



IHB File No.S3/3055

CIRCULAR LETTER 24/2016  
25 May 2016

## REPORT ON THE 96<sup>th</sup> SESSION OF THE IMO MARITIME SAFETY COMMITTEE

### References:

- A. IHO CL 43/2015 dated 18 June - *Report on the 95<sup>th</sup> Session of the IMO Maritime Safety Committee (MSC95)*
- B. IHO CL 13/2016 dated 10 March - *Report on the 3<sup>rd</sup> Session of the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR3)*

Dear Hydrographer,

1. As announced in Reference A, the 96<sup>th</sup> session of the International Maritime Organization (IMO) Maritime Safety Committee (MSC96) was held at the IMO Headquarters in London from 11 to 20 May. Director Gilles BESSERO and Assistant Director David WYATT represented the IHO.
2. The following paragraphs cover matters discussed at MSC96 that may be of particular interest to IHO Member States' representatives.

### Unsafe Mixed Migration by Sea

3. The Committee approved the draft of a MSC Circular on *Unsafe Mixed Migration by Sea* (MSC/Circ.896/Rev.2), which provides guidance on actions and a standard reporting format for mariners to provide timely and accurate information on migration incidents and on suspected people smugglers and vessels to the IMO via the Facilitation module in the Global Integrated Shipping Information System (GISIS). The draft will be further reviewed at MSC97 together with any additional information received from IMO Member States on cases including reports of incidents at sea.

### GMDSS

4. The MSC endorsed the view that Iridium could become a mobile satellite service provider of the Global Maritime Distress and Safety System (GMDSS) subject to compliance with outstanding issues reported to the 3<sup>rd</sup> session of the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) (see Reference B) and successful evaluation reports from the International Mobile Satellite Organization (IMSO). The MSC agreed that the development of new performance standards for ship-borne GMDSS equipment should apply to all providers of new equipment and to current service providers when equipment is updated and upgraded. Meanwhile, systems already under development prior to the implementation of the new generic performance standards would be covered by proposed transition arrangements. The MSC agreed to a new unplanned output to be completed at the next session of NCSR on drafting amendments to SOLAS Chapter IV by removing references

to Inmarsat and making the wording generic to accommodate future service providers. It was also agreed that work on related instruments and documents should be progressed at a later stage. The MSC further agreed that the amendments should enter into force on 1 January 2020, provided that they are adopted before 1 July 2018. The Committee approved the outcome of the Detailed Review of the GMDSS and the continuation of the project in developing the Modernization Plan.

### **Routeing Measures and Charting**

5. The MSC addressed various matters related to hydrography and nautical charting resulting from the 3<sup>rd</sup> session of the NCSR (see Reference B). The main items included the approval of corrections to the amendments to the existing traffic separation schemes (TSS) *Off Friesland* (COLREG.2/Circ.66/Corr.1) and corrections to the amendments to the mandatory route for tankers from *North Hinder to the German Bight* (SN.1/Circ.327/Corr.2), and the agreement that these corrections would take immediate effect. Other TSS and routeing measures adopted were:

<b>Type</b>	<b>Location</b>	<b>Implementation</b>
To be promulgated via COLREG.2/Circ.68:		
New TSS	<i>Off Southwest Australia</i>	1 December 2016
New TSS	<i>In the Corsica Channel</i>	1 December 2016
Amendment to existing TSS	<i>In the Approaches to Hook of Holland and at North Hinder</i>	1 June 2017
Amendment to existing TSS	<i>At West Hinder</i>	1 June 2017
Amendment to existing TSS	<i>In Bornholmssgat</i>	1 January 2017
To be promulgated via SN.1/Circ.333:		
Two-way routes and precautionary areas	<i>Approaches to the Schelde estuary</i>	1 June 2017
New routeing measure	<i>In Windfarm Borssele</i>	1 June 2017
Amendments to existing area to be avoided	<i>Off the coast of Ghana in the Atlantic Ocean</i>	1 December 2016

6. The Committee approved the recognition of the Galileo European satellite navigation system as part of the Worldwide Radio Navigation System, which would be promulgated via SN.1/Circ.334. The MSC noted the information provided by IMO Member States on incidents involving non-SOLAS vessels in the Polar Regions and requested further submissions and additional data on incidents in preparation for a post-biennial output. Panama drew attention to the inauguration of the expanded Panama Canal and the associated training facility.

### **E-navigation**

7. The Committee agreed to include in the post-biennial agenda (2018-2019) an output - *Develop guidance on definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs)*, for which two sessions were agreed and assigned the NCSR as the coordinating body. The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) offered to contribute to the coordination of the work related to the development of MSPs. The MSC welcomed any future input from other international organizations and agreed to the coordination of this work under the scope of the IMO, through the NCSR. The IHO proposed the activation of the IMO-IHO Harmonization Group on Data Modelling (HGDM) established at MSC 90 to progress this output. The MSC agreed to invite the IHO to submit a proposal to MSC or NCSR to activate the HGDM as well as

submitting proposals on the frequency of meeting and venues for consideration at a later session of the Committee. The Directing Committee intends to consider this invitation in liaison with the IHO Hydrographic Services and Standards Committee (HSSC) and its relevant Working Groups.

### **Maritime Cybersecurity**

8. Using the *Guidelines on cybersecurity on board ships* generated by shipping industry stakeholders and information on national regulations provided by China, the Committee developed a draft MSC Circular on *Guidance on Maritime Cyber Risk Management*. It was widely agreed that industry was awaiting such guidance to enable it to start implementing appropriate cyber risk management processes, particularly in the environment of increased use of internet connectivity for ship borne operations and navigation. It was also agreed that the guidelines should be high-level and allow for regular updating to accommodate emerging cyber threats. The MSC approved the draft guidance (MSC.1/Circ.1526) for use as interim MSC Guidelines that would be forwarded to the 41<sup>st</sup> meeting of the IMO Facilitation Committee (FAL41) for further consideration and finalization with a view to issuing a FAL/MSC Circular.

### **Report of the Session**

9. The final report of MSC96 (MSC96/25) will be available on the IMO website under IMODOCS in due course.

### **Next Sessions**

10. The next sessions of the MSC are scheduled from 21 to 25 November 2016 (MSC97) and from 7 to 16 June 2017 (MSC98) at IMO Headquarters in London.

On behalf of the Directing Committee  
Yours sincerely



Gilles BESSERO  
Director