

MARITIME SAFETY COMMITTEE SESSION 98 - 7 – 16 JUNE 2017

1. Adoption of the agenda

- a. Ad hoc working, drafting and expert groups on the following subjects are envisaged to be established during the session:
 - i. Working Group on Goal-based Standards;
 - ii. Working Group on Early Implementation/application of IMO Instruments;
 - iii. Working Group on Maritime Security;
 - iv. Drafting Group on Amendments to Mandatory Instruments;
 - v. Ad Hoc Capacity-Building Needs Analysis Group (ACAG),

2. Agenda item 2 - DECISIONS OF OTHER IMO BODIES

- a. **MSC 98/2** – Sec - Outcome of 117th regular session of the Council
- b. Nothing Significant for IFSMA

3. Agenda item 3 – CONSIDERATION A CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS (Drafting Group)

- a. MSC 98/3 – Sec – Amendments to the 1974 SOLAS Convention and associated instruments (Part 1, draft amendments to the chapter II-2 and Appendix of the 1974 SOLAS Convention, the IGF Code, 1994 HSC Code, 2000 HSC Code and LSA Code)
- b. MSC 98/3/Add.1 – Sec - proposed amendments to the IMSBC Code
 - i. Content will be of Interest to the Shipmaster for Carriage of various cargos.
- c. MSC 98/3/Add.2 – Sec – draft amendments to chapters II-1 and III of the 1974 SOLAS Convention
- d. MSC 98/3/1 – Sec - draft MSC resolution on amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) and approve the draft MSC circulars prepared in relation to the draft amendments to the 1974 SOLAS Convention and IMSBC Code
- e. MSC 98/3/2 – USA - proposes modifications to the draft MSC circular on Revise Guidance for watertight doors on passenger ships which may be opened during navigation and leaving this up to ship owners.
 - i. This was heavily opposed by several Delegations as they are of the belief that it can only be the Administration that makes this decision although there were a number supportive. It was therefore agreed that this Paper should put into obedience and be reconsidered later in the Meeting once a new proposal has been agreed.
 - ii. This MSC Circ will be of interest to Shipmasters of Passenger Ships
- f. MSC 98/3/3 – China et al – Proposal for a consensus SOLAS regulation II-1/6 (Required subdivision index R) for passenger ships
 - i. It is widely acknowledged that this new proposed curve has nothing to do with science and is merely horse-trading after many years of discussion at IMO. Although the compromise curve does not offer the improvements hoped for especially for smaller vessels, it must be acknowledged that it is an improvement on what we have and is the best that could be achieved to try and reach consensus. There was wholehearted support by plenary and sent to the Drafting Group.

- g. MSC 98/3/4 – Sec – References to footnotes in the title and preambular and operative paragraphs of resolutions MSC.413(97) and MSC.414(97). Following discussion from Japan, US and IACS, it was agreed that the footnote should be deleted and Sec prepare a revised Draft MSC accordingly.
- h. MSC 98/3/5 – Japan – Comments on document MSC 98/3/Add.2 regarding the draft amendments to SOLAS chapter II-1 – this was supported and sent to the Drafting Group
- i. MSC 98/3/6 – Japan – Comments on document MSC 98/3 regarding the draft amendments to SOLAS regulations II-2/3.56 and II-2/20.2. This Paper and 3/7 were agreed to be taken together by the Drafting Group.
- j. MSC 98/3/7 – IACS – Comments on document MSC 98/3 regarding draft amendment to SOLAS regulation II-2/3.56.
- k. MSC 98/3/8 – IACS – Comments on document MSC 98/3 regarding draft amendments to SOLAS regulation II-2/20. This Paper to go to the Drafting Group for inclusion.
 - i. Nothing for IFSMA
- l. MSC 98/WP.11 – Sec - Draft amendments to part A of the International Code on Intact Stability, 2008 (2008 IS Code) - NFA
- m. MSC 98/J/10 – Sec - SOLAS regulation II-1/22.3 and the Revised guidance for watertight doors on passenger ships which may be opened during navigation - IFSMA Intervened with

Thank you Mr Chair, I just wonder whether the words "on the door" should be inserted in the last sentence to read. A watertight door permitted to be opened during navigation shall be clearly indicated **both on the door and in** the ship's stability information and shall always be ready to be immediately closed.”
Thank you Mr Chair. This addition was not supported.

4. Agenda Item 4 - EARLY IMPLEMENTATION/APPLICATION OF IMO INSTRUMENTS (WG 2)

- a. MSC 98/4 – Sec - Legal advice on provisional application and early implementation of a treaty
- b. MSC 98/4/1 and 98/J4 – Sec - Legal advice on the correction of errors in treaties and amendments -
- c. MSC 98/4/2 – Sec - Outcome of MSC 97
- d. MSC 98/4/3 – Bahamas- Consideration of the issues related to early implementation of mandatory requirements - A very long Paper for consideration by the WG along with 98/4, 4/1, and 4/2.
- e. MSC 98/4/4 – India – Comments on documents MSC 98/4 and MSC 98/4/3
- f. MSC 98/4/5 – Germany - Comments on documents MSC 98/4 and MSC 98/4/3
- g. MSC 98/4/6 – USA - Comments on documents MSC 98/4/3
- h. MSC 98/4/7 - Comments on documents MSC 98/4/1
- i. MSC 98/J/5 – Sec – Options for correction of errors/omissions.
- j. There was a very long discussion by many nations on 98/4/3 and all the other Papers. Notwithstanding, the Chair established Working Group 2 to consider all the above Papers taking into account the key points raised in Plenary and provide a proposal for the Committee as required

by the ToR for the WG. Nothing significant for IFSMA in these Papers but useful information for IFSMA Secretariat and delegates.

- k.
5. **Agenda Item 5 – MEASURES TO ENHANCE MARITIME SECURITY (WG3)**
- a. MSC 98/5 – Sec –Draft guidance for the electronic transfer of information into the Maritime Security module of the Global Integrated Shipping Information System (GISIS)
 - b. MSC 98/5/1 – Sec - Revision of IMO model courses related to maritime security that fall under the responsibility of the Maritime Safety Committee
 - i. Sent to the WG for deliberation
 - c. MSC 98/5/2 – USA - The incorporation of Cyber Risk Management in Safety Management Systems
 - d. MSC 98/5/3 – Islamic Republic of Iran –Revision of IMO model courses related to maritime security – sent to WG for consideration
 - e. MSC 98/Inf.4 – France - Guidelines on maritime cyber risk management
 - f. A lot of discussion on the US Paper and most in support of this becoming part of the SMS. There was confusion as to whether this resolution would be voluntary or mandatory and how this would apply to the code. There was a residual feeling that this should not be included in the ISMC and that this is an issue for the Shipowners to take into account on a voluntary basis as and how they perceive the Risk. The Chair summed up that the US Paper should be considered by the WG, as there is a general will to take this forward, and propose how to take this forward.
 - g. **WG 3 – Report by Morten Kveim NSJOFF representing IFSMA**

These comments must be read in connection with the official WG report, and be seen as some personal observations.

When joining the group Monday morning a draft report on cyber security management was presented, and the substantial discussions on that issue were supposed to be over. Still there was some disagreement within the group. USA brought up in document MSC 98-5-2 the need to handle cyber risk the same way other risks are handled, through the Safety Management System. Some delegations had the opinion that some cyber risks (the willful cyber-attacks like hacking etc.) would be more logically handled through the security regulations like the ISPS Code. I see some merit to that opinion, but I think it is better to keep the cyber risk management issues in one place, and that place seems to be the SMS. USA also proposed to set the date for inclusion of cyber risk management into the SMS no later than at the first annual verification of the company's DOC after January 1 2018. The group finally agreed on January 1 2021. Some delegations proposed that a date was not necessary, since if a risk exists today, companies already have an obligation to mitigate that risk through requirements in the ISM Code, but everyone accepted that a date was set. This will be published as an MSC/FAL circular if approved.

Minor amendments to model course 3.21 (Port Facility Security Officer) went through the group without discussion of any significance. "Terms of reference for the course developer and the review group" for model course 3.24 (Security awareness training for port facility personnel with designated security duties) were established without much discussion. Some time was spent on editing and discussions about wording. Nothing of any particular interest to IFSMA.

An MSC Circular concerning under-reporting and lack of information sharing of piracy and armed robbery incidents in the Gulf of Guinea was drafted. Several coastal states in the area tried to stress the importance of reporting to them, but they only received half-hearted

support. Basically, nothing new for ship crews, they still have to face the realities in the area, with very different coastal states, some of them very much developing states with various levels of functioning authorities and governments, so some under-reporting will surely also be seen in the future. The reporting center "MDAT-GoG" is in operation, and working well, so mainly the encouragement to increased reporting relates to that center. The information sharing is mainly an issue for affected coastal states and regional authorities.

In general, the WG report contains nothing controversial for IFSMA.

6. Agenda Item 6 –GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS (WG1)

- a. MSC 98/6 – Sec - Ongoing work related to GBS
- b. MSC 98/6/1 – Sec Gen - GBS non-conformities verification audit report submitted by the audit team – Nothing significant to report
- c. MSC 98/6/2 – Germany - Maintenance of verification and financial arrangements. Nothing significant to report
- d. MSC 98/6/3 – Argentina - Review of the procedure for maintenance of verification of the GBS Verification Guidelines (resolution MSC.296(87))
 - i. There was opinion from several parties that the zeal for goal based standards is getting out of hand. However, there is already a procedure for departing from the prescriptive standards and there is a danger of losing the value of the prescriptive requirements to which 95% of ships are built. There were robust interventions made on the subject, but most in opposition to any changes and supported IACS. The Chair agreed and that 98/6/3 would not be sent to the Working Group for discussion and current GBS processes will remain in force.
- e. MSC 98/6/4 – IACS - Proposed amendments to parts A and B of the GBS Verification Guidelines (resolution MSC.296(87)) – to be considered by the Working Group
 - i. Nothing significant to report
- f. MSC 98/6/5 – Germany – Further development of the draft Interim guidelines for development and application of IMO goal-based standards safety level approach. Nothing significant to report – taken under Agenda Item 12
- g. MSC 98/6/6 and 6/7 – Japan – Comments on 98/6 and 98/6/3. Japan's Paper received no support. Nothing significant to report
- h. MSC 98/6/8 – IACS – Comments on above 98/6/3
- i. MSC 98/Inf.7 – IACS – Action plan relating to "opportunity for improvement
- j. MSC 98/Inf.12 – IACS – Status reports addressing observations
- k. MSC 98/Inf.14 – Sec – Status reports of IACS' member recognized organizations addressing observations
- l. Working Group was established taking into account the comments made by Plenary. IFSMA did not take part in the WG as there was nothing of significance for Shipmasters.

7. Agenda Item 7 – CARRIAGE OF CARGOES AND CONTAINERS

- a. MSC 98/7 - Sec - Report of the third session of the Sub-Committee
- b. See Agenda Item 3. Nothing significant to report.

8. Agenda Item 8 – POLLUTION PREVENTION AND RESPONSE

- a. MSC 98/8 – Sec - Report of the fourth session of the Sub-Committee
- b. The Committee is invited to take action on the following matters emanating from PPR 4:
- c. Subject to concurrent approval by MEPC 71, to approve, in principle, the draft amendments to the IBC Code on revised chapter 21, pending finalization of the revision of chapters 17 and 18 of the Code, for subsequent circulation of all three revised chapters and with a view to adoption (paragraph 3.14 and annex 1); - Approved in principle, and
- d. Subject to concurrent approval by MEPC 71, to approve the draft Assembly resolution on the Code for the Transport and Handling of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (OSV Chemical Code), for submission to A 30, with a view to adoption (paragraph 5.6 and annex 3). A detailed intervention from IACS with recommendations for revisions. Chair suggested a J Paper be produced by IACS for Plenary to consider for Mon 12th Jun. J7 produced by IACS and approved.
- e. Nothing Significant for IFSMA.

9. Agenda Item 9 – HUMAN ELEMENT, TRAINING AND WATCHKEEPING

- a. MSC 98/9 – Sec - Report of the fourth session of the Sub-Committee
- b. The Committee is invited to take action on the following matters emanating from HTW:
- c. Rename the output on "Guidance for the implementation of the 2010 Manila Amendments" as "Guidance for STCW Code, section B-1/2" and extend the target completion year to 2018 (paragraph 5.26); Agreed - NFA
- d. approve the framework for the proposed new GISIS module related to reporting and information communication requirements under articles IV, VIII, IX of the STCW Convention, 1978, as amended, and instruct the Secretariat to develop this new GISIS module (paragraph 5.33 and annex 2); Approved - NFA
- e. bearing in mind the urgent need, endorse the decision of the Sub-Committee to approve STCW.7/Circ.24 on Interim Guidance for Parties, Administrations, port State control authorities, recognized organizations and other relevant parties on the requirements under the STCW Convention, 1978, as amended (paragraph 5.34 and annex 3); Endorsed - NFA
- f. revoke MSC/Circ.1030 and MSC/Circ.1032 and instruct the Secretariat to reissue STCW.7/Circ.24 as STCW.7/Circ.24/Rev.1 (paragraph 5.35); Agreed - NFA
- g. refer the draft proposed amendments to the Procedures for port State control, 2011 (resolution A.1052(27)), as set out in annex 4, to III 4 for its consideration, when reviewing resolution A.1052(27) (paragraph 5.36 and annex 4); Agreed - NFA
- h. approve the draft MSC Circular on amendments to MSC.1/Circ.1503 on **ECDIS – Guidance for good practice**, and instruct the Secretariat to issue it as MSC.1/Circ.1503/Rev.1 (paragraph 5.37 and annex 5); **Will**

need to draw this to the attention of the Federation if and when published. Approved.

- i. extend the target completion year of the output on "Revision of guidelines on fatigue" to 2018, with a view to finalization of the work for approval by the Committee (paragraph 8.11); Will need to draw this to the attention of the Federation when approved. Agreed
- j. advise whether the Maritime Labour Convention (MLC) 2006 could be referenced in the body of the revised Guidelines on Fatigue (paragraph 8.16); Under this item, the topic of reference to MLC within the guidelines on fatigue will be raised for clarification. The plenary was emphatic that IMO does not reference other International bodies. General references to MLC can be referenced but not any interpretation. Advice was therefore given to HTW - NFA
- k. approve the draft Guidelines for port State control officers on certification of seafarers, hours of rest and manning, and refer the same to III 4 (paragraph 15.5 and annex 9); Approved - NFA
- l. approve the draft MSC circular on Guidelines for Dynamic Positioning system (DP) operator training, to be issued as MSC.1/Circ.738/Rev.2 (paragraph 15.10 and annex 10); Approved - NFA and
- m. approve the draft STCW.6 circular on Amendments to part B of the STCW Code, relating to section B-V/f (paragraph 15.10 and annex 11); Approved - NFA
- n. MSC 98/9/1 – Sec – List of competent persons to be maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code. The list was approved. Nothing significant for IFSMA.

10. **Agenda Item 10** –SHIP DESIGN AND CONSTRUCTION

- a. MSC 98/10 – Sec – Report of the fourth session of the Sub-Committee
- b. The Committee is invited to:
- c. adopt the draft Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage stability regulations and the associated draft MSC resolution, in conjunction with the adoption of the draft amendments to SOLAS chapter II-1 subdivision and damage stability regulations (paragraph 3.29 and annex 1); Adopted - NFA
- d. approve the change of the existing title of output 5.2.1.13 (i.e. "Amendments to SOLAS regulations II-1/6 and II-1/8-1") with "Amendments to SOLAS regulation II-1/8-1 on the availability of passenger ships' electrical power supply in cases of flooding from side raking damage" and extend the target completion year for this output to 2019 (paragraphs 3.31 and 3.33); Approved - NFA
- e. approve the draft amendments to SOLAS regulations II-1/1 and II-1/8-1 on computerized stability support for the master in case of flooding for existing passenger ships, with a view to adoption at MSC 99, taking into account the check/monitoring sheet and records for regulatory development prepared by the Sub-Committee (paragraph 4.11 and annex 2); Approved -NFA
- f. noting the progress made by the Sub-Committee on the development of draft guidelines on stability computers and shore-based support for existing passenger ships, extend the target completion year for this output to 2018 (paragraphs 4.13 to 4.18); Agreed - NFA

- g. endorse the Sub-Committee's view that no further amendments should be developed to SOLAS regulation II-2/13 or chapter 13 of the FSS Code with regard to open decks (paragraph 6.4); Endorsed - NFA
- h. approve the draft amendments to section 3 of the Guidelines for damage control plans and information to the master (MSC.1/Circ.1245) for passenger ships and the associated draft MSC circular (paragraph 7.8 and annex 3); Approved - NFA
- i. note the comments made and decisions taken regarding the development of a consolidated text of the ESP Code (paragraphs 9.4 to 9.6); Noted -NFA
- j. approve the draft Unified interpretations of SOLAS chapter II-1 and the associated draft MSC circular, in conjunction with the approval of the draft Revised Explanatory Notes to SOLAS chapter II-1 subdivision and damage stability regulations (paragraph 10.3 and annex 4); Approved - NFA
- k. approve the draft revised Guidelines on the means of access to structures for inspection and maintenance of oil tankers and bulk carriers (MSC/Circ.686) and the associated draft MSC circular (i.e. MSC/Circ.686/Rev.1) (paragraph 10.6 and annex 5); Approved - NFA
- l. approve the draft MSC circular on Unified interpretations of SOLAS chapters II-1 and XII, of the Technical provisions for means of access for inspections (resolution MSC.158(78)) and of the Performance standards for water level detectors on bulk carriers and single hold cargo ships other than bulk carriers (resolution MSC.188(79)), and the draft corrigendum to MSC.1/Circ.1464/Rev.1 (i.e. MSC/Circ.1464/Rev.1/Corr.2) (paragraphs 10.9 and 10.12, and annexes 6 and 7); Approved - NFA
- m. approve the draft Unified interpretation of SOLAS regulations II-1/2.20 and II-2/3.21 and the associated draft MSC circular (paragraph 10.14 and annex 8); Approved - NFA
- n. note that the Sub-Committee could not reach a conclusion regarding the acceptance for a loading manual and stability information to include a loading condition at a trimmed waterline with a corresponding deadweight that exceeds the even-keel deadweight corresponding to the load line mark in use, and invited interested Member States to bring this issue to the attention of the Committee (paragraph 10.15); Noted - NFA
- o. noting the progress made with regard to the matters related to the design of arrangements and selection of equipment for safe mooring, extend the target completion year for this output to 2019 (paragraphs 11.4 to 11.10); Agreed - NFA
- p. approve the draft Interim guidelines for use of Fibre Reinforced Plastic (FRP) elements within ship structures: Fire safety issues and the associated draft MSC circular (paragraph 12.15 and annex 10); Approved - NFA
- q. endorse the Sub-Committee's decision that four years would be a suitable period for Administrations to gather experience in the application of the Interim guidelines for use of Fibre Reinforced Plastic (FRP) elements within ship structures: Fire safety issues, with a view to reviewing them, and maintain the output on "Guidelines for use of Fibre

- Reinforced Plastic (FRP) within ship structures" on the Committee's post-biennial agenda (paragraph 12.16); Endorsed - NFA and
- r. consider the discussion regarding the second phase of the Polar Code work, with a view to deciding on when the development of the second phase of the Polar Code should begin, its scope of application and its recommendatory or mandatory status, and take action as appropriate (paragraphs 13.4 and 13.5). deferred - see below
 - s. MSC 98/10/1 – New Zealand - Application of the Mandatory Code to non-SOLAS ships operating in polar waters.
 - t. There were some robust discussions against this Paper, particularly Norway, Denmark, Spain, Russia, Panama, US and others believe that this is a policy issue and that the Committee needs to take a decision on this and not pass it to SDC without MSC guidance. Aus, Arg, Fr, Sing, Canada and others were very supportive and believe the Paper should be referred to SDC 5. The Chair summed up that all are committed to safety at sea in the Polar Regions and that nothing came out of the discussions on the Policy of the Committee and that there was a majority that felt these Papers should go to SDC 5 to recommendations to the Committee. Panama and UK were much opposed to this and felt it should be deferred to MSC 99. **The Chair then proposed that it should come up as an Agenda Item at 99 and invite further submissions on the subject to make a fully informed Policy decision – Plenary agreed and that it should not go to SDC5.**
 - u. MSC 98/10/2 – New Zealand and co-sponsors - Comments on document MSC 98/10
 - v. MSC 98/Inf.3 - FOEI, WWF and Pacific Environment - Potential application of the Polar Code to fishing vessels and pleasure craft.
 - w. MSC 98/Inf.10 – New Zealand - Multinational impact of maritime SAR incidents in Antarctic waters

11. **Agenda Item 11** – NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

- a. MSC 98/11 – Sec – Report of the fourth session of the Sub-Committee. The Committee is invited to:
- b. adopt, in accordance with resolution A.858(20), the amendments to the existing Long Sand Head two-way route and SUNK Inner precautionary area in the traffic separation scheme "In the SUNK area and in the Northern approaches to the Thames Estuary", for dissemination by means of a COLREG circular (paragraph 3.17 and annex 1) ^{*}; Adopted
- c. adopt, in accordance with resolution A.858(20), the establishment of new routing measures other than traffic separation schemes, for dissemination by means of an SN circular, as follows:
 - i. recommended route "Off the western coast of Izu O Shima Island"
 - ii. area to be avoided "Off Peninsula de Osa in the Pacific coast off Costa Rica" (paragraph 3.18.2 and annex 2); and
 - iii. area to be avoided as an associated protective measure for the "Tubbataha Reefs Natural Park Particularly Sensitive Sea Area (PSSA) in the Sulu Sea" (paragraph 3.18.3 and annex 2); Adopted

- d. agree that the new routing measures, as agreed at this session, be implemented on 1 January 2018 at 0000 hours UTC (paragraph 3.19);
Agreed
- e. authorize the Sub-Committee to forward proposals, where the proposed routing measures are primarily related to environmental protection, to the Marine Environmental Protection Committee for advice, before considering those proposals further in detail (paragraph 3.22);
Authorised - NFA
- f. adopt the draft amendments to resolution MSC.148(77) on Revised performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX) (paragraph 5.4 and annex 3);
Adopted -
- g. adopt the draft amendments to resolution MSC.252(83) on Revised performance standards for integrated navigation systems (INS) (paragraph 5.4 and annex 4); Comment Paper 98/11/7 refers - Germany et al were not happy to adopt this as they consider that not all the work has been completed. Chair of NCSR stated that these draft amends were reviewed and accepted by the Sub Committee without comment and that the proposed postponement by Germany would provide unacceptable delay in promulgating these revised standards. Following discussion, it was agreed that these amends should wait until the work of the NCSR Correspondence Group on this subject - NFA
- h. adopt the draft amendments to resolution MSC.306(87) on Revised performance standards for enhanced group call (EGC) equipment (paragraph 5.4 and annex 5); Adopted
- i. endorse the action taken by the Sub-Committee in instructing the Secretariat to convey the liaison statement on Changes consequential to displaying NAVTEX and Inmarsat-C SafetyNET information on Integrated Navigation Displays to IHO, WMO and IEC TC 80 (paragraph 5.5 and annex 6); Endorsed
- j. approve the draft MSC circular on Guidelines for shipborne position, navigation and timing data processing (paragraph 6.13 and annex 7);
Approved
- k. adopt the draft amendment to resolution MSC.401(95) on Performance standards for multi-system shipborne radio-navigation receivers (paragraph 6.14 and annex 8); Adopted
- l. adopt the draft MSC resolution on revised Guidelines and criteria for ship reporting systems (resolution MSC.43(64)) (paragraph 9.15 and annex 9); Adopted
- m. endorse the Sub-Committee's conclusion that no further actions are needed with respect to the perceived administrative burdens on the reporting requirements relating to SOLAS regulations V/11.7 and V/28.2 (paragraph 9.16); Endorsed
- n. decide on the option in operative paragraph 2 of the draft MSC resolution on Performance standards for a ship earth station for use in the GMDSS, and adopt it (paragraph 10.10 and annex 10); Papers 98/11/2 and 11/6(CIRM) - Proposed amends to text – UK Paper was supported and amends agreed but with the 24hr timeline proposed by CIRM, 98/J8(UK and US) Proposed Draft Resolution on Op para 2 - Adopted, 11/5(Norway) Proposed text amends - , 11/8(IMSO) -

Proposed text amends - agreed, 11/9(US) provided comment on this subject.

- o. approve the draft Modernization Plan of the Global Maritime Distress and Safety System (GMDSS) (paragraph 12.37.1 and annex 11);
Approved
- p. approve the draft amendments to SOLAS chapter IV and appendix (certificates), with a view to subsequent adoption at MSC 99 (paragraphs 14.16 and 14.18, and annexes 13 and 14); Papers 98/11/1(IACS) Proposed text amends – Supported and Draft Amendments approved, Paper 98/11/3 (UK) Proposed amends to text – amends agreed, 98/11/4(UK) Proposed amends to text – Agreed. Draft amends therefore adopted
- q. endorse the view of the Sub-Committee that the recognition of the Inmarsat Fleet Broadband Maritime Safety Data Service for use in the GMDSS should be treated as a new application, noting that not all elements of resolution A.1001(25) would need to be reviewed in detail in this specific case. Endorsed
- r. invite IMSO to undertake the necessary technical and operational assessment of the Inmarsat Fleet Broadband Maritime Safety Data Service and provide a report for consideration by the NCSR Sub-Committee (paragraph 18.14.4); Agreed
- s. endorse the view of the Sub-Committee that it was of importance to consider the risks associated with light-emitting diodes (LEDs) used in emergency equipment, navigation aids and obstruction lighting not detectable by night vision equipment (paragraph 21.17); Endorsed
- t. approve the draft MSC circular on Revised guidelines for preparing plans for cooperation between search and rescue services and passenger ships (paragraph 23.6 and annex 15); Approved
- u. approve the draft MSC circular on unified interpretation of the provisions of SOLAS relating to the annual testing of the VDR, S-VDR, AIS and EPIRB (paragraph 24.3 and annex 16); Approved
- v. approve the draft MSC circular on unified interpretation on the application of COLREG with respect to the placement of sidelights (paragraph 24.15 and annex 17); Approved
- w. activate the IMO/IHO Harmonization Group on Data Modelling (HGDM) to work only on the output on "Develop guidance on definition and harmonization of the format and structure of MSPs"; and endorse the holding of the first meeting of this Group, at IMO Headquarters in London, from 16 to 20 October 2017 (paragraphs 27.9 and 27.10);
Agreed
- x. approve the draft amendment to MSC.1/Circ.1460/Rev.1 on the Guidance on the validity of radio communications equipment installed and used on ships, to be issued as MSC.1/Circ.1460/Rev.2 (paragraph 27.21 and annex 21); Approved
- y. endorse the action taken by the Sub-Committee to invite interested Member States, wishing to pursue any of the recommendations on perceived administrative burdens related to reporting requirements in SOLAS regulations V/26.6, V/28.1, V/29 and V/30.2, to submit relevant proposals for new outputs to the Committee (paragraph 27.34);
Endorsed

- z. revoke MSC/Circ.586/Rev.1 on World VTS Guide, and note that the references to the World VTS Guide in resolution A.857(20) Agreed
- aa. endorse the action taken by the Sub-Committee to establish a Correspondence Group on consequential work related to the Polar Code (paragraph 28.6). Endorsed
- bb. MSC 98/11/1 – IACS – Review SOLAS chapter IV and appendix (Certificates: Forms P, R and C) to accommodate additional mobile satellite systems. Info only
- cc. MSC 98/Inf.10 – Israel and Poland - Performance Standards for Navigation Decision Support Systems (NDSS) for Collision Avoidance (CA) Nothing for IFSMA – Info only
- dd. MSC 98/11/Inf.11 – Finland - Experience gained from implementation of the mandatory ship reporting system "In the Gulf of Finland (GOFREP) Nothing for IFSMA – Info only
- ee. MSC 98/11/1 – IACS – Review SOLAS chapter IV and appendix (Certificates: Forms P, R and C) to accommodate additional mobile satellite systems Info only
- ff. MSC 98/11/3 – UK – Comments on the amendments to SOLAS chapter IV
- gg. MSC 98/11/4 – UK – Comments on the proposed amendments to SOLAS chapter IV regulation 7.1.5. Info only.
- hh. Ukraine made a statement on the effects of the so called illegal occupation of Sevastopol and the Crimea by Russia has on Ukraine's ability to carry out its International SARs' responsibilities – as it did at NCSR and submitted a Paper in the sub-committee on the subject. Called up Russia not to carry out illegal acts in Ukraine's SAR waters. Statement recorded in minutes.

12. **Agenda Item 12 – SHIP SYSTEMS AND EQUIPMENT**

- a. MSC 98/12 – Sec - Report of the fourth session of the Sub-Committee. The Committee is invited to:
- b. note the related background information as contained in annexes 2 to 5 to document SSE 4/3 in the context of the development of a goal-based SOLAS chapter III (paragraph 3.20) Noted - NFA
- c. consider the draft functional requirements and the expected performance for SOLAS chapter III with a view to proceeding with their development for achieving a more quantifiable version that can contribute to the future development of the GBS-SLA (paragraph 3.21 and annex 1); Paper 98/12/6 refers - Refer to GBS WG. Nothing significant for IFSMA
- d. consider the experience gained on the application of MSC.1/Circ.1394/Rev.1 in the context of the development of the draft functional requirements and the expected performance for SOLAS chapter III and take action, as appropriate (paragraph 3.22 and annex 2); Paper 98/12/3 refers. To be reconsidered by SSE when China has provided the necessary paperwork.
 - i. Paper MSC 98/12/6 (Ger) also refers – forward to GBS Working Group
- e. approve the draft Guidelines on safety during abandon ship drills using lifeboats and the associated draft MSC circular (paragraph 4.10 and annex 3); Paper 98/12/4 and Corr.1(FR) refers. A J Paper will be

- provided to see the revised wording suggested by FR and UK. IACS produced Paper J9 which was approved
- f. approve the draft amendments to the Guidelines for developing operation and maintenance manuals for lifeboat systems (MSC.1/Circ.1205) and the associated draft MSC circular (paragraph 4.12 and annex 4); Approved
 - g. approve the draft amendments to paragraph 6.1.1.3 of the LSA Code, with a view to adoption at MSC 99, taking into account the check/monitoring sheet and records for regulatory development prepared by the Secretariat (paragraph 5.9 and annex 5); Paper 98/12/2 (Japan) with suggested wording change. It was agreed that this would go back to SSE 5 for resolution of issues raised by Japan, Bahamas and IACS.
 - h. adopt the draft amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code) (paragraph 6.5 and annex 6); Adopt
 - i. note the Sub-Committee's agreement that the new provisions for Onboard Lifting Appliances and Winches (OLAW) should be included in SOLAS chapter II-1 (paragraph 8.9); Paper 98/12/5 (Ger) refers and proposes a Work Plan - Noted
 - j. note the discussion on the issue of "out of order" or "out of service" OLAW and the validity of the SOLAS certification of the ship and that this matter will be considered at SSE 5 (paragraphs 8.10, 8.11, 8.20 and 8.21); Noted
 - k. approve the draft Guidelines for vessels and units with dynamic positioning (DP) systems and the associated draft MSC circular (paragraph 9.5 and annex 7); Approved
 - l. approve the draft Escape route signs and equipment location markings together with the associated draft Assembly resolution, with a view to subsequent adoption by A 30 (paragraph 10.10 and annex 8); Japan proposed application date to be changed 1 Jan 2019 Approved
 - m. note the progress made with regard to the matters related to SOLAS regulations II-1/13 and II-1/13-1 and related regulations for new ships (paragraphs 11.3 to 11.8); Noted
 - n. noting the discussion on the minimum width of external escape routes on cargo ships, instruct the III Sub-Committee to consider how to address the differing interpretations among the Administrations and PSCOs on this matter (paragraphs 12.15 to 12.17); decided not to instruct the III Sub-Committee.
 - o. approve the draft Unified Interpretations of SOLAS chapter II-2 and the associated draft MSC circular (paragraphs 12.19, 12.21 and 12.39 and annex 9); Approved apart from Circular.
 - p. note that the Sub-Committee endorsed the draft corrigendum to the Unified interpretation of SOLAS chapter II-2 on the number and arrangement of portable fire extinguishers on board ships (MSC.1/Circ.1275) and that the Secretariat would issue it as MSC.1/Circ.1275/Corr.1 (paragraph 12.34 and annex 10); NFA
 - q. approve the draft Unified interpretation of chapter 15 of the FSS Code and the associated draft MSC circular (paragraph 12.37 and annex 11); NFA

- r. approve the draft Amendment to the Unified interpretation of SOLAS regulation II-1/29 (MSC.1/Circ.1398) and the associated draft MSC circular (paragraph 12.44 and annex 12); NFA
- s. agree that the work on review of SOLAS chapter II-2 and associated codes could consequentially lead to the development of amendments to SOLAS chapters II-2 and III, the FSS and 2010 FTP Codes, the STCW Convention and Code, and relevant guidelines (paragraph 13.10.2); NFA
- t. approve the draft scope of work for the review of SOLAS chapter II-2 and associated codes regarding ro-ro spaces and special category spaces of new and existing ro-ro passenger ships (paragraph 13.11.1 and annex 13); NFA
- u. approve the draft work plan on the review of SOLAS chapter II-2 and associated codes regarding ro-ro spaces and special category spaces of new and existing ro-ro passenger ships (paragraphs 13.10.2 and 13.11.2; and annex 14); NFA
- v. note the progress made with regard to the consequential work related to the Polar Code (paragraphs 15.4 to 15.10); NFA
- w. approve the draft Amendments to the Guidelines for evaluation and replacement of lifeboat release and retrieval systems (MSC.1/Circ.1392) and the associated draft MSC circular (paragraph 18.7 and annex18);NFA
- x. note that the Sub-Committee instructed the Secretariat to prepare a corrigendum to the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear (resolution MSC.402(96)), which will be issued as document MSC 96/25/Add.1/Corr.1 (paragraph 18.12); NFA
- y. MSC 98/12/1 – Rep of Korea and IACS – Fire protection materials and required approval test methods
- z. MSC 98/6/5 – Germany – Further development of the draft Interim guidelines for development and application of IMO goal-based standards safety level approach. Nothing significant to report
- aa. MSC 98/12/1 – Rep of Korea and IACS - Fire protection materials and required approval test methods
- bb. MSC 98/12/2 – Japan – Comments on the draft amendment to paragraph 6.1.1.3 of the LSA Code
- cc. MSC 98/12/3 – China - Experience gained on the application of MSC.1/Circ.1394/Rev.1
- dd. MSC 98/12/4 and Corr.1 – France – Comments on Guidelines for simulated launching of free-fall lifeboats
- ee. MSC 98/12/5 – Germany - Measures for onboard lifting appliances and winches
- ff. MSC 98/12/6 – Germany – Comments on document SSE 4/19 – forwarded to the GBS WG. Nothing Significant to report

13. Agenda Item 13 – CAPACITY BUILDING FOR THE IMPLEMENTATION OF NEW MEASURES

- a. MSC 98/13 – Vice Chair - Assessment of capacity-building implications of the amendments to mandatory instruments approved at MSC 97 and the outputs related to mandatory instruments approved at MSC 97. - There were no comments on the Paper.

14. **Agenda Item 14 – FORMAL SAFETY ASSESSMENT**

- a. MSC 98/14 – Sec - Draft amendment to MSC-MEPC.2/Circ.12/Rev.1 – Nothing significant for IFSMA

15. **Agenda Item 15 – PIRACY AND ARMED ROBBERY AGAINST SHIPS**

- a. MSC 98/15 – Sec - Developments since MSC 97. **Much of the information in this Paper would be of interest to Shipmasters.** Many Gulf of Guinea states, Philippines/ASEAN Nations, Ethiopia, EU etal Nations spoke of how much they were doing to combat the Piracy threat. Nothing significant to report for IFSMA. **Sec Gen made a statement thanking Nations for their continued efforts and urged Nations to continue to provide resources to help combat this threat. He encouraged all, including Shipmasters to ensure they report any acts of Piracy or possible incidents to nearest responsible Nation States and coordination Centres. IFSMA will promulgate this in the IFSMA newsletter.**
- b. MSC 98/15/1 – Liberia, Marshall Isles etal – Information sharing on incidents of piracy and armed robbery – Gulf of Guinea.
- c. MSC 98/15/2 – India – Proposed draft guidelines for floating armouries. These vessels set a real challenge and threat to Nations. US was firmly against this proposal is about giving Coastal States power over vessels on the High Seas and therefore it is within the realm of Flag States and UNCLOS and not IMO and Coastal States. The Chair summed up by stating that the majority of delegations were not in favour of this going forward. The main comment was the responsibility of Flag States in defining the role of Floating Armouries. Ask the WG to look at this to see if the IMO could provide guidance and propose a way forward for the Committee. **The Sec Gen stated that he would seek some views from the UN Contact Group which has been discussing this for the last 10 years and report to the MSC 99. NFA**
- d. MSC 98/15/3 – Oman - Proposal to amend the boundaries of the High-Risk Area (HRA) as defined in the Best Management Practices for protection against Somalia based Piracy (BMP 4) **If agreed this will need to be promulgated and Shipmasters informed. ICS will take this into account at the next change of BMP 4. Ownership of this issue is ICS as it is a document for the Industry by the Industry and not a matter for IMO. There was general support for the Omani Paper but it is an Industry Paper and not that of the IMO.**
- e. MSC 98/Inf.6 – ReCAAP – Progress report of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) – Information only.

16. **Agenda Item 16 - UNSAFE MIXED MIGRATION BY SEA**

- a. MSC 98/16 – ICS - Further international actions in response to the migrant crisis in the central Mediterranean region
- b. The information contained is of course concerning and the number of Merchant Ships involved in SAR is only slightly reducing.
- c. There were a number of Delgations that spoke in support of this Paper but none recognised, apart from ICS and a rather weak intervention by

ITF supporting the Paper, the key role played by Merchant seafarers and its effect on them hence,

IFSMA intervened with:

Thank you Mr Chair. IFSMA would like to thank ICS for the Paper 98/16 and fully support **all of** the points and issues they raise and the Data they highlight from UNHCR and IOM is both shocking and of continued concern to us. Although the numbers of merchant ships being diverted by Rescue Co-ordination Centres has slightly reduced because of the increased resource being provided by EU Member States and others, but it must be remembered that from a Shipmasters point of view, it is they and their crews who are very much still in the front line and the point ICS make in Para 10 of their Paper of "the immediate and long-term effects on seafarers, both physical and psychological, of mass rescue operations in the central Mediterranean region cannot be overlooked". This point was very firmly highlighted to me as a Panel Member for the IMO Exceptional Bravery at Sea Awards and some of the dramatic and traumatic incidents that Shipmasters and their Crews were involved in 2016. IFSMA is very grateful for the support and counselling they have been given by their companies and others, but this is not always the case. We must do all we can to ensure that our Seafarers, and the effects these incidents have on them, are not forgotten as the traumatic effects often only come to light months or years into the future. We must remember that they are civilians and not trained like the Military, professional SAR crews and the other specialised Services involved. I will forward this statement to the Secretariat for inclusion in the Committee Report. Thank you Mr Chair.

- d. There followed a number of other statements including IOM and UNHCR. The UNHCR did highlight the important task played by the Shipmaster and the support they give to the SAR System and that many are concerned that they are being used as the SAR System is breaking down under the pressure. Highlighted the New York Resolution that is encouraging to increase the efforts of global SAR Agencies amongst other issues.
- e. Secretariat read out a Statement from the UNODC, in Geneva, which included the role the Ships and Crews from Merchant Vessels play in this SAR effort and highlighted that they are not equipped for these operations.
- f. The Secretary General IMO then spoke. Thanked ICS for raising the issue through the very valuable points it raised and all the points raised by delegations. Thanked the EU, EU Member States and other States who provide all the resource to cope with this issue, as well as the Shipping Companies and the Seafarers who provide a lot of the SAR effort. This Humanitarian crisis is very far from being resolved and that the root causes need to be resolved and a coordinated approach such as those highlighted by UN Resolution 2012 need to continue. Holding a meeting focusing on SAR issues and Seafarers and Sec Gen will coordinate a discussion to hold a meeting with relevant Agencies and Stakeholders. He once again thanked all involved and amongst other highlighted the role of Merchant Seafarers. He reiterated that he and IMO will do all he can to facilitate and try and resolve this issue. He would report to the Committee on the discussions he has and the progress he makes.

17. **Agenda Item 17 - IMPLEMENTATION OF INSTRUMENTS AND RELATED MATTERS**
- a. **MSC 98/17** – Sec - Matters relating to the issue of the Certificate of Fitness under the IBC, BCH, IGC, GC and EGC Codes. Agreed subject to some clarifying text by IACS to the MSC/MEPC combined Circular, in ANNEX 1 Para 5.2 of the IBC Code. It should be forwarded to MEPC for their consideration and concurrence.
 - b. MSC 98/17/1 – IACS – Consistency of In Water Survey (IWS) provisions for passenger and cargo ships. Committee agreed that this should be sent to III Sub-Committee.
 - c. MSC 98/17/2 - FOEI, WWF et al – Application of the Polar Code for marine mammal avoidance provisions. There was no statements from delegations and Nothing for IFSMA to report.
18. **Agenda Item 18 - RELATIONS WITH OTHER ORGANIZATIONS**
- a. MSC 98/18 – Sec - Outcome of the 117th regular session of the Council
 - b. Nothing significant for IFSMA
19. **Agenda Item 19 - COMMITTEE'S ORGANIZATION AND METHOD OF WORK**
- a. MSC 98/19 – Sec - Outcome of MSC 97 on the draft revised Rules of Procedure of the MSC.
 - b. MSC 98/19/1 – Cook Isles, UK and USA – Revision of rules 3 and 34 of the harmonized draft Rules of Procedure of the MSC
 - i. Quorate agreed to be 25% for the Committee to be formed and any decision to be taken.
 - ii. Retain the ability to call Extraordinary Session of the Committee if it is called for by 20 or more of its Members. Depending on the instructions of the Assembly or Council, it could be held elsewhere other than the IMO HQ.
20. **Agenda Item 20 - WORK PROGRAMME**
- a. MSC 98/20 – Sec - Biennial status reports of the CCC, HTW, III, NCSR, SDC and SSE Sub-Committees and provisional agendas for their forthcoming sessions
 - b. MSC 98/20/1 – Sec – Alignment of the outputs of the Maritime Safety Committee with the new Strategic Plan for the period 2018-2023, including the proposed outputs of the Maritime Safety Committee for the 2018-2019 biennium
 - c. MSC 98/20/2 – Den, Est, UK, US et al - Maritime Autonomous Surface Ships Proposal for a regulatory scoping exercise.
 - d. MSC 98/20/13 –ITF - Maritime Autonomous Surface Ships Proposal for a regulatory scoping exercise Comments on MSC 98/20/2
 - i. **This Paper should be supported by IFSMA.** There was a lot of interventions by both NGOs and Delegations alike. Most were supportive of the Exercise but there were many who wanted additions to the Scoping Exercise and a number did not want it to go ahead until the Human Element is addressed even though this Scoping Exercise has no human element as it is not looking to change any regulations until IMO has seen the level of the task and the Regulations MASS will affect. The ITF Paper wanted to widen the scope of the Scoping

Exercise to become much more broad in its Objectives. It got some support but not from the majority. IFSMA intervened with:

Thank you Mr Chair. IFSMA thanks the distinguished delegation of United Kingdom and the co-sponsors for their Paper 98/20/2 and supports the need for a Regulatory Scoping Study as a new output. We believe that if this is done with the rigor and detail required it will lay down the right foundation for the detailed further work that will be required for the safe operation of MASS in the Maritime environment. Paragraph 1 and 2 of their Paper rightly recognises that this Scoping Study should take into account MASS that are both partly or totally unmanned. However, in Paragraph 4, 12 and 20 they identify only 3 elements of the Scoping Exercise all of which are for unmanned MASS and fails to take account of the partly unmanned MASS as highlighted in the ITF Paper 98/20/13 and we ask that this should be included.

We also thank the ITF for their Paper which rightly points out many issues that we will need to take into account in looking at the use of MASS and believe that the issue of achieving consensus on an agreed Definition and levels of Autonomy is fundamental to ensure that everyone here at the IMO, and in all Nations around the world, are talking with the same understanding. Shipmasters need to see consistency of International and National regulations for MASS as they travel the world. The Scoping Exercise should be seen as the foundation of this enormous task and a definition and the other points ITF have raised for inclusion in the Work Plan are either parallel and complementary work or part of the future building blocks of which there will be many. However, because of the legal ramifications for MASS we do agree that asking the Legal Affairs Office to provide a report and guidance on the implications of what ramifications they would see for other International Regulations such as UNCLOS would be particularly useful for discussion at our next session. Thank you Mr Chair

- e. This will become a really important subject and the level of discussions only highlighted the lack of understanding of the subject and that the proposal was for a Scoping Exercise and not the amendment of IMO Regulations, Codes, Documents etc, not the implementation of allowing MASS to take to the High Seas. The Chair summed up by stating that there were more than 56 interventions on the subject. There is a clear indication that the IMO has to show leadership on this issue and it is very complex. The main thing that also came out was that we need to ensure we take into account the Human Element as we take this forward. A number of delegations/NOGs have put in a lot of work already such as CMI. The Definition took much consideration and was needed to understand what we are talking about. He stated that in looking at the Scope it needs to take all elements of MASS into account such as Smart ships etc. The Scoping Exercise is just a start. He proposed that the Committee accept this proposal, place it on the provisional Agenda for MSC 99 "To undertake a Scoping Exercise for a Regulatory Framework for the Operation of MASS", and invite submissions for the next Session.
- f. MSC 98/20/3 – EU Commission and Nations – Proposal for a new output on the application of EGNOS in the maritime field.
 - i. US Stated that they were not sure why this needed to be regulated as there were other systems out there in use such as those operated by Russia and China. There was a strong view by the majority that this should be taken forward. The Chair said that as this was an Augmentation System it did not need regulation. Nothing significant for IFSMA.

- g. MSC 98/20/4- Antigua, IACS CLIA - Provisions for fixed fire detection and alarm systems (chapter 9 of the FSS Code). Sent to SSE as a new Output for 2 sessions - Nothing Significant for IFSMA
- h. MSC98/20/5 – DPR of Korea - Proposal for a new output to update the Code for Recognized Organizations (RO Code). This output is not required and could be done by reflecting the necessary change in the Committee's Report. to change the Reference in the Code. Nothing significant for IFSMA
- i. MSC 98/20/6 – Palau, Philippines and RSA – Proposal for a new output to set safety and marine environmental standards for vessels on a single voyage for demolition.
 - i. Palau, on introduction of the Paper stated that the output should be for the production of Guidelines as opposed to mandatory regulation. **This meant that IFSMA could not support the proposal and therefore listened to the debate to see if we needed to intervene against it .** After much discussion the Chair put to the Committee that the Scope of the Output should be specifically looked at by the III Sub-Committee as it is only SOLAS that states that you can have relaxations for a single voyage and no other IMO Regulations and Codes as stated by Norway and agreed by Germany. This proposal will need to be sent to MEPC to note so that they can also give instructions to III. New Zealand suggested that it should be limited to Single Voyages under Regulation 4.a. SOLAS CH 1 the US came behind the New Zealand proposal. The Chair then suggested that there were a number of delegates who wanted some Guidelines and that III should be asked to provide the Scope. Norway suggested that MSC should limit the scope to SOLAS Regulation 4a. There was then more significant discussion by key delegations it was clear the Committee could not agree on the scope and asked the Sponsors of the Paper to relook at this and come back to MSC 99. **IFSMA will need to watch the revised Paper closely as it is concerned about voluntary guidelines and not reinforce current Regulations. Following a discussion with the US Delegation in the margins it appears that Palau etal have brought this subject to MSC on 3 occasions and that they do not understand that their proposals will have no impact on the rogue states that permit the voyage of these vessels with exemptions which are not allowed by SOLAS. This has become a political issue but IFSMA will continue to monitor as has an effect on Shipmasters**
- j. MSC 98/20/7 – China - Proposal for a new output to develop safety standards for cold ironing of vessels and guidance on safe operation of On-shore Power Supply (OPS) service in port. Approved as a new output. Nothing significant to report for IFSMA.
- k. MSC 98/20/8 – Rep of Korea - This document highlights the need for amendments to the Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk (MSC.1/Circ.1315) in order to improve the fire safety level of gas carriers and proposes a new output for inclusion in the biennial agenda of the Sub-Committee on Ship Systems and Equipment.
 - i. There was a significant concern expressed by a number of delegations about the use of Sodium and Potassium based chemical powders proposed. The Chair proposed that this should go forward to SSE Sub Committee and the concerns over Sodium and Potassium

based Powders will be added in the Report– Nothing significant for IFSMA.

- l. MSC 98/20/9 – Germany – Revision of SOLAS chapter III and the LSA Code
- m. MSC 98/20/12 – RINA - Revision of SOLAS chapter III and the LSA Code
- n. MSC 98/20/14 – Norway – Comments on document MSC 98/20/9
 - i. **This proposal was discussed by the ILG before the meeting and it was agreed that IACS should Intervene on behalf of ILG with a proposal to expand the scope to take into account restraining of Freefall Lifeboats undergoing simulated launch if it is accepted as a new output.** Most Delegations spoke against this going forward as GBS has yet to be finalised and it is too early to do a revision. After summing up it was agreed that this should be placed on the SSE Agenda but placed in abeyance until GBS has been finalised.
- o. MSC 98/20/10 – Sweden – Proposal for a new output to amend the CSS Code to include conditions for weather dependent cargo securing. **This should be supported as it will improve the safety of the Mariner. As this was getting support from most delegates it was not necessary for IFSMA to intervene.** The Committee decided that it should be placed on the CCC5 Agenda. CCC3/10/4 from IACS should also be forwarded for inclusion.
- p. MSC 98/20/11and Corr.1 – Russian Fed - Proposal for a new output to amend the IMDG Code on portable tanks with shells made of Fibre Reinforced Plastics (FRP) – As this is a multi-modal transport issues it was agreed that the proposal should be put on the CCC Agenda and put on hold until IMO hears from the UN Expert Group on transport of Dangerous Goods Sub Committee.

21. **Agenda Item 21 - Election of Chair and Vice-Chair for 2018**

Chair: Mr. Bradley George Groves (Australia) Vice Chair: Proposed for re-election by Canada and Seconded by India followed by a number of Delegations and was given unanimous acclamation.

Vice Chair: Sr. Juan Carlos Cubisino (Argentina): Proposed by Japan and seconded by South Africa followed by a number of Delegations and was given unanimous acclamation.

22. **Agenda Item 22 – Any Other Business**

- a. MSC 98/22 – Sec - Thematic priorities for the ITCP for 2018-2019
 - i. Seafarers training and human element (priority 1);
 - ii. Maritime security and anti-piracy measures (priority 2);
 - iii. IMDG and IMSBC Codes (priority 5); and
 - iv. Safety of fishing vessels (priorities 6 and 7).
- b. MSC 98/22/1 – IMO/IACS cooperation on the IACS Quality System Certification Scheme (QSCS). IACS to continue in current role for another 2 years and for further reports to include aspects of compliance of the RO Code.
- c. MSC 98/22/2 – ICS, BIMCO, ICHCA etal - The CTU Code and minimizing pest movement by sea containers: Joint industry guidelines for cleaning of containers – Nothing significant to report.

- d. MSC 98/22/3 – Sec – Creation of a collaborative web based workspace. Being referred to the Council for consideration.
- e. MSC 98/22/4 – Rep of Panama and IMC - Amendments to SOLAS chapter III regarding personal life-saving appliances and
- f. MSC 98/22/9 – CLIA – Comments on document MSC 98/22/4
 - i. ICS suggested the use of trackers in addition. A number of Delegations spoke in support of this Item. And a number against. The Chair summed up by proposing that the papers were seeking views from other delegates to enhance their Paper for the future.
- g. MSC 98/22/5 – China – Considerations on lessons learned from the casualty during the sea trial of an azimuth stern drive tug. Nothing significant for IFSMA.
- h. MSC 98/22/6 – Iceland, Spain, Vanuatu etal – Amendments to resolution A.1078(28) on the IMO Ship Identification Number Scheme – Forward to III Sub Committee to propose a solution/way ahead for Council.
- i. MSC 98/22/7 – Denmark, Estonia, Finland, Norway etal - Impact of new and advancing technologies to maritime transport and the regulatory framework. This work is fundamental to the Autonomous Ship and should be supported.
 - i. MSC 98/22/8 – Brazil and Chile - Considerations on the flashpoint of fuel oil with a maximum Sulphur content of 0.5% m/m –
- j. MSC 98/22/10/Rev.1 – Brazil - Comments on document MSC 98/22/8 relating to the implementation of the global 0.50% sulphur limit for fuel oil used on ships in accordance with regulation 14.1.3 of MARPOL Annex VI.
 - i. After introduction, there was a long debate both for and against these Papers. The chair said that this Committee had already agreed the way ahead and that any fuel below 60 degC is covered by the IGF Code.
- k. MSC 98/Inf.2 – Sec - Global Integrated Shipping Information System (GISIS)
- l. MSC 98/Inf.5 – OCIMF – Guidance for the use of inert gas on oil tankers
- m. MSC 98/Inf.9 – Ukraine – Information on closure of seaports in the temporarily occupied territory of the Autonomous Republic of Crimea and the city of Sevastopol, Ukraine
- n. MSC 98/Inf.13 – Denmark – A pre-analysis on autonomous ships