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STRATEGY, PLANNING AND REFORM

Alignment of outputs to the new Strategic Plan

Submitted by France and Spain

SUMMARY

Executive summary: This document comments on the process to align the Organization's outputs for 2018-2019 with the IMO agenda and the need to further progress in the alignment of the Strategic Plan and Strategic Directions with the Sustainable Development Goals during the next biennium, for the benefit of the shipping community and developing countries. The document proposes a continuous and active engagement of the Organization to develop a modern and inclusive strategic framework.

Strategic direction: 4

High-level action: 4.0.3

Output: 4.0.3.1

Action to be taken: Paragraph 19

Related documents: C 117/WP. 3, C 117/D; C 118/3 and C 118/3/1

Introduction

1 Following its decision to redevelop the Organization's Strategic Plan, the Council, at its 117th session, approved the Strategic Directions, the overarching principles and the Vision Statement along with the unchanged Mission Statement to be included in the Strategic Plan for the 2018-2023 period (see C 117/D, annex to C 117/WP.3 and C118/3).

2 The Vision Statement contains reference to the Sustainable Development Goals (SDGs) as follows:

"The vision for the International Maritime Organization for the period 2018-2023 is:

- .1 IMO will uphold its leadership role as the global regulator of shipping, promote greater recognition of the sector's importance and enable the advancement of shipping, whilst addressing the challenges of continued developments in technology and world trade; and the need to meet the 2030 Agenda for Sustainable Development.

.2 To achieve this, IMO will focus on review, development and implementation of and compliance with IMO instruments in its pursuit to proactively identify, analyse and address emerging issues and support Member States in their implementation of the 2030 Agenda for Sustainable Development."

3 In addition, the overarching principles include three specific paragraphs related to the 2030 Agenda for Sustainable Development as follows:

"6 As a specialized agency of the United Nations, IMO has an important role to play in achieving the 2030 Agenda for Sustainable Development (2030 Agenda). The adoption of the 2030 Agenda, including its 17 Sustainable Development Goals (SDGs) and 169 targets, marks a historic agreement among the 193 United Nations Member States to forge a sustainable pathway of action for people, the planet and prosperity.

7 Shipping is an essential element of sustainable economic growth as it is the most environmentally sound mode of transport with the lowest carbon footprint per unit of cargo transported. Along with other transport modes, shipping is an important enabler for a substantial number of SDGs.

8 IMO is fully committed to achieving the 2030 Agenda and the SDGs, including aligning its programmes and initiatives to support Member States. The Organization, its Member States, civil society and the maritime industry will continue working together to strengthen the path towards sustainable development."

4 The delegations of France and Spain participated in the debates during the process to assist in the development of a new Strategic Plan.

5 The delegations of France and Spain also remind that in the Inter-Agency and Expert Group on SDG Indicators (IAEG-SDG) mandated by the United Nations Statistical Commission had only assigned one Tier III indicator to IMO (an indicator for which there are no established methodology and standards or methodology/standards are being developed or tested for the indicator) and IMO is not yet a custodian of any indicator.

6 It is also acknowledged that, at this time, Council needs to finalize the Performance Indicators for the Strategic Directions and, in addition, to provide alignment with the Organization's agenda. The co-sponsors agree to this as the only way forward, owing to time constraints, so that the Assembly at its thirtieth session can adopt the Strategic Plan in a timely manner.

Discussion

7 During the process to develop the trends, developments and challenges the inputs provided by Member States and observers led to the development of the Strategic Directions (SDs) that take into account matters of particular interest: Implementation, Integration of new technologies, Climate change, Ocean governance, Global facilitation and security of trade, Regulatory effectiveness and organizational effectiveness. With these SDs the outputs have been filtered by the Secretariat and approved at committee level with regards to this alignment.

8 During the process of alignment with the current agenda, it was also noted that some of the current outputs have the potential to affect all SDs (e.g. implementation), while other outputs are not affected by any of the approved SDs (e.g. those related to processes). It has also been noted that some of the outputs are considered part of the routine work of the Organization with or without priority.

9 This process has left the SDGs in the overarching principles and in the Vision Statement, but without a clear linkage in the SDs. In the view of the co-sponsors, the criteria to develop SDs and their connection with the Vision Statement, in particular with the SDGs, needs improvement.

10 The co-sponsors believe that:

- .1 due to the global nature of commercial shipping, IMO would need to pay particular attention and foster the achievement of the SDGs in the shipping community;
- .2 after embarking on the process of full alignment of the outputs and the development of fully effective Performance Indicators the Organization may consider improvement in the SDs and Performance Indicators, with the experience gained;
- .3 the development of improved SDs would help to develop horizontal processes inside the Secretariat and to provide further knowledge in data collection, data management and measurement of performance that will help to achieve robust Performance Indicators; and
- .4 should a process of improvement start in the next biennium, this would help to merge the overarching principles and the Vision Statement, as they are now, simplify the current text provided in annex 2 to document C 118/3/1 and providing more clarity.

11 In this regard, a process of continuous improvement would help IMO Member States and the Organization to have an effective tool that will be able to reach the vision, to measure the performance of the Organization and better align the agenda with the SDs.

12 The risk of not doing this could have the potential consequences such as:

- .1 making it difficult to align Member States' national maritime policies based on the SDGs with IMO, and therefore not encompassing the work of the Organization;
- .2 obliging the Organization to develop additional Performance Indicators related to the SDGs at the United Nations level; and
- .3 running the risk that the Organization cannot make effective use of the Strategic Plan when this was the aim of the whole process.

Proposal

13 The co-sponsors invite the Council to consider the development of criteria to enhance the SDs for the next biennium, so that the SDs and Performance Indicators can be adapted to the needs and to the SDGs.

14 It is therefore proposed, firstly, to put the SDs in line with the three basic pillars of the 2030 Agenda: economic, social and environmental and secondly with the SDGs, as far as possible, avoiding duplication of work.

15 Taking into account the current and near future work of the Organization, it is also suggested that the Organization determines which IMO tasks are the ones that have a direct or indirect impact on the SDGs. This selection should be representative of the work on the Organization's agenda for the present and the near future. The selection should also cut across the work of the Organization, breaking down the silos in which these outputs are performed so that individual organs of IMO work together when contributing to the SDGs, and it should address the delicate balance between the general economic development in developing countries and Small Islands Developing States and the development of the shipping business. This work should not preclude the Organization further developing its own levels of priorities in the SDGs.

16 The Organization should also strive to develop Tier I indicators, similarly to other United Nations agencies, taking into consideration its key role in Ocean governance.

17 The alignment of the SDs with the 2030 Agenda pillars would allow:

- .1 a positive overlap with the national strategies for the implementation of the SDGs and national maritime policies;
- .2 an improved technical cooperation that is vital for the developing countries that are members of IMO. This will also allow them to align their social and economic needs with the Organization;
- .3 to better align with the goals of NGOs and the industry, taking into consideration, in particular, a sustainable environment and sustainable economic growth; and
- .4 to enhance the engagement of IMO at inter alia:
 - .1 the United Nations Development Group (UNDG);
 - .2 the expert group on SDGs (IAEG-SDGs);
 - .3 the United Nations Development Assistance Frameworks (UNDAF);
 - .4 the Inter-agency ongoing work (ILO, FAO, IHO and ICAO).

18 The co-sponsors believe that by doing this the Organization will be able to develop better Performance Indicators as these will be more focused and better oriented.

Action requested of the Council

19 The Council is invited to:

- .1 include in the preamble of the resolution on the Strategic Plan for the Organization for the six-year period 2018 to 2023, as contained in annex 2 to document C 118/3/1, to be adopted at the next Assembly, the text indicated in the annex to this document;
- .2 arrange an expert group, so that during the next biennium, it may work on the improvement of the SDs and Performance Indicators, the selection of the SDGs and other proposals as indicated in paragraphs 13 to 16 of this document; and

- .3 encourage the Secretary-General to lead the whole process, so that IMO can develop additional Performance Indicators at the United Nations level, with a view to facilitating the commitment of the Organization and its Members in the implementation of the Sustainable Development Goals at international, sectorial and national levels.

ANNEX

1 Include in the preamble of the draft Assembly resolution on the Strategic Plan for the Organization the underlined text as follows:

2 After the paragraph on the first page beginning with BEING COMMITTED insert the paragraph;

TAKING INTO ACCOUNT the benefits that the Strategic Directions and the Sustainable Development Goals will provide to international shipping and the development of national maritime strategies,

3 After the paragraph on the second page beginning with REQUESTS FURTHER, include;

REQUESTS FURTHER the Council and the Committees to review and revise, during the 2018-2019 biennium, the Strategic Plan for the Organization to improve the alignment with the 2030 Agenda and the Sustainable Development Goals;