# The 92nd Meeting of the IMO Maritime Safety Committee

The Maritime Safety Committee (MSC) of IMO met at IMO headquarters, London, from the 12th to the 21st of June 2013 (MSC 92). IALA was represented by both the Secretary General and the Deputy Secretary General for the first four days, and by the Deputy Secretary General for the remainder of the meeting.

The MSC considered amendments to the International Convention for the Safety of Life at Sea (SOLAS) relating to passenger drills; discussed preliminary recommendations arising from the Costa Concordia incident; and considered matters related to piracy and armed robbery against ships.

A working group was established to consider passenger ship safety, including the action plan drawn up at the last session following the Costa Concordia incident in January 2012. The MSC had for its consideration the report of the Costa Concordia casualty investigation conducted by the Italian authorities with an extensive range of recommendations addressing stability issues, electronic equipment, emergency power generation, evacuation analysis, and search and rescue, in addition to operational and management issues.

A second working group discussed goal-based new ship construction standards, a third looked at the review and reform of the Organisation, and another considered amendments to IMO mandatory codes.

**Review and reform of the Organization**

At its 109th session the IMO Council considered proposals from the IMO Secretary General on the review and reform of the Organization and invited the MSC and the Marine Environment Protection Committee (MEPC) to give consideration to the proposed Sub-Committee restructuring and to report to IMO Council 110.

At MSC 91, the Committee, following an extensive debate on the matter, requested the Secretariat to prepare a detailed proposal containing proposed names, terms of reference, provisional agendas and biennial agendas, a cost-benefit analysis and meeting dates for each body, for consideration at MEPC 65 and MSC 92. The IMO Secretariat submitted to MSC92 a most comprehensive and detailed proposal for consideration by the Committee. IALA members may wish to refer to this document, IMO document MSC92/22, for a complete explanation of the new structure which was proposed by the IMO Secretariat.

In discussion during the MSC 92 meeting, there was general support in principle for the proposals, subject to detailed consideration in the Working Group. The following points were made by many delegations.

* Proper transition should be taken care of by stricter prioritization and not by increasing the number of intersessional groups, working groups, drafting groups or correspondence groups since that would adversely affect small delegations and raise the costs for Member States;
* Emphasis should be put on strict prioritization and cost reduction, through adapting meeting sequence and duration to accommodate the work load of all bodies and not just the sub-committees

The Sub-Committees in the new MSC structure, starting from the 2014-2015 biennium, are:-

* Sub-Committee on Carriage of Cargoes and Containers (CCC)
* Sub-Committee on Human Element, Training and Watchkeeping (HTW)
* Sub-Committee on Implementation of IMO Instruments (III)
* Sub-Committee on Navigation, Communications and Search and Rescue (NCSR)
* Sub-Committee on Pollution Prevention and Response (PPR)
* Sub-Committee on Ship Design and Construction (SDC), and
* Sub-Committee on Ship Systems and Equipment (SSE).

Of importance to IALA will be the merging of the present “NAV” and “COMSAR” Sub-Committees, to become the new Sub-Committee on Navigation, Communications, Search and Rescue (NCSR). The Correspondence Groups and Working Groups which will report to NCSR are as follows.

* Correspondence Groups
  + CG1 – Review of the GMDSS
  + CG2 – e-Navigation
* Working Groups
  + WG1 – Search and Rescue
  + WG2 – Ships’ Routeing
  + WG3 – Technical Matters

**Adoption of other amendments**   
The MSC also considered for adoption:

* Draft amendments to the Protocol of 1988 relating to the International Convention on Load Lines, 1966 (1988 Load Lines Protocol) to make the RO Code mandatory;
* Draft amendments to the International Convention for Safe Containers (CSC), 1972, to incorporate amendments to the CSC Convention adopted in 1993 by resolution A.737(18), which have not yet entered into force, including amendments relating to the safety approval plate and to the approval of existing and new containers;
* Draft amendments to the International Management Code for the Safe Operation of Ships and for Pollution Prevention (International Safety Management (ISM) Code), including a new requirement for the  Company to  ensure that the ship is appropriately manned;
* Draft amendments to the International Maritime Solid Bulk Cargoes Code (IMSBC Code)  (amendment 02-13)), including a new  nickel ore schedule.

**Radiocommunications and Search and Rescue Matters**

The report of the Sub Committee on Radiocommunications and Search and Rescue (COMSAR 17) was considered and the sixteen recommendations in that report were agreed by the Committee.

The first of these was most significant as it was to endorse the action taken by the Sub-Committee to re-establish the Correspondence Group on the Review of the GMDSS under the coordination of the United States. We can expect that this work will go ahead within the new NCSR Sub-Committee.

The Committee also approved the draft SN.1 circular providing information to seafarers on the display of AIS SART, AIS man Overboard (MOB) and EPIRB-AIS devices. COMSAR had recommended in Annex 8 of the report of its 17th meeting, that the AIS-SART may be indicated on a newer graphical display of AIS by a circle with an "X" inside it. Alternatively, the AIS-SART may be indicated on an older graphical display of AIS as a normal (sleeping) AIS target (isosceles triangle). The draft SN.1 circular also proposed that AIS man Overboard (MOB) and EPIRB-AIS devices should be indicated by the same symbols. When the new circular is issued it will provide guidance to mariners on the symbols they are likely to see on bridge displays when one of these SAR devices is active and in range.

Revision of MSC.1/Circ.1287 related to promulgation of Maritime Safety Information, proposed by COMSAR, was approved by the Committee. Details may be found in Annex 2 of the report of COMSAR 17. Similarly the Committee approved dissemination of a revised MSC.1/Circ.1288 on the World-Wide Navigational Warning Service.

A proposal by the USA was for the start of a process which might lead to the acceptance of the Iridium satellite system as a service provider for GMDSS. This was agreed by the Committee, with a number of states noting that the Iridium constellation provides coverage in polar regions, which are partly or wholly classified as Sea Area 4 within the GMDSS scheme. This will become another task for the new NCSR Sub-Committee.

Other decisions by the Committee included consideration of radiocommunications equipment carried on ships, meetings of joint experts group IMO/ITU and working group ICAO/IMO, auditing of LRIT data centres and of the LRIT International Data Exchange.

**Adequacy of charts in polar areas**

The IHO made a statement to the meeting, referring to the obligations of states, under SOLAS Chapter V, to provide adequate charts and indicating concern that chart coverage for Arctic and Antarctic areas at an appropriate scale was generally inadequate for coastal navigation. IHO urged Member States to address this matter, and specifically mentioned the gathering of voyage soundings by ships engaged on polar voyages. The Committee stressed the utmost importance of adequate charting and encouraged Member States to support IHO activities in this regard.

**Chairmanship of the Committee**

The Committee unanimously re-elected Mr. Christian Breinholt (Denmark) as Chairman, and Capt. M. Segar (Singapore) as Vice-Chairman, for 2014.

**IMO Symposium on the Future of Ship Safety**MSC92 was preceded by The IMO Symposium on the Future of Ship Safety which was held on 10 and 11 June.

The symposium included six international panels of high-level speakers from across the broad spectrum of ship design, construction, equipment, operation and regulation, who discussed a wide range of issues impacting the future of ship safety. The Secretary General was one of the six speakers.

**Passenger drill amendments to be adopted**  
The MSC is expected to adopt draft amendments SOLAS regulation III/19 to require musters of newly embarked passengers prior to or immediately upon departure, instead of “within 24 hours”, as stated in the current regulations.

**Piracy and armed robbery against ships**  
The MSC will review the latest statistics on piracy and armed robbery against ships and discuss current initiatives to suppress piracy and armed robbery.

The number of attacks launched by Somali-based pirates is reported to have decreased while the number of reported attacks off west Africa remains a concern.

**Other issues**  
In connection with other issues arising from the reports of IMO sub-committees and other bodies, the MSC will be invited to:

• Approve, for future adoption,  draft amendments to SOLAS to require the installation of inert gas systems on board new oil and chemical tankers of 8,000 dwt and above, carrying low-flashpoint (below 60°C) cargoes;

• Approve, for future adoption, new draft SOLAS regulation II-2/20-1 Requirement for vehicle carriers carrying motor vehicles with compressed hydrogen or natural gas for their own propulsion;

• Approve, for future adoption, draft amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, and the Seafarers' Training, Certification and Watchkeeping (STCW) Code, to make the IMO Instruments Implementation Code (III Code) and IMO Member State Audit Scheme mandatory;

• Approve, for adoption at MSC 93, a draft MSC resolution on Requirements for periodic servicing and maintenance of lifeboats and rescue boats, as well as associated draft SOLAS amendments to make these requirements mandatory,  and also to approve, in principle,  a draft MSC circular on Guidelines on safety during abandon ship drills using lifeboats, reflecting recommendatory provisions;

• Approve, for future adoption, draft amendments to: SOLAS regulation II-2/13.4 mandating additional means of escape from machinery spaces; to SOLAS regulations II-2/3 and II-2/9.7, relating to the requirements for the fire resistance of ventilation ducts; and  to SOLAS regulation II-2/10, concerning fire protection requirements for on-deck cargo areas for new ships;

• Approve, for future adoption, the draft revised International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (the IGC Code);

• Approve guidance related to the to the establishment and testing of long-range identification and tracking (LRIT) Data Centres (DCs) and the operation of the LRIT system;

• Consider the Secretary-General’s report on a number of countries whose independent evaluations have been completed since the previous MSC meeting and confirm if those Parties continue to give full and complete effect to the provisions of the STCW Convention;

• Consider the report of a correspondence group on goal-based standards, established to develop draft guidelines for the approval of equivalents and alternatives as provided for in various IMO instruments;

• Approve the draft List of certificate and documents required to be carried on board ships, for issuing as a circular to update previous versions;

• Review draft Guidelines for Use of Printed Versions of Electronic Certificates;

• Approve a draft CSC circular on Guidelines for development of an Approved Continuous Examination Programme (ACEP) and approve draft amendments to the Revised Recommendations on harmonized interpretation and implementation of the International Convention for Safe Containers, 1972, as amended (CSC.1/Circ.138);

• Approve a procedure for calculating the number of fishing vessels of each Contracting State to the 2012 Cape Town Agreement by the Depositary and approve the consolidated text of the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, as modified by the 1993 Torremolinos Protocol relating thereto, as modified by the 2012 Cape Town Agreement.

kkPolar code

2013-06-12 Costa Concordia fall-out – discussion of the implications of the report from Italy and then discussion on the breadth of action to be taken; restrict to direct effects of CC loss; broader review?; what ships are we discussing?;

From msc92/6/6

The results of the above-mentioned study commissioned by EMSA indicate that an accident with a ro-ro passenger ship involving 1,000 or more fatalities can be expected every 17.2 years. This number is based on the frequency of collision, the worldwide ro-ro passenger fleet size and the fleet distribution, while it was assumed that the ships in that fleet have an Attained Subdivision Index "A" that is equal to the Required Subdivision Index "R" and that all persons on board became fatalities.

10 Furthermore it was calculated that the upper boundary of the ALARP region in the F-N curves as presented in the FSA guidelines represents an expectation of an accident to happen every 20 years at the point of 1,000 or more fatalities for the number of ships within the world ro-ro passenger fleet carrying 1,000 or more passengers if all persons on board were regarded as fatalities. As a result, this fleet would be operating within the intolerable region of the F-N curve.

11 The results further indicated that the identified risk control options could reduce the above-mentioned expectation of one major accident involving 1,000 or more fatalities occurring every 20 years to one major accident occurring every 100 years.

12 In the study commissioned by EMSA, 5 different ro-ro passenger ships

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Given that the current survivability of new passenger ships, SOLAS regulation II-1/6, generally reflects a SOLAS 90 two-compartment standard, and taking into account both:

.1 the findings from the EC study results, which indicate that the current required survivability of passenger ships after damage is not adequate and that it is feasible to improve the survivability; and

.2 the desirability to align an improved survivability with the comprehensive package of revisions to the SOLAS chapter II-1 subdivision and damage stability regulations,

the United States concludes that there is a need to address the survivability in the near term.