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REPORT ON THE 94th SESSION OF THE IMO MARITIME SAFETY COMMITTEE

References:

- A. IHO CL 42/2014 dated 11 June - *Report on the 93rd Session of the IMO Maritime Safety Committee*
- B. IHO CL 50/2014 dated 09 July - *Report on the 1st Session of the IMO Sub-committee on Navigation, Communications and Search and Rescue (NCSR 1)*
- C. IHO CL 52/2014 dated 21 July - *Proposed Submission on e-Navigation to the 94th Session of the IMO Maritime Safety Committee (MSC 94)*

Dear Hydrographer,

1. As announced in Reference A, the 94th session of the International Maritime Organization (IMO) Maritime Safety Committee (MSC 94) was held at the IMO Headquarters in London from 17 to 21 November. President Robert WARD and Assistant Director David WYATT represented the IHO.
2. The following paragraphs cover matters of particular interest to the IHO.
3. The MSC approved and adopted the text of the mandatory International Code for Ships Operating in Polar Waters (the Polar Code) and a new chapter XIV to SOLAS on "Safety measures for ships operating in polar waters". The IHO input reported in Reference A was accepted without change or comment. The Polar Code and Chapter XIV of SOLAS will have an adoption date of 1 July 2016 and will come into force on 1 January 2017 for new ships constructed after that date. Ships constructed before 1 January 2017 will be required to meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

GMDSS and Iridium Mobile Satellite System

4. The MSC noted the approval by the IMO Sub-committee on Navigation, Communications and Search and Rescue at its first session (NCSR 1, see Reference B) of the High-level Review of the Global Maritime Distress and Safety System (GMDSS) and, due to the on-going detailed work, agreed to extend the planned output by an additional year to 2018. The MSC approved MSC.1/Circ.1310/Rev.1, the revised Joint IMO/IHO/WMO Manual on Maritime Safety Information (IHO Publication S-53), which will come into force on 1 January 2016.
5. It was agreed that the International Mobile Satellite Organization (IMSO) would undertake the technical assessment and system evaluation of the Iridium mobile satellite system as part of the process for it to be recognised as a mobile-satellite service provider of the GMDSS in accordance with IMO Resolution A.1001(25), as amended, and taking into account the guidance laid down in MSC.1/Circ.1414. The IMSO was directed to convene a Group of Experts and to provide the evaluation report to the NCSR. The IMO Secretariat was instructed to oversee the evaluation process. It was agreed that any additional concerns regarding the use of the Iridium system held by Member States, particularly those not covered by IMO Resolution A.1001(25), as amended, and MSC.1/Circ.1414, should be submitted to NCSR 2 for further consideration.

Routeing Measures and Charting

6. The MSC also addressed various matters related to hydrography and nautical charting including those resulting from considerations at NCSR 1, which met in July (see Reference C). The main items included adopting one new routing measure, traffic separation scheme and precautionary area covering the Strait of Gibraltar; amendments to the routing measures, traffic separation schemes and precautionary areas in the locations of Chengshan Jiao Promontory, Off Friesland, Off Tanger-Med, North Hinder to German Bight, Great North-East Channel and Jomard Entrance Papua New Guinea; amendments to the existing mandatory ship reporting system off Chengshan Jiao Promontory. The MSC revoked an area to be avoided in the region of the Great Barrier Reef. It was decided these measures would be implemented on 1 June 2015, which would be six months after adoption.

e-Navigation

7. MSC 94 approved the e-navigation Strategy Implementation Plan (SIP) endorsed by NCSR 1 (Reference B). The MSC supported the proposals contained in MSC 94/18/8 that sought the continued monitoring of the implementation of e-navigation by the IMO. This paper was co-sponsored by a number of IMO Member States, the IHO (Reference C) and a number of non-governmental international organizations. It received widespread support and was in line with the comments on e-navigation made by the IMO Secretary General during his opening address to the session.

8. The discussions on e-Navigation highlighted the existing heavy workload of the NCSR and the requirement to prioritise the tasks identified in the SIP to help the IMO focus its efforts. A way forward suggested by Singapore, which was supported by the MSC, detailed the following steps:

- Review the tasks listed in the SIP and reduce the number of outputs taking into consideration those tasks that have been completed or are near completion;
- Prepare each reviewed output in SMART terms (specific, measurable, achievable, realistic, time-bound) in accordance with the information required in Annex 3 of IMO Resolution A.1062(28);
- Prepare a comprehensive prioritized plan of work which includes the time required for the completion of each output; and
- Submit these results to MSC 95 for consideration and inclusion as planned outputs in the next biennial agenda (2016-2017) of the Committee.

9. Norway volunteered to coordinate discussions so that the solutions and tasks from the SIP can be presented to the next session of MSC in accordance with the guidance proposed by Singapore and endorsed by the Committee.

Office Bearers

10. The MSC unanimously re-elected Mr. Christian BREINHOLT of Denmark as Chair and Captain Muhamad SEGAR of Singapore as Vice-Chair of the Committee for 2015.

Report of the Session

11. The final report of MSC 94 (MSC 94/21) will be available on the IMO website under IMODOCS in due course.

Next Session

12. The 95th session of the MSC is currently scheduled to be held at IMO Headquarters in London from 3 to 12 June 2015.

On behalf of the Directing Committee

Yours sincerely



Robert WARD
President