



IHO File No. S3/3055

CIRCULAR LETTER 34/2018
11 June 2018

**REPORT ON THE 99th SESSION OF THE IMO MARITIME SAFETY COMMITTEE
(MSC 99)**

References:

- A. IHO CL 43/2017 dated 30 June - *Report on the 98th Session of the IMO Maritime Safety Committee (MSC 98)*;
- B. IHO CL 25/2018 dated 12 March - *Report on the 5th Session of the IMO Sub-Committee on Navigation, Communications, and Search and Rescue (NCSR 5)*.

Dear Hydrographer,

1. As announced in Reference A, 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.
2. The discussions on matters that may be of particular interest to IHO Member States are summarized in Annex A. The full report of MSC 99 (MSC 99/22) will be available on the IMODOCS website (<https://webaccounts.imo.org/>) when issued.

Dates for the next sessions of the MSC

3. The next sessions of the MSC are scheduled from 3 to 7 December 2018 (MSC 100) and from 5 to 14 June 2019 (MSC 101) at the IMO Headquarters in London. Noting the concerns of the Chair of the NCSR Sub-Committee in respect to the workload of the NCSR and with the objective of clearing the backlog of outstanding planned outputs and to allow the Working Groups sufficient time to address all the topics with which they are tasked, the Committee agreed to propose to the IMO Council that the NCSR Sub-Committee should be extended by 3 days as a trial for the next two sessions. Therefore the MSC proposed to the Council that the sixth session of NCSR should take place from 16 to 25 January 2019.

Actions required from the IHO and its Member States

4. Considering the outcome of the 5th session of the NCSR (see Reference B), the MSC endorsed the convening of the second meeting of the IMO/IHO Harmonization Group on Data Modelling (HGDM), at IMO Headquarters in London, from 29 October to 2 November 2018 to continue the work on the output "Develop guidance on definition and harmonization of the format and structure of Maritime Service Portfolios".
5. The work item of the HGDM relates directly to tasks allocated by the IHO Hydrographic Services and Standards Committee (HSSC) to the Nautical Information Provision Working Group (NIPWG) and to the S-100 Working Group (S-100WG). The IHO Secretariat will liaise with the Chair of the HSSC, NIPWG and S-100WG to ensure that the IHO interests are adequately represented in the HGDM. It is expected that the participation of members of the working groups at this meeting of the HGDM will be supported by their national organization.

6. More generally, and in accordance with the HGDM Terms of Reference, IHO Member States and organizations accredited as observers to the IHO are encouraged to consider attending this meeting of the HGDM. National Hydrographic Offices are also encouraged to liaise with their national representative organization to IMO, which is usually the Maritime Administration, on this matter.

7. All relevant documents and the registration procedure will be made available through the HGDM section of the HSSC page on the IHO web site at www.iho.int > Home > Committees & WG > HSSC.

On behalf of the Secretary-General
Yours sincerely,



Abri KAMPFER
Director

Distribution:

- IHO Member States
- HSSC Observers
- Chair, HSSC
- Chair, NIPWG
- Chair, S-100WG

Annex A: Summary of the discussions at MSC 99

Summary of the discussions at MSC 99

Unsafe Mixed Migration by Sea

1. 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.
2. 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.
3. 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.

Global Maritime Distress and Safety System (GMDSS)

4. 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.*
5. 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.
6. Whilst acknowledging the role and experience of the IMO International SafetyNET Coordinating Panel and the WNWWS 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.

7. 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.

Hydrography and Charting

8. 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 routeing 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.

9. 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.

Safety Measures for non-SOLAS Ships Operating in Polar Water

10. The MSC endorsed the decision that any safety measures should apply to Arctic and Antarctic areas for vessels engaged on international voyages. When considering specific safety measures for each type of vessel as it was considered the area of application should be considered on a case-by-case basis and agreed that the types of vessels to be considered were fishing vessels over 24 metres in length (to align with the 2012 Cape Town Agreement), pleasure yachts above 300 gross tonnage not engaged in trade, and cargo ships below 500 gross tonnage down to 300 gross tonnage. The Committee proposed to consider at MSC 100 the wider mandatory application of chapters 9 to 11 of part 1-A of the existing Polar Code, which include safety of navigation, communications and voyage planning. Interested parties were encouraged to submit proposals for further discussion at MSC 100.

e-Navigation

11. 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.

Maritime Autonomous Surface Ships (MASS)

12. 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.

13. 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.

14. 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.

15. 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.