

Outcomes of MSC99

Submitted by IHO Secretariat

SUMMARY

Executive Summary: This document provides details of the outcomes of MSC97, which are relevant to WWNWS-SC

Action to be taken: 2

Related documents: MSC99/22 dated 5 June 2018

1. The 99th session of the International Maritime Organization (IMO) Maritime Safety Committee (MSC 99) was held at the IMO Headquarters in London, United Kingdom, from 15 to 25 May. The following items are of relevance to WWNWS-SC:

a. Unsafe Mixed Migration by Sea

During the inter-agency discussions on mixed migration a number of statements were made, which highlighted the actions and efforts being undertaken by numerous organizations and agencies in the central Mediterranean Sea. The Committee acknowledged the important work of the International Organization for Migration (IOM) and the United Nations High Commissioner for Refugees (UNHCR) in addressing the root causes of the problems and expressed its appreciation to the IMO Member States and the shipping industry for contributing to the rescue of migrants at sea in the Mediterranean Sea, especially to Greece, Italy, Malta and Morocco and to the European Union Naval Force Mediterranean (EUNAVFOR MED) Operation SOPHIA and its capacity building efforts to establish SAR services in Libya.

The Committee encouraged Member States to use the facilitation module in the Global Integrated Shipping Information System (GISIS) and the information included in the appendix to MSC.1/Circ.896/Rev.2 - *Interim measures for combating unsafe practices associated with the trafficking, smuggling or transport of migrants by sea* - to report any incidents.

The Committee invited the IMO Secretariat and participating UN Agencies to inform the MSC 100 of the progress made with the global compact for migration and the global compact on refugees.

b. Global Maritime Distress and Safety System (GMDSS)

The Committee approved and adopted the following resolutions and circulars:

- MSC.252(83) – *amendments to the revised performance standards for integrated navigation systems (INS)* – to be issued as resolution MSC.452(99);
- MSC.450(99) – *Statement of recognition maritime mobile satellite services provided by Inmarsat Global Ltd* – for the FleetBroadband Maritime Safety Data Service for use in the GMDSS;

- MSC.451(99) – *Statement of recognition maritime mobile satellite services provided by Iridium Satellite LLC* – for the Iridium safety voice, short-burst data and enhanced group calling services for use in the GMDSS; and
- MSC.1/Circ.1593 – *Interim guidelines for the harmonization display of navigation information received via communication equipment.*

The MSC noted the issue of interference of terrestrial mobile communications with L-band maritime satellite communications with great concern, particularly in port areas and their approaches. The Committee noted the discussions at the International Telecommunications Union (ITU) and regional spectrum management bodies were dominated by the mobile telephone industry, also it noted the lack of maritime administration presence at these meetings. The MSC encouraged maritime administrations to liaise closely with their national authorities attending meetings of the ITU and regional bodies concerned with spectrum management with the aim to address this safety critical issue. In addition, the Committee requested the IMO Secretariat to send a letter to the ITU outlining the concerns, particularly the effect on GMDSS services and the impact on safety of life at sea.

Whilst acknowledging the role and experience of the IMO International SafetyNET Coordinating Panel and the WWNWS Sub-Committee with respect to the operational implementation of the provision of Maritime Safety Information (MSI), the Committee nevertheless tasked the International Mobile Satellite Organization (IMSO) to oversee the completion of the outstanding technical aspects of the Iridium system recognition process and the subsequent operational implementation phase for integration into the GMDSS and World-Wide Navigational Warning Service (WWNWS). The Committee agreed to refer to the NCSR Sub-Committee the application from China for recognition and use in the GMDSS of the BeiDou Message Service System and tasked the IMSO to undertake the necessary technical and operational assessment.

The MSC adopted the Modernization Plan of the Global Maritime Distress and Safety System (GMDSS) as well as the draft amendments to SOLAS IV and its appendix on certificates. The Committee also approved the use of the term *recognized mobile satellite service* and the definition that was submitted. The Committee approved the intersessional meeting of the fourteenth session of the Joint IMO/ITU Expert Group on Maritime Radiocommunication Matters to take place in 2-7 September 2018 at the IMO Headquarters.

c. Hydrography and Charting

The MSC addressed various matters related to hydrography and nautical charting resulting from the 5th Session of the NCSR (NCSR 5) held in February this year. The main items included the establishment of new traffic separation schemes and associated measures “In Dangan Channel” and “In the vicinity of Kattegat” for dissemination by means of COLREG.2/Circ.71; the adoption of new and amendments to existing routing measures other than traffic separation schemes “Off the coast of Ghana in the Atlantic Ocean”, a precautionary area “Dangan Channel No 2”, deep-water routes, recommended routes and precautionary area “in the vicinity of Kattegat” and two-way, precautionary areas and areas to be avoided “In the Bering Sea and Bering Strait” to be published as SN.1/Circ.336. The Committee decided that those measures covering “In Dangan Channel”, “Off the coast of Ghana in the Atlantic Ocean” and “In the Bering Sea and Bering Strait” should come into force six months after adoption, on 1 December 2018, and those measures covering “In the vicinity of Kattegat” would come into force come 1 July 2020.

Noting the comments made by the IHO and Comité International Radio-Maritime (CIRM) during the discussions on ECDIS issues, in particular those related to software upgrades, type approvals and cyber security, the Committee invited the delegation of China and other interested parties to consider submitting a proposal for a new output to address the issues.

The Committee also invited the IHO to keep it informed of progress on addressing the potential security vulnerability associated with the identified files belonging to the ENC exchange data set and to bring proposed protection solutions to the attention of the NCSR as part of the IHO routine report on ECDIS issues. The MSC agreed to revoke III.2/Circ.2 on 1 July 2018 as proposed by NCSR 5.

d. e-Navigation

The MSC endorsed the holding of the second meeting of the IMO/IHO HGDM, at IMO Headquarters in London, from 29 October to 2 November 2018. The Committee approved the updated e-Navigation strategy implementation plan to be issued as MSC.1/Circ.1595.

e. Maritime Autonomous Surface Ships (MASS)

The Committee endorsed the framework for the regulatory scoping exercise, the list of mandatory instruments to be considered, the type and size of ships and the methodology for the exercise, as well as the plan of work. The aim of the scoping exercise is to determine how safe, secure and environmentally sound MASS operations might be addressed in IMO instruments. A clear objective of the regulatory scoping exercise on MASS is to assess the degree to which the existing regulatory framework under the purview of the MSC might be affected in order to address MASS operations.

The Committee defined MASS as a ship which, to a varying degree, can operate independent of human interaction. The MSC agreed the degrees of autonomy could be considered as:

- Ship with automated processes and decision support;
- Remotely controlled ship with seafarers on board;
- Remotely controlled ship without seafarers on board; and
- Fully autonomous ship.

The MSC identified a preliminary list of mandatory and non-mandatory instruments related to maritime safety and security which needed to be considered as part of the regulatory scoping exercise. The Committee also considered the size and type of ships, the methodology to be employed and a plan of work.

Member States and international organizations were invited to submit proposals to MSC 100 related to the development of interim guidelines for MASS trials. The MSC also established a Correspondence Group on MASS, under the coordination of Captain Marko Rahikainen (Finland) (marko.rahikainen@trafi.fi), which was tasked to provide a report to MSC 100, and which should include results of the test of the framework.

2. The Sub-Committee is invited to:

a. **encourage** consideration of attending this first and subsequent meetings of the HGDM, acknowledging work items relate to activities of the WWNWS-SC, in particular the work of the S-124CG; and

b. **note** the information provided and take action as appropriate.