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HIGH LEVEL VISIT TO PANAMA

Panama City, 3-4 December

Contribution to the IHO Work Programme 2018	
Task 1.3.2.1	Undertake high-level visits to Governments of non-MS

IHO Director Mustafa Iptes, accompanied by Assistant Director Alberto Costa Neves, paid a high level visit to Panama City, Panama on 3 and 4 December to invite and encourage the application of Panama to become a Member State of the IHO and to advise on the need to promote and develop the national hydrographic infrastructure.



The IHO Team and H.E. Minister Jorge Barakat Pitty, accompanied by PMA Executive Team, at the Panama Maritime Authority.

In the first part of their programme, the IHO Team visited the Panama Canal Authority (PCA) and had a meeting with Mr Jaime Rodríguez, Chief Hydrographer of the PCA, who provided a briefing on the hydrographic capacity of the PCA and on the survey activities on the Panama Canal. The IHO Team also had a tour on the Panama Canal onboard a survey vessel of PCA and visited the recently constructed locks of the Panama Canal.

In the second part of the programme, the IHO Team visited the Panama Maritime Authority (PMA) and called on H.E. Mr. Jorge Barakat Pitty, Minister of Maritime Affairs of Panama. Director Iptes presented the role and the activities of the IHO and underlined the importance of the hydrography, a Hydrographic Service and the benefits of becoming a full Member State of the IHO. Director Iptes was informed that Panama, as an important maritime State and the number one Flag State of the IMO, has a positive desire to join the IHO in the near future and is actively working to become a member of the IHO. Minister Barakat Pitty and Director Iptes has agreed on working closely to facilitate the membership process of Panama.



100TH SESSION OF THE IMO MARITIME SAFETY COMMITTEE
London, United Kingdom, 3-7 December 2018

Contribution to the IHO Work Programme 2018	
Task 1.1.8.3	MSC

The Maritime Safety Committee (MSC) is the highest technical body of the International Maritime Organization (IMO). The functions of the MSC are to consider matters related to aids to navigation, construction and equipment of vessels, rules for the prevention of collisions, handling of dangerous cargoes, maritime safety procedures, hydrographic information, salvage and rescue and any other issues directly affecting maritime safety. The 100th session of the MSC (MSC 100) was held at the IMO Headquarters in London, UK, from 3 to 7 December 2018. Assistant Director David Wyatt represented the IHO. In addressing the agenda of the session in his opening statement, the Secretary-General of IMO, Mr Kitack Lim, highlighted initial progress in the regulatory scoping exercise on maritime autonomous surface ships; the need for approval of revised guidelines on fatigue and further updates on work on goal-based standards; he also drew attention to the work required on addressing safety measures for non-SOLAS polar shipping and a number of safety issues relating to low-sulphur fuel.

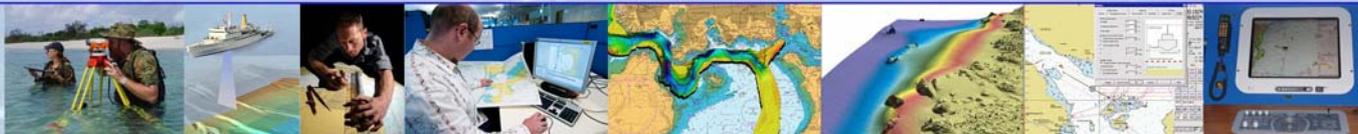


Secretary-General of IMO, Mr Kitack Lim, opening the special session to celebrate MSC 100

A special session brought in invited speakers who discussed future technologies and the continued role of the seafarer. A new IMO safety video was launched, highlighting the wide spectrum of work the Committee has done over six decades to enhance safety and security at sea, including navigation, cargoes, ship construction, seafarer training, search and rescue and communications and more.

Maritime Autonomous Surface Ships (MASS)

The Committee approved the framework for the regulatory scoping exercise. The MSC agreed on the definitions on four identified degrees of autonomy. The Committee agreed to identify the regulations in IMO instruments that apply or not to MASS and then to determine the most appropriate way to address MASS operations. The MSC approved an intersessional Working Group meeting, 2-6 September 2019, to progress the review of relevant IMO instruments and the development of Guidelines on MASS trials and their scope. The IMO Secretariat agreed to



activate a dedicated email account for MASS-related communications and create a web platform to support the work. The Committee agreed to progress the work at the next session of the MSC.

Polar Code for non-SOLAS Ships

The MSC considered safety measures for non-SOLAS ships operating in Polar waters. The Committee considered the proposal to widen the scope of application of the Polar Code to certain non-SOLAS ships. In general there was no support for mandatory application of chapters 9, 10 and 11 of the Polar Code; however it was agreed that further discussion for the revision of SOLAS chapter XIV could be progressed at the next meeting of the Committee. Noting the lengthy process for revisions to SOLAS, the MSC agreed a resolution urging administrations to take action to apply relevant provisions could be developed at the next session of the Committee. The MSC invited submissions to MSC101 to assist the determination and feasibility of applying chapter 9, 10 and 11 of the Polar Code.



IMO MSC 100 in plenary session

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ECDIS

The Committee considered the proposed new output to revise the MSC.1/Circ.1503/Rev.1 – *ECDIS - Guidance for good practice* – to take into account the experiences gained from the change from the IHO ECDIS Presentation Library Edition 3.4 to Edition 4.0. The IHO made an intervention to support the comments made by the Comité International Radio Maritime (CIRM) and to inform the MSC of the IHO Secretariat's intention to review the technical information and guidance provided on the IHO website, to which the MSC.1/Circ.1503/Rev.1 refers. The Committee agreed to include the work in the post biennial agenda of sub-committee for Navigation, Communications, and Search and Rescue (NCSR) and allowed two sessions for the work, seeking input from the sub-committee on Implementation of IMO Instruments (III) as necessary.

Maritime Security

In considering measures to enhance maritime security, the Committee noted that the information of 25% of all port facilities registered in the maritime security module of Global Integrated Shipping Information System (GISIS) submitted by IMO member States required updating. It was highlighted that the new functionalities in the web services to enable the secure electronic transfer of information between member States and the maritime security module of GISIS had been developed. The MSC urged SOLAS Contracting Governments to review and update the information contained in the maritime security module of GISIS, in particular that relating to port facility security plans.



Piracy and Armed Robbery

The Committee reminded member States to update the information related to their National Point(s) of Contact for communication of information on piracy and armed robbery. The MSC also requested member States to continue to provide information on piracy and armed robbery incidents to the IMO Secretariat, using the reporting form in appendix 5 of MSC.1/Circ.1333/Rev.1. Whilst approving new Global Counter Piracy Guidance, updated Gulf of Guinea Guidance, and version 5 of the Best Management Practices (BMP 5), and issuing the suite of guidance as a new MSC circular on Revised Industry Counter Piracy Guidance, the Committee requested member States as well as owners, operators and managers of ships and shipboard personnel to continue the diligent application of the Best Management Practice and IMO guidance; and invited member States to continue to provide naval assets, and flag States to continue to monitor the threat to ships flying their flags and set appropriate security levels in accordance with the International Ship and Port Facility Security (ISPS) Code.

Unsafe Mixed Migration

During the discussions, the MSC was visited by Her Royal Highness, the Princess Royal, who addressed the Committee as well as listening to the plenary considerations. The MSC received reports on progress made with the Global Compact for Safe, Orderly and Regular Migration and the Global Compact on Responsibility-sharing for Refugees. The MSC received a number of reports from member States directly involved in operations, particularly those involved in the central Mediterranean Sea, and the efforts being undertaken to better facilitate multilateral cooperation and seek solutions to common problems by sharing expertise and best practices. The Committee invited the IMO Secretariat and the United Nations Agencies concerned to inform MSC 101 of the progress made with the global compacts.



Her Royal Highness, the Princess Royal, addressing a session of MSC 100

Office Bearers

The MSC unanimously re-elected Mr Bradley Groves, Australia, as Chair and Mr Juan Carlos Cubisino, Argentina, as Vice-Chair of the Committee for 2019.

Next Sessions

The next session of the MSC is scheduled from 5 to 14 June 2019 (MSC101).