



# **REPORT** **on the 87<sup>th</sup> session of the IMO Maritime Safety Committee** **(MSC 87)**

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Annex 1: Agenda of the Sub-Committee on Radiocommunication and Search and Rescue, 15<sup>th</sup> session (7 – 11 March 2011)

Annex 2: Agenda of the Sub-Committee on Safety of Navigation, 56<sup>th</sup> session (26 – 30 July 2010)

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**1. Introduction.**

The 87<sup>th</sup> session of the IMO Maritime Safety Committee was held at the IMO headquarters in London during the period 12 – 21 May, 2010. It was attended by delegations from 103 countries and 48 observer organisations. The Secretary General and Jean-Charles Leclair represented the Association.

The Committee continued discussions on the implementation of Long-Range Identification and Tracking of ships (LRIT) and discussions on AIS matters. But the main items for this session were the adoption of the Goal Based Standards for the construction of tankers and bulk carriers as well as the adoption of different measures for combating piracy and armed robbery against ships.

Amongst many other different items, the Maritime Safety Committee approved the report of the 15<sup>th</sup> session of the COMSAR Sub-Committee and the report of the 55<sup>th</sup> session of the NAV Sub-Committee.

**2. Long-Range Identification and Tracking of ships.**

The situation in relation to the establishment of the various components of the LRIT system was summarized by the IMO Secretariat as follows:

- 65 National LRIT Data Centres were or are being established;
- 1 National LRIT Data Centre providing services to other Contracting Governments was established;
- 2 Cooperative LRIT Data Centres were established;
- the International LRIT Data Exchange has been established by the United States on an interim basis (up to 2011); and
- the LRIT Data Distribution Plan has been established by the IMO Secretariat (in accordance with the Revised performance standards).

The implementation of the system is progressing at a slow pace and its use is not satisfactory at this stage. Therefore, the Committee:

1. urged SOLAS Contracting Governments, in particular those which had not communicated any information to the Organization or had communicated part of the information they were obliged to communicate pursuant to the provisions of SOLAS regulation V/19-1, the Revised performance standards and functional requirements for the long-range identification and tracking of ships (the Revised performance standards), approved by resolution

- MSC.263(84), or other related decisions of the Committee, to do so and to promptly update these as and when changes occurred;
2. urged SOLAS Contracting Governments, which had communicated to the Organization their decision to establish DCs and which were not operating in the production environment of the LRIT system, to use the services of an existing DC, or to take the necessary actions to accelerate the establishment of their DCs and/or the completion of the testing required;
  3. reminded SOLAS Contracting Governments, in order to prevent malfunctions in the testing and production environments of the LRIT system and before entering the information in the testing and/or production environments of the LRIT Data Distribution Plan (DDP), to ask their DC to ascertain whether the polygons of the geographical areas which would be included by the Contracting Government in the DDP fully complied with the provisions of SOLAS regulation V/19-1, paragraph 11.2.2 of the Revised performance standards, and those set out in the Technical specifications of the LRIT Data Distribution Plan; and
  4. invited SOLAS Contracting Governments to officially communicate to the Organization cases where the provisions of the Technical specification of the LRIT Data Distribution Plan with respect to the determination of geographical areas within the DDP were not observed.

The Committee further encouraged SOLAS Contracting Governments which are operating in the production environment of the LRIT system, in order to promote the use of, and demand for, LRIT information, to:

1. determine, upload and activate in the DDP their coastal State standing orders or request LRIT information, as port State, about ships which had indicated their intentions to enter a port, port facility or place under their jurisdiction;
2. promote the use of LRIT information at the national level for the purposes agreed by the Committee;
3. review the charges for the LRIT information they were providing, taking into account the recommendations made by the Committee in this respect (twice the communication costs); and
4. activate their coastal State standing orders for a period of, e.g., a month, and advise the Committee, at its next session, of the experiences gained with the use of LRIT information at the national level for the purposes agreed by the Committee.

After extensive discussions, the MSC agreed to the establishment, maintenance and operation of the International LRIT Data Exchange by the European Maritime Safety Agency (EMSA) based in Lisbon (Portugal), from 2011, initially to 2013, free of charge for IMO and the Member Governments. The new international exchange will take over from the interim international exchange in the United States, which will continue as a back-up system after 2011.

The Committee also approved resolution MSC.298(87) on the Establishment of a distribution facility at IMO headquarters in London, for the provision of flag State LRIT information to security forces operating in waters of the Gulf of Aden and the Western Indian Ocean, to aid their work in combating piracy and armed robbery against ships. The facility will give flag States the option to instruct ships flying their flags to provide LRIT information in the area and, in turn, allow security forces to receive such information.

### **3. AIS matters**

#### **3.1 Guidance on the use and presentation of AIS Application-Specific Messages**

The Committee approved SN.1/Circ.289 on Guidance on the use of AIS Application-Specific Messages, as prepared by the NAV Sub-Committee at its 55<sup>th</sup> session, and revoked SN/Circ.236 as

from 1 January 2013. It also endorsed the Sub-Committee's view that the draft submission Form proposed for the AIS International Application (IA) Catalogue could serve as the basis for an IA Catalogue.

The Committee further approved SN.1/Circ.290 on Guidance for the presentation and display of AIS Application-Specific Messages information.

### **3.2 Draft amendments to SOLAS regulation V/18 to reflect annual testing of the AIS equipment**

The Committee approved the following draft amendment to SOLAS regulation V/18 to reflect annual testing of the AIS equipment with a view to adoption at MSC 88: *“The automatic identification system (AIS), shall be subjected to an annual test. The test shall be conducted by an approved surveyor or an approved testing or servicing facility. The test shall verify the correct programming of the ship static information, correct data exchange with connected sensors as well as verifying the radio performance by radio frequency measurement and on-air test using e.g. a Vessel Traffic Service (VTS). A copy of the test report shall be retained on board the ship.”*

### **3.3 Protection of the AIS VHF data link**

The Committee considered a proposal from IALA, explaining the technical need for reviewing resolution MSC.140(76), adopted by MSC 76 to provide clarification for Administrations regarding the protection of the AIS VHF Data Link (AIS VDL) in anticipation of the large volume of Class B devices that could have a negative impact on the AIS VDL. Since its adoption, AIS were permitted for many other applications which should be taken into account in a revised resolution.

There was general support for the proposal, and the Committee, making strict application of its rules of procedure, invited IALA to submit a corresponding proposal for a new work programme item, co-sponsored by at least one Member Government, to MSC 88.

## **4. Piracy**

The Committee reviewed the latest statistics on piracy and armed robbery against ships, in particular off the coast of Somalia and in the Gulf of Aden, where ships continue to be attacked and hijacked, despite the concerted efforts of the international community, spearheaded by IMO, navies and the industry, to protect shipping. The number of acts of piracy and armed robbery against ships reported to the Organization to have occurred in 2009 was 406, against 306 during 2008, representing an increase of 32.7%. In the first four months of 2010, 135 incidents had been reported. The majority of actual attacks reported worldwide during 2009 had occurred in international waters, largely as a result of pirate activity in the waters off the coast of Somalia. Meanwhile, the numbers of attacks reported that had occurred in port facilities while the ships were at anchor or berthed, had shown a steady downward trend since the introduction of the International Ship and Port Facilities (ISPS) Code in 2004.

The IMO Secretariat recalled the initiatives taken by the different States and Organisations involved at international, regional and national levels, including the shipping industry. The decisions taken by the Assembly at its 26 session (November 2009) were also mentioned and commented: Resolution A.1025(26) on Code of practice for the investigation of crimes of piracy and armed robbery against ships, and Resolution A.1026(26) on piracy and armed robbery against ships in waters off the coast of Somalia. The Committee was updated on measures taken by IMO to assist States in implementing the Djibouti Code of Conduct concerning the repression of piracy and armed robbery against ships in the Western Indian Ocean and the Gulf of Aden. A Project Implementation

Unit has been established within the Maritime Safety Division of IMO, charged with developing and implementing a detailed action plan as well as the LRIT distribution facility mentioned under item 2 above.

## **5      **Approbation of the report of the 55th session of the NAV Sub-Committee****

The Maritime Safety Committee approved the report of the 55th session of the NAV Sub-Committee, in particular the proposals described hereunder.

### **5.1.   Traffic Separation Schemes (COLREG.2/Circ.61) and other routeing measures (SN.1/Circ.286).**

The Committee adopted, with implementation date 1 December 2010 or 1 January 2011:

- New Traffic Separation Schemes at “Adlergrund” and “Slupska Bank” in the southern part of the Baltic Sea
- New Traffic Separation Schemes surrounding Gotland Island
- New Traffic Separation Scheme in the Black Sea in the area of south western coast of the Crimea
- Amendments to the existing Traffic Separation Schemes “Off Cape Roca” and “Off Cape S. Vicente”
- Amendments to the existing Traffic Separation Schemes “Off Porkkala Lighthouse”, “Off Kalbådagrund Lighthouse” and “Off Hankoniemi Peninsula” in the Gulf of Finland
- Establishment of a new two-way route in the waters north of Gotland Island
- Establishment of an Area To Be Avoided (ATBA) and two Mandatory No Anchoring Areas in the western North Atlantic Ocean, off the coast of the United States
- Routeing measures leading to the new Jazan Economic City Port (JEC Port) in the southern Red Sea
- Amendments to the existing Deep-water route leading to Ijmuiden

### **5.2.   Mandatory ship reporting system (SN.1/Circ.287)**

The Committee adopted, with implementation date 1 December 2010:

- Amendments to the existing mandatory ship reporting system “In the Strait of Gibraltar” (GIBREP)
- Amendments to the existing mandatory ship reporting system (WETREP) in the Western European Particularly Sensitive Sea Area

### **5.3    Internationally recommended transit corridor (IRTC) for ships transiting the Gulf of Aden**

The Committee endorsed the action of the Sub-Committee in approving SN.1/Circ.281 on Information on internationally recommended transit corridor (IRTC) for ships transiting the Gulf of Aden. The Committee also noted that the Assembly in adopting resolution A.1026(26) – Piracy and armed robbery against ships in waters off the coast of Somalia – incorporated information on the internationally recommended transit corridor (IRTC) for ships transiting the Gulf of Aden in the resolution.

## **5.4 Pilot transfer arrangements**

The Committee approved a draft amendment to SOLAS regulation V/23 relating to pilot transfer arrangements, with a view to adoption at MSC 88. It also approved a draft Assembly resolution on Pilot transfer arrangements for submission to Assembly 27 for adoption. The Committee agreed with a proposal by Australia suggesting adoption at MSC 88 of an MSC circular to improve the safety of pilot transfer arrangements by encouraging early implementation of the amended standards. In this context, the Committee recommended that each Administration should review all pilot ladder designs they had approved and determine whether they were meeting the requirements of SOLAS chapter V.

## **6. Goal Based Standards and other SOLAS amendments adopted.**

The expanded Maritime Safety Committee agreed several SOLAS amendments, in particular new SOLAS regulation II-1/3-10, introducing International Goal based Ship Construction Standards for new Bulk Carriers and Oil Tankers of 150m in length and above, making their application mandatory, with an entry into force date of 1 January 2012.

The adoption of the so-called "goal-based standards" (GBS) for oil tankers and bulk carriers by the MSC means that newly-constructed vessels of these types will have to comply with structural standards conforming to functional requirements developed and agreed by the Committee. This means that, for the first time in its history, IMO will be setting standards for ship construction.

The Committee also adopted guidelines that, equally for the first time, give the Organization a role in verifying compliance with SOLAS requirements. The guidelines establish the procedures to be followed in order to verify that the design and construction rules of an Administration or its recognized organization, for bulk carriers and/or oil tankers, conform to the adopted GBS. The verification process consists of two main elements: self assessment of the rules by the entity submitting them to IMO for verification; followed by an audit, to be carried out by experts appointed by the Organization, of the rules, the self-assessment and the supporting documentation.

Other amendments to SOLAS concerned:

- a new SOLAS regulation II-1/3-11 on corrosion protection of cargo oil tanks of crude oil tankers, to require all such tanks to be protected against corrosion, with related performance standards also adopted;
- amendments to SOLAS regulation II-2/4.5.7 on gas measurement and detection and to SOLAS regulation II-2/7.4.1 relating to fixed fire detection and fire alarm systems; amendments to the International Code for Fire Safety Systems (FSS Code) were also adopted;

The MSC adopted further, inter alia:

- the revised International SafetyNET Manual (MSC.1/Circ.1364);
- the Performance Standards for Bridge Alert Management (Resolution MSC.302(87));
- Guideline on operational procedures for the promulgation of maritime safety information concerning acts of piracy and piracy counter-measure operations (Resolution MSC.305(87));
- List of codes, recommendations, guidelines and other safety and security related non-mandatory instruments (MSC.1/Circ.1371).

Furthermore, the Committee endorsed draft amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and its related Code, which would be considered for adoption by a diplomatic conference to be held in Manila, Philippines from 21 to 25 June 2010.

## **7. Other items**

### **7.1 Aids to navigation in Arctic waters**

The Committee noted with appreciation the information provided by IALA on the meeting organized by IALA with the five countries responsible for marking the Arctic shipping routes, namely Canada, Denmark, Norway, the Russian Federation and the United States, with a view to finding the best way forward to achieve an internationally agreed system for providing the necessary Aids to Navigation in Arctic areas. The Committee agreed to forward the document to the DE Sub-Committee for consideration during its development of the International Code of safety for ships operating in polar waters (Polar Code).

### **7.2 Aids to Navigation fund**

On discussion on information relating to the Protection of vital shipping lanes and the Co-operative Mechanism for the Straits of Malacca and Singapore, the delegations of the countries involved, expressed their appreciation to the contribution by various countries, the IMO Straits Fund and the Round Table of shipping industry towards the Co-operative Mechanism, including the Aids to Navigation Fund for the establishment, maintenance, repair and replacement of appropriate aids to navigation in the Straits of Malacca and Singapore.

Referring to the IMO Straits Fund, the delegation of South Africa expressed the view that it should serve as an example for other regions and consideration should be given to expanding the scope of this fund sometime in the future to provide funds to upgrade aids to navigation in other parts of the world.

### **7.3 Outcome of the 26<sup>th</sup> Assembly – Audit Scheme**

In adopting Resolution 1018(26) on “Further development of the Voluntary IMO Member State Audit Scheme”, the IMO Assembly, at its last session in November 2009, decided to make mandatory the Member States audit by 2015. The Assembly also adopted Resolution A.1019(26) on amendments to the Code for the implementation of mandatory IMO instruments, 2007.

## **8. Recommended actions by IALA**

It is recommended that:

### **8.1 The Council**

- Note the slow implementation of LRIT (item 2)
- Consider the conclusion of MSC on the IALA proposal on Protection of the AIS VHF data link (item 3.3)
- Note new responsibilities taken by IMO with adoption of the Goal Based Standards (item 6)
- Note the conclusion of MSC on the IALA initiative for the harmonised development of Aids to navigation in Arctic waters (item 7.1)
- Note the declaration on development of aids to navigation funds (item 7.2)
- Note the Assembly decision to institutionalise the IMO Audit Scheme (item 7.3)

## **8.2 The VTS Committee**

- Note the slow implementation of LRIT (item 2)
- Note the adoption of Guidance on the use and presentation of AIS Application-Specific Messages (item 3.1)
- Consider the conclusion of MSC on the IALA proposal on Protection of the AIS VHF data link (item 3.3)

## **8.3 The e-Navigation Committee**

- Note the slow implementation of LRIT (item 2)
- Note the adoption of Guidance on the use and presentation of AIS Application-Specific Messages (item 3.1)
- Consider the conclusion of MSC on the IALA proposal on Protection of the AIS VHF data link (item 3.3)

## **8.4 The ANM Committee**

- Note the slow implementation of LRIT (item 2)
- Note the adoption of Guidance on the use and presentation of AIS Application-Specific Messages (item 3.1)
- Consider the conclusion of MSC on the IALA proposal on Protection of the AIS VHF data link (item 3.3)
- Note the conclusion of MSC on the IALA initiative for the harmonised development of Aids to navigation in Arctic waters (item 7.1)
- Note the declaration on development of aids to navigation funds (item 7.2)
- Note the Assembly decision to institutionalise the IMO Audit Scheme (item 7.3)

## **8.5 The PAF**

- Note the decision taken regarding pilot transfer arrangements

## **9. Date of the next sessions.**

The 88<sup>th</sup> session had been scheduled to take place from 24 November to 3 December 2010 at the IMO headquarters in London. The 89<sup>th</sup> session is expected to take place in May 2011.

\* \* \*

J.Ch. Leclair.  
Accredited Representative of IALA to IMO  
14 June 2010.

## **Annex 1**

### **Sub-Committee on Radiocommunications and Search and Rescue (COMSAR)**

**15th session – 7 - 11 March 2011**

#### **Agenda adopted by the Maritime Safety Committee**

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Global Maritime Distress and Safety System (GMDSS)
  1. Matters relating to the GMDSS Master Plan
  2. Operational and technical co-ordination provisions of maritime safety information (MSI) services, including review of the related documents
  3. Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS
- 4 ITU maritime radiocommunication matters
  1. Radiocommunication ITU-R Study Group 8 matters
  2. ITU World Radiocommunication Conference matters
- 5 Satellite services (INMARSAT and COSPAS-SARSAT)
- 6 Matters concerning search and rescue, including those related to the 1979 SAR Conference and the implementation of the GMDSS
  1. Harmonization of aeronautical and maritime search and rescue procedures, including SAR training matters
  2. Plan for the provision of maritime SAR services, including procedures for routeing distress information in the GMDSS
- 7 Developments in maritime radiocommunication systems and technology
- 8 Revision of the IAMSAR Manual
- 9 Safety provisions applicable to tenders operating from passengers ships
- 10 Measures to protect the safety of persons rescued at sea
- 11 Development of an e-navigation strategy implementation plan
- 12 Revision of the Performance standards for Float-Free Satellite EPIRBs MHz (resolution A.810(19))

- 13 Work program and agenda for COMSAR 16
  - 14 Election of Chairman and Vice-Chairman for 2012
  - 15 Any other business
  - 16 Report to the Maritime Safety Committee
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## **Annex 2**

### **Sub-Committee on Safety of Navigation (NAV) – 56<sup>th</sup> session – 26 – 30 July 2010**

#### **Agenda adopted by the Maritime Safety Committee**

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Routeing of ships, ship reporting and related matters
- 4 Guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ.
- 5 Amendments to the performance standards for VDR and S-VDR
- 6 Development of procedures for updating shipborne navigation and communication equipment
- 7 ITU matters, including Radiocommunication ITU-R Study Group 5 matters
- 8 Development of an e-navigation strategy implementation plan
- 9 Guidelines on the lay-out and ergonomic design of safety centers on passenger ships
- 10 Review of vague expressions in SOLAS regulation V/22
- 11 New symbols for AIS aids to navigation
- 12 Amendments to the World-wide Radionavigation System
- 13 Review of the principles for establishing the safe manning level of ships including mandatory requirements for determining safe manning
- 14 Amendments to the 1966 LL Convention and the 1988 LL Protocol related to seasonal zone
- 15 Casualty analysis
- 16 Consideration of IACS unified interpretation
- 17 Work program and provisional agenda for NAV 57
- 18 Election of Chairman and Vice-Chairman for 2011
- 19 Any other business
- 20 Report to the Maritime Safety Committee