General, Directors, senior managers and a wide variety of staff). The principal unit concerned with public outreach remains the Sub-Division for External Relations (ERO – with 14 posts), which provides:

- coordination, liaison and support services to Member States, UN System entities, and intergovernmental and non-governmental organizations;
- public information and liaison services to the written, spoken and viewed media (now including internet social networks, as indicated in paragraph 47 above) and organization of press conferences;
- outreach services to the general public, students and the research community, principally through the Maritime Knowledge Centre; and
- organization of high-profile events surrounding the World Maritime Day and its Parallel Event, the International Maritime Prize and the IMO Bravery Award and, as of 2011, the Day of the Seafarer.

51 ERO's fixed annual costs stand currently at some £1.23 million, representing some 4% of the Organization's annual budget. To this expenditure should be added the Publishing Service's own public outreach functions, through its participation in some seven major conferences and exhibitions annually throughout the world, with the aim of raising the Organization's profile, providing information on its objectives and work and promoting the availability and sale (locally) of the IMO publications. The Publishing Service's annual budget for such promotional activities presently stands at some £90,000, with similar expenditure through other Secretariat units (e.g., for production of leaflets, pamphlets, other tools) being considerably lower.

CONCLUSION

52 The Council, at its 105th session, considered document C 105/3(a)/1, providing a report on the analysis of data related to the KPIs, and referred it to the present session of the Working Group for consideration. From that first exercise, the Secretariat had drawn some conclusions related to six specific areas of IMO's work (see paragraphs 38 to 41 of annex 2 to the said document), which conclusions, from this second analysis of the KPIs, do not appear to have been materially altered. Accordingly, they are now updated, as appropriate, in the following paragraphs, which also contain some additional conclusions and suggestions for possible action in the next biennium, taking account of wider developments within IMO and the UN System.

53 From the KPI data collated to date, it is difficult to assess the effectiveness of IMO's role in identifying the need for global shipping standards, developing them and then promoting their implementation and enforcement, or whether the standards so developed, implemented and enforced achieve the desired effect – all of which the KPIs are intended to answer. Future analysis of the KPIs, through the development of statistical methods using a

medium level of complexity, will no doubt benefit from the collation and collection of additional data including, for example, data not specifically linked to the KPIs, such as shipping cycles. Nevertheless, all the indicators analysed in this document do show continuing improvements in terms of maritime safety and security, environmental protection, the provision of technical assistance for these and other purposes, the Organization's financial performance and the management of its resources, as well as a fairly robust public outreach programme.

54 From the perspective of safety issues, efforts should be made to ensure that the declining incidence of PSC detentions and non-compliance is maintained, if not further reduced. At the same time, the MSC and FSI Sub-Committee should examine the reasons for the increase in ships lost in 2010 and take action as may be necessary, including on any conclusions from their analysis that may relate to the safety of non-Convention ships. In this regard, continued promotion of the model regulations for the safety of non-Conventions vessels developed by the Organization should be a focus for the ITCP, in particular. In a similar vein, in 2012 IMO is expected to adopt an Agreement on the Implementation of the 1993 Protocol relating to the 1977 Torremolinos Convention on the Safety of Fishing Vessels. With a view to improving the safety indices of fishing vessels and preventing the loss of life and vessels – which, reportedly, has a very high annual incidence – that Agreement's early and wide acceptance, entry into force and subsequent implementation and enforcement should be a priority for the Organization as a whole.

55 In respect of security issues, the Organization has strengthened its engagement in the repression of acts of piracy and armed robbery against ships, with significant additional effort and investment, in particular with regard to the situation off Somalia. With the objective of securing further action by the international community to eliminate the scourge of piracy, IMO is implementing a related plan of action throughout 2011, in support of the corresponding World Maritime Day theme of "Piracy: orchestrating the response". Addressing the prevention and repression of acts of piracy and armed robbery against ships, in particular off the coast of Somalia and in the Gulf of Aden, should therefore continue to have some precedence for the Organization and the shipping industry and, to that end, this would entail promoting enhanced political will for further action; continuous improvement of related IMO/industry guidelines; increased naval protection; capacity building in the affected countries; as well as the provision of care for the victims of piracy.

56 On the human element front, following the adoption of the 2010 Manila amendments to the STCW Convention and STCW Code, IMO immediately initiated regional activities aimed at familiarizing officials of governments and maritime training establishments with the new standards, so as to ensure their early and effective implementation and enforcement. In related developments, the STCW-F Convention is now very close to meeting its entry-into-force criteria (only one additional ratification is required) and every effort should be made to ensure that this can be achieved early in the next biennium. Accordingly, IMO should continue to strengthen consideration of the human element in the rule-making process, while ensuring action to support the effective implementation and enforcement of the revised STCW Convention and STCW Code, and the entry into force of, and subsequent compliance with, the STCW-F Convention.

57 On environmental matters, and in particular with respect to climate change, Parties to MARPOL Annex VI have now adopted energy efficiency standards for ships and the MEPC continues its intensive work to further contribute to related worldwide efforts through the development of technical, operational and market-based measures. IMO should therefore continue contributing to such efforts through action to promote implementation and enforcement of existing and future energy efficiency standards for ships and the introduction

of all other appropriate measures to limit and reduce greenhouse gas emissions from international shipping.

58 Regarding IMO's treaty instruments, generally, additional effort needs to be made by all concerned – Governments, Secretariat, industry and environmental groups – in promoting the widest possible ratification of **all** IMO's treaty instruments by **all** of the Organization's Member States. In this regard, special attention should be given specifically to promoting the early and wide acceptance of the BWM, HNS, SUA, Nairobi and Hong Kong instruments, which have yet to enter into force.

59 Internally, a number of reforms have been successfully implemented within the Secretariat over the past two biennia (e.g., refurbishment project, IPSAS, SAP, results-based budget, IT and IS Governance Board, etc.). As these reforms are consolidated and the Organization's planning and budgeting cycles aligned over the next biennium, further developments should be identified and implemented, where feasible, in respect of procedures and ICT infrastructure and systems required to support results-based management and budgeting and consequential monitoring and analysis of results.

60 Finally, the UN Conference on Sustainable Development (Rio+20), in marking the 20th anniversary of the UN Conference on Environment and Development (UNCED), is expected to draw up a roadmap focusing on the three pillars of sustainable development, namely, the economic, social and environmental. IMO has a very good story to tell about its successful actions – through the work of the MEPC, the TCC, the London Convention and Protocol and the ITCP – in responding positively to a large number of specific action items under Agenda 21 and to several additional environmental imperatives that have arisen since 1992. The Organization should therefore participate actively in Rio+20 and, together with the shipping industry, build on those many achievements by working towards a framework for sustainable shipping that contributes to the 'green economy'¹⁷. In that context, through its expanding public outreach work, IMO should continue promoting and raising the profile, quality and environmental consciousness of shipping, and ensuring that these are permanent tasks of all concerned.

¹⁷ The green economy is presently defined as one that results in improved human well being and social equity, while significantly reducing environmental risks and ecological scarcities. In its simplest expression, a green economy can be thought of as one that is low carbon, resource efficient and socially inclusive. In a green economy, growth in income and employment should be driven by public and private investments that reduce carbon emissions and pollution, enhance energy and resource efficiency and prevent loss of biodiversity and ecosystem services.