

Outcomes of MSC97 and MSC98

Submitted by IHO Secretariat

SUMMARY

Executive Summary: This document provides details of the outcomes of MSC97 and MSC98, which are relevant to WWNWS-SC

Action to be taken: Paragraph 3.

Related documents: MSC97/22 dated 2 December 2016, MSC98/23 dated 28 June 2017

1. The 97th session of the International Maritime Organization (IMO) Maritime Safety Committee (MSC97) was held at the IMO Headquarters in London from 21 to 25 November. The following items are of relevance to WWNWS-SC:

a. Unsafe Mixed Migration by Sea

The Committee reviewed the MSC.1/Circ.896/Rev.2 – Interim measures for combating unsafe practices associated with the trafficking, smuggling or transport of migrants by sea – and invited Member States and international organizations to report incidents with information via the facilitation module in Global Integrated Shipping Information System (GISIS).

b. GMDSS

The MSC, having received a report from the IMO Secretariat regarding progress on the development of the draft Modernization Plan of the Global Maritime Distress and Safety System (GMDSS) and noting the need for the involvement of the Sub-Committee on Human element, Training and Watchkeeping (HTW), instructed the Correspondence Group on the Modernization of the GMDSS to submit the draft Modernization Plan of the GMDSS to the 4th session of HTW for its consideration, and for HTW to provide comments and advice to the 4th session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) as appropriate. Further the Committee authorised late submissions to these sub-committees on this topic.

The Committee approved MSC.1/Circ.1551 – *Navigational Warnings concerning endangering the Safety of Navigation* – to ensure appropriate navigational warnings were issued in accordance with resolution A.706(17), as amended, – *World-Wide Navigational Warning Service* – prior to operations which might threaten the safety of navigation. The MSC considered information provided by the United Kingdom on the Inmarsat Fleet Broadband Maritime Safety Data Service (MSDS) for recognition and use in the GMDSS. It was agreed that the NCSR should consider how the process should be undertaken and whether it should be considered as a new application or as an up-grade to the existing services; further the NCSR should report to the next session of the MSC with advice on which requirements of resolution A.1001(25) – *Criteria for the provision of Mobile Satellite Communication Systems in the Global Maritime Distress and Safety System (GMDSS)* – should be applicable.

c. Routing Measures and Charting

The MSC adopted amendments to resolution A.572(14), as amended, – *the General provisions on ships' routing* – on establishing multiple structures at sea which had been approved at NCSR 3 as reported in Reference B. The revision will be distributed as a MSC circular once confirmed by the IMO Assembly at its next session. The Committee approved MSC.1/Circ.1364/Rev.1 – *Amendments to the International SafetyNET Manual* – and MSC.1/Circ.1403/Rev.1 – *Amendments to the IMO NAVTEX Manual* which had been approved at NCSR 3 (see Reference B). The IHO representative made an intervention proposing an earlier entry-into-force date and to delete the requirement of providing at least 12 months notification; the MSC decided to refer this proposal to the NCSR for further consideration before agreeing to the proposed modifications relating to the entry-into-force dates. The Committee also authorized the NCSR to establish an Expert Group on ships' routing at future sessions, as appropriate, taking into account any submissions received on navigation-related subjects.

The Committee considered the information provided by Georgia and Ukraine (MSC97/4/2) and the Russian Federation (MSC97/4/3) regarding safety and security of navigation in the North-Eastern part of the Black Sea. The MSC agreed that the IMO was not the appropriate forum in which to discuss such matters; however, recognizing the importance of security and safety of navigation, the Committee invited Member States and interested parties to notify the Organization of any threats to the security and safety of navigation in the North-Eastern part of the Black Sea, for circulation in accordance with IMO procedures.

The MSC considered a submission by Ukraine (MSC97/19/9) proposing a new output with a view to amending paragraphs 12.2 and 15.2 of resolutions A.817(19) – *Performance Standards for Electronic Chart Display and Information Systems (ECDIS)* – and MSC.232(82) – *Adoption of the revised Performance Standards for Electronic Chart Display and Information Systems (ECDIS)* – respectively, to provide an additional capability to connect ECDIS equipment with communication equipment. The majority of delegations felt this should be considered from a wider perspective under the current work made on output 5.2.6.1 relating to the harmonization of bridge design and display of information – *Development of additional modules to the revised Performance Standards for Integrated Navigation Systems (INS)* – and therefore the Committee invited Ukraine to submit a document to NCSR 4 for further consideration under the above output.

d. Maritime Cybersecurity

The Committee reviewed the MSC.1/Circ.1526 – *Interim guidelines on maritime cyber risk management* – and a submission from the Islamic Republic of Iran (MSC97/4), which proposed the development of a mandatory instrument to ensure consistent application of cyber security measures and procedures on board ships and on shore-based systems interfacing with ships. The MSC agreed a careful assessment should be conducted before developing any mandatory provisions on maritime cyber risk management and therefore it decided to wait for the 41st session of the IMO Facilitation Committee (FAL 41) to complete its work on facilitation aspects before any further consideration to the possible mandatory nature of the Guidelines.

2. The 98th session of the International Maritime Organization (IMO) Maritime Safety Committee (MSC98) was held at the IMO Headquarters in London, United Kingdom, from 7 to 16 June. The following items are of relevance to WWNWS-SC:

a. Unsafe Mixed Migration by Sea

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 MSC also acknowledged that Search and Rescue (SAR) was not an acceptable long-term response to mixed migration by sea and that the international community may have to be prepared to review the international regulatory regime.

b. GMDSS

The Committee adopted the draft amendments to the following resolutions:

- MSC.148(77) on *Revised performance standards for narrow-band direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX)* – to be issued as resolution MSC.430(98);
- MSC.306(87) on *Revised performance standards for enhanced group call (EGC) equipment* – to be issued as resolution MSC.431(98);
- MSC.401(95) on *Amendments to Performance standards for multi-system shipborne radionavigation receivers* – to be issued as resolution MSC.432(98).

The MSC supported the proposed text amendments to and the draft MSC resolution on performance standards for a ship earth station for use in the GMDSS, including revisions submitted by the United Kingdom (UK), United States (USA) and the Comité International Radio-Maritime (CIRM). In particular the UK and USA proposed revised wording to cover equipment already in use or in the advanced stages of design, so that the equipment will meet the IMO performance standards. The CIRM proposed retaining the ability to identify clearly any position information not updated for more than 24 hours. The MSC preferred the UK proposed wording that if the ships' position is older than [23.5 hours], the position is clearly identified with date and time of the position fix in UTC for distress alerting purposes; however the MSC decided to use the cut-off time of 24 hours, as proposed by CIRM. The Secretariat was tasked to make the necessary editorial amendments and to issue it as resolution MSC.433(98).

The MSC endorsed the action taken by the Sub-Committee on Navigation, Communications, and Search and Rescue (NCSR) in instructing the Secretariat to convey a liaison statement on changes consequential to displaying NAVTEX and Inmarsat-C SafetyNET information on integrated navigation displays (see NCSR4/29 annex 6) to the IHO, the World Meteorological Organization (WMO) and the Technical Committee TC 80 of the International Electrotechnical Commission (IEC).

The MSC approved the draft 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, with a view to subsequent adoption at MSC 99. The Committee also supported the text provided for use of the term recognized mobile satellite service and the definition that was submitted.

The Committee endorsed the view of the NCSR that the recognition of the Inmarsat FleetBroadband Maritime Safety Data Service for use in the GMDSS should be treated as a new application, noting that not all elements of resolution A.1001(25) would need to be reviewed in detail in this specific case and that it would be subject to the evaluation of these elements by the International Mobile Satellite Organization (IMSO). The MSC invited the IMSO to undertake the necessary technical and operational assessment of the Inmarsat FleetBroadband Maritime Safety Data Service and provide a report for consideration by the NCSR.

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 mid-2018 at the IMO Headquarters.

c. Routing Measures and Charting

The MSC addressed various matters related to hydrography and nautical charting resulting from the 4th Session of the NCSR (NCSR 4) held in March this year. The main items included adopting the amendments to the existing Long Sand Head two-way route and SUNK Inner precautionary area in the traffic separation scheme “In the SUNK area and in the Northern approaches to the Thames Estuary” for dissemination by means of COLREG.2/Circ.69; the adoption of a new recommended route “Off the western coast of Izu O Shima Island”, a new area to be avoided “Off Peninsula de Osa in the Pacific coast off Costa Rica” and a new area to be avoided as an associated protective measure for the “Tubbataha Reefs Natural Park Particularly Sensitive Sea Area (PSSA) in the Sulu Sea” to be published as SN.1/Circ.335. These routing measures will come into force on 1 January 2018.

The MSC also authorized the NCSR to forward routing proposals, where the proposed routing measures were primarily related to environmental protection, to the Marine Environmental Protection Committee (MEPC) for advice with respect to marine environmental aspects, before considering the proposals in detail.

The Committee approved the amendments to MSC.1/Circ.1503 - ECDIS - Guidance for good practice – developed by the Sub-Committee on Human Element, Training and Watchkeeping (HTW) and instructed the Secretariat to issue it as MSC.1/Circ.1503/Rev.1.

d. e-Navigation

In order to avoid multiple amendments to resolution MSC.252(83) on revised performance standards for integrated navigation systems (INS), the Committee agreed to postpone the approval of the amendments to this resolution, until completion of the related work on the Guidelines for the harmonized display of navigation information received via communications equipment at NCSR 5.

In this context, the Committee agreed to keep the output on “Additional modules to the revised performance standards for integrated navigation systems (INS) (resolution MSC.252(83)) relating to the harmonization of bridge design and display of information” in the post-biennial agenda of the NCSR, in order to further consider the matter at the appropriate time.

Considering the outcome of NCSR 4, the MSC agreed to activate the IMO/IHO Harmonization Group on Data Modelling (HGDM) to work only on the output “Develop

guidance on definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs)”; and endorsed the holding of the first meeting of this Group, at IMO Headquarters in London, from 16 to 20 October 2017.

e. Maritime Cybersecurity

The Committee approved the MSC-FAL.1/Circ.3 - Guidelines on maritime cyber risk management which supersedes the interim guidelines contained in MSC.1/Circ.1526. Regarding the implementation of the maritime cyber risk management, the MSC, noting the advice provided by the IMO Legal Affairs and External Relations Division that cyber risks could be addressed as part of the existing provisions of the International Ship and Port Facility Security (ISPS) Code and the International Safety Management (ISM) Code and that some Member States considered that mandatory implementation of maritime cyber risk was an issue, agreed that this would require further consideration after gaining more experience from the use of the guidelines.

The Committee noted that Singapore and the Baltic and International Maritime Council (BIMCO) had developed cyber risk management posters for distribution to ships to raise crew awareness of cyber issues and that version 2.0 of the industry cyber guidelines would be released shortly and would be reported to the MSC. The Committee also noted that the International Organization for Standardization (ISO) had started work on cyber risk safety assessment with a focus on cybersecurity on board ships.

3. 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.