

## MARITIME SAFETY COMMITTEE SESSION 99 - 16 – 26 May 2018

### INTRODUCTION – ADOPTION OF THE AGENDA

The ninety-ninth session of the Maritime Safety Committee was held at IMO Headquarters from 16 to 25 May 2018, chaired by Mr. Brad Groves (Australia). The Vice-Chair of the Committee, Mr. Juan Carlos Cubisino (Argentina), was also present.

### OPENING ADDRESS OF THE SECRETARY-GENERAL

The Secretary General, Mr K Lim, welcomed delegates to the 99<sup>th</sup> meeting of MSC. He made customary reference to World Maritime Day, the theme for this year being “IMO 70: Our heritage- better shipping for a better future” and which will be celebrated at IMO Headquarters on 27 September. In order to ensure that measures adopted by IMO are not rendered obsolete by the time lag between adoption and entry-into-force, he asserted that the regulatory framework for shipping must be based firmly around goals and functions rather than prescriptive solutions. He highlighted the following specific issues of importance for the Committee:

- the regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS) to be pursued during the meeting and the setting up of an interdivisional MASS task force within the IMO Secretariat.
- The new way of rule-making adopted by the Organisation in following a goal-based approach aiming to make ships safer, the first phase of which has been successfully completed, leading to embarkation on the second stage of the process, the maintenance of verification, involving audits of the rule changes of the 12 classification societies.
- Maritime Security remains a concern, 203 incidents of piracy and armed robbery against ships worldwide in 2017, the lowest for 20 years, confirming the downward year on year trend, with a reduction of 8% at the global level.
- Consideration of an expansion to application of the Polar code provisions to all ships operating in polar waters, including cargo ships of less than 500 gross tonnage, fishing vessels and pleasure yachts would also be addressed.

The full text of which can be downloaded from the IMO website at the following link: <http://www.imo.org/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings>.

#### **1. Adoption of the agenda**

- a. Ad hoc working and drafting groups will be established during the session:
  - i. Working Group on Goal Based standards ( Agenda Item 6)
  - ii. Working Group on Maritime Autonomous Surface Ships (Agenda Item 5)  
**IFSMA will require attendance on this WG**
  - iii. Drafting Group on Amendments to Mandatory Instruments;
  - iv. Working Group on Safety measures for non-SOLAS ships operating in polar waters may also be established depending on the outcome of discussions;

2. **Agenda item 2 - DECISIONS OF OTHER IMO BODIES**
  - a. MSC 99/2 - Sec - 118th and 119th regular and twenty-ninth extraordinary sessions of the Council
  - b. MSC 99/2/1 – Sec – thirtieth session of the Assembly
  - c. MSC 99/2/2 – Sec – seventy-first session of the Marine Environment Protection Committee
  - d. MSC 99/2/3 – Sec - sixty-seventh session of the Technical Cooperation Committee
  - e. **Nothing Significant for IFSMA in the above Papers**
  
3. **Agenda item 3 – CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS**
  - a. MSC 98/3, Add 1 and 2 – Sec – Amendments to the 1974 SOLAS Convention and associated instruments
  - b. MSC 99/3/1 - Sec – Amendment to part A of the International Code on Intact Stability, 2008 (2008 IS Code)
  - c. MSC 99/3/2 and Add 1 = Sec - Amendments to the 2008 SPS, BCH, EGC and GC Codes
  - d. MSC 99/3/3 – Sec – Draft amendments to MSC.1/Circ.1500 and draft MSC circular on the procedural aspects related to the drafting of amendments to safety-related IMO conventions, other than the 1974 SOLAS Convention, and related mandatory instruments
  - e. **Nothing Significant for IFSMA in the above Papers**
  
4. **Agenda Item 4 – Measures to enhance maritime security**
  - a. MSC 99/4 - Sec – Validation of model courses related to maritime security
  - b. MSC 99/4/1 – Sec – Updates on recent developments related to maritime security
  - c. MSC 99/4/2 – Sec – Review of resolution MSC.312(88) on Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases
  - d. MSC 99/4/3 – Sec – Non-ISPS vessels and port facilities
  - e. **Nothing significant for IFSMA but Denmark may be interested to read the proposed changes 99/4/2**
  
5. **Agenda Item 5 – Regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS) WG2 - Represented by David Appleton, Nautilus Int, Cdre Jim Scorer, Sec Gen, and Andrew Higgs, Maritime Legal Consultant.**
  - a. MSC 99/5 – Sec – **the Secretariat has provided a very detailed and useful guide on the process to ensure that a comprehensive and coordinated analysis of the issues raised by autonomous or semi-autonomous ships is undertaken across all IMO Committees and Divisions within the Secretariat.**
  - b. MSC 99/5/1 – IFSMA and ITF – Comments and proposals on the way forward for the regulatory scoping exercise.
    - i. **In particular see the proposed definitions at the Annex**

## INTRODUCTION OF PAPER MSC 99/5/1 - IFSMA and ITF

Many of our concerns have been addressed by the Secretariat in its comments on a way forward in MSC 99/5. It is apparent from the Secretariat's comments that the scoping exercise will require an extensive amount of work and coordination of that work within the IMO. It may extend to other international organizations as well. In that regard the target completion date of 2020 appears overly optimistic.

It is noted that just a few weeks ago the Legal Committee undertook a scoping exercise in coordination, with MSC as the lead committee, with a target completion date of 2022. It is suggested that 2023 may be a more realistic target date that allows this committee to coordinate and take into consideration the work of other committees or sub-committees.

In regards to terminology or definitions. It is suggested that truly autonomous ships operating without human monitoring and control, either onboard or from a shore station, is not a realistic goal at this time. It would require a level of Artificial General Intelligence that does not yet exist. And, it would consume the committee's time with an academic exercise. The focus of the work plan at this time should be on what specific shipboard systems or functions may be automated, and what level of automation achieves the appropriate balance or relationship with humans.

The approach should be with an open mind as to the possible conclusions. It should not be a foregone conclusion that large unmanned ships on international voyages are a practical goal in the foreseeable future. And all that needs to be done is remove the regulatory barriers. Their future will be determined by their technical and economic feasibility and the unique safety issues raised by unmanned ships. And, those factors are still very much in the area of the unknown or unproven.

The introduction of highly automated ships should be a normal phased in evolutionary process building on real world experience. Of concern is the creation of an unnecessary sense of urgency to develop a revolutionary regulatory framework for unmanned ships under unneeded time constraints that doesn't permit an informed approach based on experience with the many issues raised by MASS.

We hope the work proceeds at a pace and with a process that allows us the time to get it right. And, look forward to participating in that process.

- c. MSC 99/5/2 – ICS – Proposals for the development of a work plan
- d. MSC 99/5/3 – Finland, Liberia, Singapore, South Africa and Sweden – Recommendations on identification of potential amendments to existing IMO instruments
- e. MSC 99/5/4 – France – Considerations on and proposals for the methodology to use within the framework of the regulatory scoping exercise
- f. MSC 99/5/5 – Austria, Canada, Sweden, UK, USA et al – Plan of approach for the scoping exercise including a [proposal for draft Terms of Reference for a MASS Working Group at MSC 99](#)
- g. MSC 99/5/6 – Finland – Considerations on definitions for levels and concepts of autonomy – [See proposed definitions](#)
- h. MSC 99/5/7 – China and Finland – Proposal on the work plan of the regulatory scoping exercise for the use of MASS
- i. MSC 99/5/8 – China and Liberia – Recommendations on categorization and regulatory scoping exercise of MASS [See proposed definitions](#)

- j. MSC 99/5/9 – Japan – Japan's perspective on regulatory scoping exercise for the use of MASS
- k. MSC 99/5/10 – ITF – General comments on a way forward
- l. MSC 99/5/11 – Turkey – Comments on documents MSC 99/5, MSC 99/5/2, MSC 99/5/5, MSC 99/5/8 and MSC 99/5/9
- m. MSC 99/5/12 – USA – Comments on document MSC 99/5/5
- n. MSC 99/Inf.3 – Denmark - Final Report: Analysis of Regulatory Barriers to the use of Autonomous Ships **Worth reading and look at definitions and levels of Autonomy Ch 2**
- o. MSC 99/Inf.5 – IFSMA and ITF - Report of a survey on what maritime professionals think about autonomous shipping. Introduced by IFSMA as follows:

Thank you Chair. Whilst the Paper MSC 99/Inf.5 speaks for itself, I feel it worth highlighting that, The Annex to the Paper is the result of a Survey undertaken by the Nautilus Federation, an Affiliate and Association Member of both ITF and IFSMA. This very informative survey represents the opinions of over 1,000 maritime professionals worldwide who are intimately involved in the maritime industry. It showed that they are not inherently opposed to the introduction of automation and recognize the potential for technology to not only improve safety and efficiency, but also the quality of working lives of Mariners and others. However, they are also clear about the conditions required for these objectives to be met and constructive endeavours should be cultivated in the manner of a human-centred automation in order to facilitate improvements in the work for maritime professionals. Thank you Chair

- p. MSC 99/5/Inf.8 – CMI – Work conducted by the CMI International Working Group on Unmanned ships
  - i. IWG position paper on the Law of the Sea and UNCLOS with reference to MASS and how they can be compliant. See their website and via the Links found in this Paper . The results are worth reading.
- q. MSC 99/5/Inf.13 – Finland – Establishing international test area "Jaakonmeri" for autonomous vessels
- r. MSC 99/5/Inf.14 – Japan – Studies conducted in Japan on mandatory regulations relating to Maritime Autonomous Surface Ships – SOLAS, STCW and COLREGs
- s. MSC 99/5/Inf.16 – Norway – Presentation by Norway on 21 May 2018 on the "YARA Birkeland" development
  - i. The Committee will be invited to consider matters related to the Regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS) (MSC 99/5), any other documents submitted by Member States and international organizations under this agenda item, and will establish, as decided at MSC 98, a working group on maritime autonomous surface ships.
- t. **In reading this Report, it is worth taking the time to read all of the above Papers in this Agenda Item**
- u. **The Chair stated that Plenary would discuss the above Papers in the order of his paper J5 as follows;**
  - i. After the introduction of all documents and in order to facilitate the discussions, the Chair proposes to invite comments in the following order: framework of the regulatory scoping exercise, including: aims and objectives, methodology; and instruments, type and size of ships,

- provisional definitions and different types and concepts of autonomy, automation, operation and manning to be considered;
- ii. There was a long discussion by many delegations on the subject and it was pleasing that the ITF/IFSMA got a lot of support which placed us in a good position for the WG considerations. It was extremely pleasing to hear so many delegations speak of IFSMA and ITF and they also came to speak to me during the breaks to seek my views on a number of issues to do with Shipmasters.
- v. Chair summed that
- i. All papers should go to the Working Group
  - ii. Clear that some aspects need further work. Should be user driven and not technology driven. Keep at high level and don't go down into detail.
  - iii. Scope – need a common understanding of what we are talking about. This needs to be a priority and needs to be broad but clear.
  - iv. Scoping and not a drafting exercise and need to make sure we get the output right – an inventory – and need to have a Work Plan that is holistic
- w. plan and coordination of work, including intersessional arrangements; establishment of a mechanism for sharing information and lessons learned and liaison with other international organizations; and possible arrangements to support and coordinate the regulatory scoping exercise; consider
- i. involvement of other committees within the IMO
  - ii. use of sub-committees to help with the work
  - iii. Intersessional Working/Correspondence Group
- x. Many Delegations took part in the discussion, and again IFSMA's name was highlighted on a number of occasions. The discussion was summed by the Chair as:
- i. Legal Committee has already approved a Review of the Instruments therefore MSC should only review those Instruments under its purview when looking at the Regulatory scoping Study. MSC should take a coordinating role and work with other Committees to harmonise the results from the Committees. It is premature to pass this work down to the Sub-Committees.
  - ii. There was no appetite to have an Intersessional Working Group, but a Correspondence Group could be used if necessary.
  - iii. Need to establish a mechanism to liaise with other International Organisations on this work and the Working Group should consider this.
  - iv. A Work Plan should be produced by the Working Group.
  - v. The Secretary General Intervened to state that he believes that this is one of the biggest projects going forward in the IMO for many years. However, he has established a cross Department task Force on this issue, but clearly they are limited on what they can produce and rely on work and assistance from relevant NGOs such as CMI etc.
- y. further work to be conducted after the regulatory scoping exercise and proposals related to the development of guidelines or recommendations, including those proposed in documents MSC 99/5/1 (IFSMA and ITF), MSC 99/5/7 (China and Finland) and MSC 99/5/8 (China and Liberia);

- i. This was a wide ranging debate with everything to include International Trials areas and the ITF/IFSMA Circular on the issuing of a Circular to state that Autonomous ships should not operate in International Waters. Norway, supported by UK and Ned led by stating that they could not agree with this, but Cook Isles argued to agree with IFSMA and ITF. The argument against stated that in International Waters vessels have to abide the Codes, Regulations and Instruments and there is therefore no need for a circular to ban MASS on the high seas. This issue should be discussed in the Working Group. Interim Guidelines were discussed at length both for and against. A number of Nations stated that MSC should restrict itself to the Scoping Exercise and not broaden into other areas such as Guidelines, but these issues should be highlighted for future work.
- ii. Chair Summed that the IFSMA/ITF will not be taken forward, but that there is a need for guidelines but that we need to focus on the Scoping Exercise. However the WG could look at the need for Interim Guidance for Test beds and trials and put this in the Work Plan if required.
- iii. The proposal to extend to 2023 – should ask the WG to attempt to adhere to the timeline but review as work progresses and should be reflected in the Work Plan.
- iv. THIS WAS A SUCCESS FOR IFSMA AND ITF AND THE PAPER STIMULATED DEBATE. The outcomes above so far are acceptable.
- z. After 5 Days of deliberation, the Working Group Report highlighted to following for the Committee that :
  - i. **For the purpose of the regulatory scoping exercise, Maritime Autonomous Surface Ship (MASS) is defined** “as a ship which, to a varying degree, can operate independently of human interaction.”
  - ii. To facilitate the progress of the regulatory scoping exercise, the degrees of autonomy are organized (non-hierarchically) as follows (it was noted that MASS could be operating at one or more degrees of autonomy for the duration of a single voyage):
    - Ship with automated processes and decision support: Seafarers are on board to operate and control shipboard systems and functions. Some operations may be automated.
    - Remotely controlled ship with seafarers on board: The ship is controlled and operated from another location, but seafarers are on board.
    - Remotely controlled ship without seafarers on board: The ship is controlled and operated from another location. There are no seafarers on board.
    - Fully autonomous ship: The operating system of the ship is able to make decisions and determine actions by itself.
- iii. As a first step, the scoping exercise will identify current provisions in an agreed list of IMO instruments and assess how they may or may not be applicable to ships with varying degrees of autonomy and/or whether they may preclude MASS operations.

- iv. As a second step, an analysis will be conducted to determine the most appropriate way of addressing MASS operations, taking into account, inter alia, the human element, technology and operational factors.
- v. established a Correspondence Group on MASS to test the framework of the regulatory scoping exercise agreed at the session and, in particular, the methodology, and report back to its next session, MSC 100 (3-7 December 2018). The Correspondence Group will test the methodology by conducting an initial assessment of SOLAS regulation III/17-1 (Recovery of persons from the water), which requires all ships to have ship-specific plans and procedures for recovery of persons from the water; SOLAS regulation V/19.2 (Carriage requirements for carriage of shipborne navigational equipment and systems); and Load Lines regulation 10 (Information to be supplied to the master).
- vi. If time allows, it will also consider SOLAS regulations II-1/3-4 (Emergency towing arrangements and procedures) and V/22 (Navigation bridge visibility).
- vii. The Committee invited interested Member States and international organizations to submit proposals related to the development of interim guidelines for MASS trials to its next session, MSC 100.

6. **Agenda Item 6 –GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS – WG1** will be established on this Agenda Item – **IFSMA has no requirement to attend.**

- a. MSC 98/6 – Sec – Progress report on the work related to goal-based standards (GBS)
- b. MSC 99/6/1 – IACS – Development of the Interim guidelines for goal-based standards – safety level approach
- c. MSC 99/6/2 – IACS – Views on the three-year cycle for the maintenance of verification
- d. MSC 99/6/3 – Germany – Maintenance of verification
  - i. **Proposes a 3 year qualitative process to the Verification Audit Scheme.**
- e. MSC 99/Inf.9 – Sec – Updated status report on ROs' Corrective Action Plan addressing GBS audit observations
- f. MSC 99/Inf.19 – IACS – Status reports addressing observations
- g. **Nothing Significant to report for IFSMA. All these Papers will go to the WG for further consideration and incorporation into the guidelines where considered appropriate.**

7. **Agenda Item 7 – Safety measures for non-SOLAS vessels operating in polar waters**

- a. MSC 99/7 – Norway – Proposals for possible additional requirements for non-SOLAS vessels
- b. MSC 99/7/1 – Chile and N Zealand – proposals for the provision of mandatory safety measures for all non-SOLAS ships operating in polar waters
- c. MSC 99/7/2 – Pew – The Cape Town Agreement of 2012 as a mandatory instrument relating to the safety of fishing vessels operating in polar waters
- d. MSC 99/7/3 – FOEI, Greenpeace International, WWF and Pacific Environment - Polar waters, the Polar Code and non-SOLAS vessels

- e. MSC 99/Inf.17 – N Zealand – Information on fishing vessels and yachts active in the Antarctic
- f. Following debate in Plenary, a working group (WG3) was established. It was tasked to ;
  - i. Consider the scope of application of the further work on safety measures for non-SOLAS ships operating in Polar waters;
  - ii. Consider the types of vessels to be addressed;
  - iii. Consider the mandatory and/or advisory status of any recommended safety measures; and,
  - iv. Prepare a road map, identifying priorities, time frames and responsibilities for the work to be accomplished.
- g. After considering the report of WG3, the Committee approved it in general and took action as follows on the following areas of interest for IFSMA:
  - i. Agreed that any safety measures for non-SOLAS ships should, in principle apply to both the Arctic area and the Antarctic area;
  - ii. When considering specific safety measures for each type of vessel, it was necessary to consider the area of application on a case by case basis as exemptions/exceptions might apply;
  - iii. Any recommendatory measures for polar operations should not be limited to vessels operating on international voyages only.
  - iv. Not to refer the table on the existing regulatory provisions for non-SOLAS vessels operating in polar waters to the NCSR and SDC Sub-Committees at this stage;
  - v. Agreed that of the non-SOLAS vessels operating in polar waters, pleasure yachts above 300gt not engaged in trade and cargo ships below 500 down to 300gt, should be considered;
  - vi. Agreed for the need of a pragmatic and flexible approach prior to embarking on any mandatory or recommendatory measures under this output;
- h. Following further discussion, the Committee decided to:
  - i. Include the output on “Safety measures for non-SOLAS ships operating in polar waters” in the biennial agenda of the SDC Sub-Committee and the provisional agenda for SDC 6;
  - ii. Instruct SDC 6 to develop recommendatory safety measures for fishing vessels of 24m in length and over, with a view to alignment with the 2012 Cape Town Agreement and pleasure yachts above 300gt not engaged in trade, operating in polar waters;
  - iii. Invite interested Member States and international organisations to submit concrete proposals to SDC 6; and,
  - iv. Establish a working group at MSC 100 to further consider outstanding issues, provide clear instructions to the NCSR Sub-Committee and further consider the roadmap prepared by the Group.

## 8. **Agenda Item 8** - Carriage of Cargoes and Containers

- a. MSC 99/8 – Sec – Report of the fourth session of the Sub-Committee
  - i. If required IFSMA should be prepared to intervene to support Recommendation 2.5 below.



bearing in mind the urgency for the information to be available to all stakeholders, endorse the decision of the Sub-Committee to approve and issue CCC.1/Circ.2/Rev.1 on the Carriage of Bauxite which may liquefy (paragraph 5.74); This was endorsed and no intervention required. We should send this out for information to the Membership.

- b. MSC 99/8/1 – Denmark – Comments on documents MSC 99/8 and CCC 4/12 regarding the draft amendments to paragraph 9.5 of the IGF Code
- c. **Nothing significant to report for IFSMA**

9. **Agenda Item 9** – Implementation of IMO instruments

- a. MSC 99/9 – Sec - Report of the fourth session of the Sub-Committee III 4/15 - Sub-Committee –
  - i. The Committee will be invited to consider matters emanating from the fourth session of the Sub-Committee and take action as indicated in paragraph 2 of document MSC 99/9. Action in respect of the Sub-Committee's biennial status report will be taken under agenda item 20.
  - ii. **Nothing Significant for IFSMA.**

10. **Agenda Item 10** Ship design and construction

- a. MSC 99/10 – Sec – Report of the fifth session of the Sub-Committee
- b. SDC 5/15 - Sub-Committee
  - i. The Committee will be invited to consider matters emanating from the fifth session of the Sub-Committee and take action as indicated in paragraph 2 of document MSC 99/10.
- c. MSC 99/10/1 – CESA – Comments on document MSC 99/10 Recommendations to clarify the task to improve the availability of passenger ships' electrical power supply in cases of side raking damage
- d. MSC 99/10/2 – Bahamas – Comments on document MSC 99/10 Concerns over carriage of more than 10 Industrial persons on International Voyages.
- e. MSC 99/10/3 – IACS - Comments on document MSC 99/10 Draft guidelines on operational information for masters in case of flooding for passenger ships constructed before 1 January 2014
- f. MSC 99/10/4 – Marshall Islands, United States, Vanuatu and ICS - Comments on document MSC 99/10
- g. MSC 99/10/5- USA - Comments on document MSC 99/10. Concerns over carriage of more than 10 Industrial Persons on International Voyages.
- h. MSC 99/10/6 – Netherlands - Comments on document MSC 99/10
- i. MSC 99/10/7 – IACS – Comments on document MSC 99/10 Protection of electrical equipment in the event of raking damage
- j. **The protection of electrical equipment in the event of side raking damage in passenger ships was discussed at some length and it was agreed that this issue should be sent back to the SDC Sub-Committee for further consideration. Nevertheless, the Chair of SDC should gather a small group to discuss this issue further to be able to provide the additional guidance necessary.**
- k. **A number of Delegations submitted Papers on their concerns of the issue of the carriage of more than 12 Industrial Personnel on board vessels engaged on International voyages. Following debate the Chair summed that the Committee**

has no solutions raised by the Bahamas in 99/10/2 and the Code should continue to be developed by the Sub-Committee.

**11. Agenda Item 11 POLLUTION PREVENTION AND RESPONSE**

- a. MSC 99/11 – Sec – Report of the fifth session of the Sub-Committee
- b. **Nothing Significant to report for IFSMA**

**12. Agenda Item 12 – NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE**

- a. MSC 99/12- Sec - Report of the fifth session of the Sub-Committee
- b. MSC 99/12/1 – China – Recognition of BeiDou Message Service System for use in the GMDSS
- c. MSC 99/12/2 – China – Comments on the issue of recognition of Iridium mobile satellite system for use in the GMDSS, contained in document MSC 99/12 **US and China have agreed that the issues raised therein are outside the scope of IMO**
- d. MSC 99/12/3 – Sec – Workload of the NCSR Sub-Committee
- e. MSC 99/12/4 – UK – Comment on the report of the Sub-Committee: Future work methodology for the NCSR Sub-Committee
- f. **Papers 12/4 and 12/4 highlight the issue of Workload of the NCSR Sub-Committee and how to resolve this to make the NCSR Sub-Committee more effective. Following discussion by a number of Nations it was agreed that in order to achieve the workload then the duration of NCSR should be extended to 8 working days for a trial period of 2 sessions and that MSC should represent this to the Council.**
- g. MSC 99/12/5 – UK – Recognition of the Iridium mobile satellite system for use in the GMDSS
- h. MSC 99/12/6 – Germany – Comments on the recognition of the Iridium mobile satellite system for use in the GMDSS
- i. MSC 99/12/7 – USA – Report of the fifth session of the Sub-Committee – Comments on documents MSC 99/12/2 and MSC 99/12/5
- j. MSC 99/12/8 – USA – Report of the fifth session of the Sub-Committee – Draft resolution for recognition of the Iridium mobile-satellite system for use in the GMDS
- k. MSC 99/12/9 – Finland, Mexico and USA – Report of the fifth session of the Sub-Committee – Recognition of the Iridium mobile-satellite system for use in the GMDSS
- l. **There was a long discussion on the above Papers. The US provided clarifications to all the issues raised by the Nations Papers above. The Chair therefore proposed that the issue is whether Iridium has complied with A.1001(25) and therefore be recognised by IMO. Following another long discussion the Chair tried to sum up to halt the unnecessary interventions. He felt that the general discussion was in support of the USA and that Iridium should be formally recognised and that those issues raised which were outside the A.1001(25) should be resolved elsewhere and primarily with IMSO who regulates this on behalf of IMO. The Committee agreed by its silence.**
- m. MSC 99/12/10 – China – Comments on NCSR 5/WP.1 and MSC 99/12
- n.
- o. MSC 99/12/Inf.7 – China – Practical issues concerning implementation of the International Regulations for Preventing Collisions at Sea, 1972

**13. Agenda Item 13 - Ship systems and equipment**

- a. MSC 99/13 – Sec – Urgent matters emanating from the fifth session of the Sub-Committee
- b. **Noted the progress made on the development of goals and functional requirements for onboard lifting appliances and anchor handling winches (OLAW) and, in particular, the views expressed at SSE 5 on how to address training and certification of crews and shore-based personnel using OLAW**

**14. Agenda Item 14 – Implementation of the STCW Convention**

- a. MSC 99/14 – Sec – List of competent persons to be maintained by the Secretary-General pursuant to section A-I/7 of the STCW Code
- b. **Nothing Significant to Report for IFSMA**

**15. Agenda Item 15 - Capacity building for the implementation of new measures**

- a. MSC 99/15 - Vice-Chair of MSC - Assessment of capacity-building implications of amendments to mandatory instruments and outputs related to mandatory instruments approved at MSC 98.
- b. **Nothing Significant for IFSMA**

**16. Agenda Item 16 Formal safety assessment**

- a. MSC 99/16 - Sec - Analysis of the input and output speed of the GISIS MCI module
- b. **Nothing Significant for IFSMA**

**17. Agenda Item 17 Piracy and armed robbery against ships**

- a. MSC 99/17 – SEC – The Committee is invited to consider an update on developments related to piracy and armed robbery against ships (MSC 99/17).
- b. Key points are:
- c. **203 reports of acts of Piracy for 2017 were the lowest for 20 years**
- d. **a total of six incidents had been reported off Somalia in 2017 (two hijacked, one boarded, and three attempted boardings). So far in 2018, two have been reported, details of which were promulgated in GISIS, thus Somalia-based piracy has been suppressed rather than eradicated;**
- e. **in the Gulf of Guinea, as of 30 April 2018, 37 incidents have been reported this year, some resulting in the hijacking of ships and holding of crew members for ransom. In late March 2018, several attacks on large fishing vessels took place in waters off Equatorial Guinea, Ghana and Nigeria, involving the use of captured vessels as temporary mother ships to conduct attacks on other fishing vessels and merchant ships as well as abduction of crew members;**
- f. **in response to the threats and recent incidents arising from the conflict in Yemen, such as sea mines and waterborne improvised explosive devices, the Combined Maritime Forces (CMF), ICS, BIMCO and INTERTANKO has published interim guidance on maritime security in the southern Red Sea and Bab al-Mandeb, which was promulgated on the IMO website;**
- g. **Noted with appreciation, information provided by the observer from ReCAAP-ISC in document MSC.99/INF.15 providing an update of the activities they had carried out and the situation of piracy and armed robbery against ships in Asia.**

- h. MSC 99/Inf 15 – ReCAAP - Progress report of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)
- i. MSC 99/Inf.18 – Marshall Islands, BIMCO, OCIMF and INTERTANKO - Standardized reporting of global piracy and armed robbery incidents

**18. Agenda Item 18** Unsafe mixed migration by sea

- a. MSC 99/18 – Sec – Outcome of the inter-agency meeting with the maritime industry on mixed migration **Attended by IFSMA and other NGOs. This Report was sent to the EXCO and briefed in the Newsletter. Nothing significant for IFSMA although it should be noted that the Media have reported that the first 3 Months of 2018 has seen the largest number of Migrants attempting to cross from Africa to Europe.**
- b. **In 2017 there were 172,000 migrants entering the EU and 3,139 migrants lost their lives. So far this year there have been 26,111 migrants entering the EU and 936 dead. So the issue is still a major crisis. The EU and UNHCR stated that the High Level meeting we were involved in has been very useful and the results are now before the UN. UNHCR briefed that there is still much work to do to improve the problem and is being driven by Human Trafficking and Criminal Activity. The IOM also spoke of the useful input from the NGO at the High Level Meeting. Stated that the current SAR requirement in the Mediterranean remains a challenging issue, but they continue to work to find solutions to reduce the level of Migration. Notwithstanding, the current figures of Migration from the Continent of Africa remains at a dangerous level.**
- c. **EUNAVFORMED will again hold a meeting this year at the NATO HQ in Northwood, Middlesex, and I will represent IFSMA.**

**19. Agenda Item 19** Application of the Committee's procedures on organization and method of work

- a. MSC 99/19 – Sec – Outcome of A 30 Draft revised Committees' Method of work
- b. The Committee will be invited to consider the outcome of A 30 on the revised Assembly resolution on Application of the Strategic Plan of the Organization (MSC 99/19) and any relevant documents submitted by Member States and international organizations under this agenda item, for further consideration of action to be taken. **Nothing Significant to Report for IFSMA**

**20. Agenda Item 20** Work programme

- a. MSC 99/20 and addenda - Sec - Biennial agendas of the CCC, HTW and III Sub-Committees and biennial status reports of the NCSR, SDC and SSE Sub-Committees and provisional agendas for their forthcoming sessions
- b. MSC 99/20/1 – Israel and Poland – Proposal for a new output on the development of performance standards for Navigation Decision Support System (NDSS) for Collision Avoidance (CA) **In the view of Sec Gen, this is a good idea and should be supported.**
- c. MSC 99/20/2 – Japan – Revision of the lowering speed of survival craft and rescue boats. **To be sent to SSE**
- d. MSC 99/20/3 –Australia, China, India, Norway, Republic of Korea, Singapore, South Africa, Turkey, IALA, IAIN, IFSMA, IHMA, and NI - Proposal for a new output for a

- revision of resolution A.857(20) on Guidelines for Vessel Traffic Services **IFSMA is a co-sponsor of this Paper. Will be looked at for the next biennial Agenda.**
- e. MSC 99/20/4 – Japan – Proposal for a new output on the application of the Quasi-Zenith Satellite System (QZSS) in the maritime field. **Yet another National Satellite system that has the same vulnerabilities as GPS and all the others!**
  - f. MSC 99/20/5 – China – Proposal for a new output on fire resistance requirements of damping materials for reducing noise and vibration level applied in "A" and "B" class divisions
  - g. MSC 99/20/6 – China – Proposal for a new output to amend the life raft requirements of the SOLAS Convention **This is a good proposal and should be supported – Safety of the Mariner and Life**
  - h. MSC 99/20/7 – Australia, Brazil, China, the Philippines, BIMCO and INTERCARGO Proposal for a new agenda item to amend the definition of 'Group A' in the IMSBC Code. **This is to take account of the Dynamic Separation of Bauxite which IFSMA has been involved with and should be supported.**
  - i. MSC 99/20/8 – Marshall Islands, Panama, ICS, BIMCO, INTERCARGO, IPTA, IMCA, IBIA and ITF - Proposal for a new output to amend paragraph 4.4.7.6 of the LSA Code **IFSMA had agreed to be a co-sponsor as a member of the International Lifeboat Group, but our name was missed off in error.**
  - j. MSC 99/20/9 – Russian Federation, Vanuatu, IMCA and IOGP- Proposal for a new output concerning amendments to the Code of Safety for Diving Systems and resolution A.692(17).
  - k. MSC 99/20/10 – USA and ILAMA – Proposal for a new output to amend the Standardized Life-Saving Appliance Evaluation and Test Report Forms **Agreed to be sent to SSE.**
  - l. MSC 99/20/11- Dominica – Comments on document MSC 99/20/10
  - m. MSC 99/20/12 – Germany – Comments on document MSC 99/20/4
  - n. MSC 99/20/13– ISO – Comments on document MSC 99/20/10
  - o. MSC 99/Inf.6 – China – Relevant information on damping materials and their application on ships and fire test results
  - p. **Nothing Significant for IFSMA other than those Papers with comments in Red above**

## 21. Agenda Item 21 – Any Other Business

- a. MSC 98/21 – Sec – Technical cooperation activities related to maritime safety, maritime security and facilitation.
- b. MSC 98/21/1 – Sec – IMO/IACS cooperation on the IACS Quality Certification Scheme (QSCS)
- c. MSC 98/21/2 – IALA – Draft revision of MSC/Circ.1065 on IALA Standards for training and certification of Vessel Traffic Service (VTS) personnel - **A simple revision that could be done by the Secretariat.**
- d. MSC 98/21/3 and Rev 1 – China – Lessons learned from the casualty during the trial of an azimuth stern drive tug. **An interesting Report for information but does not affect IFSMA Members.**
- e. MSC 98/21/4 – China – Considerations on lessons learned from the casualty during the trial of an azimuth stern drive tug
- f. MSC 98/21/5 – WMO – Development in meteorological services and revision of MSC.1/Circ.1293 on Participation in the WMO Voluntary Observing Ships scheme

- g. in order to reflect developments in the field of ship-based marine meteorological and oceanographic developments and WMO's VOS Scheme, the Committee agreed to approve a revision of MSC.1/Circ.1293;
- h. MSC 98/21/6 – DPR of Korea – Uniform wording in MSC.1/Circ.1586 and related instruments
- i. MSC 98/21/7 – Ukraine – Information on closure of seaports in the temporarily occupied Autonomous Republic of Crimea and the city of Sevastopol, Ukraine
- j. A large number of Member States associated themselves with the statements made by the delegations of Estonia and France in support of Ukraine
- k.
- l. MSC 98/21/8 – Belgium and Luxembourg – Consideration of fire protection of control stations on cargo ship
- m. MSC 98/21/9 – Sec – New GISIS module on National Maritime Legislation
- n. MSC 98/21/10 – WMO – IMO Member State audit scheme
- o. MSC 98/21/11– Marshall Isles and RINA – Requirements for practical seating arrangements in survival craft This should be put forward as a new Output for the Biennial Agenda.
- p. MSC 98/21/12 and Corr.1– DPR of Korea – Consideration of the continuous update and use of the list of non-mandatory instruments
- q. MSC 98/21/13 – Russia – Substantive error in the text of the Polar Code
- r. MSC 98/21/14 – DPR of Korea – Proposal for a unified interpretation of the term "conning position" referred to in SOLAS regulations
- s. MSC 98/21/15 – Netherlands and Vanuatu – The Ocean Cleanup's deployment in the North Pacific
- t. MSC 99/21/17 – Russia – Comments on document MSC 99/21/7
- u. MSC 98/Inf.2 – Sec – Global Integrated Shipping Information System (GISIS)
- v. MSC 98/Inf.4 – S. Africa – Information on a research project regarding container weights
- w. MSC 98/Inf.10– FONASBA – Summary of a survey carried out into the implementation of requirements for mandatory weighing of containers
- x. MSC 98/Inf.11 – IMPA – Improved safety of pilot transfer arrangement results of safety campaign/survey An Interesting Survey – might ask IMPA for an article for the IFSMA Newsletter
- y. MSC 98/Inf.12 – ICS and OCIMF – Industry guidance on the development of a Polar Water Operational Manual. Sec Gen will contact ICS and OCIMF for further information and support.
- z. Nothing Significant to Report in any of these Papers unless specifically highlighted.