



Input paper for the following Committee(s):

- ☐ ARM ✓ ENG ☐ PAP
☐ ENAV ☐ VTS

Purpose of paper:

- ☐ Input
 ✓ Information

Agenda item 4

Author(s) / Submitter(s) Secretariat

Report on IMO MSC99

1. SUMMARY

The ninety-ninth session of the IMO Maritime Safety Committee (MSC) was held at IMO HQ London from 14th to 25th May 2018, chaired by Mr Brad Groves (Australia), supported by the vice-chair, Mr Juan Carlos Cubisino (Argentina). The IALA delegation was headed by the Secretary-General, Francis Zachariae, supported by the Technical Operations Manager, Minsu Jeon.

IALA had submitted two papers regarding Vessel Traffic Services (VTS), and both documents were considered and acted upon during the meeting.

- MSC 99/20/3 Proposal for a new output for a revision of resolution A.857(20) concerning Guidelines for VTS
- MCS 99/21/3 – Amendment of MSC/Circ.1065 concerning IALA Standards for training and certification of VTS Personnel

2. REVISION OF RESOLUTION A.857(20) – GUIDELINES FOR VTS

The proposal in document MSC 99/20/3 had been prepared by the IALA VTS Committee and was submitted by Australia with co-sponsoring from China, India, Norway, Republic of Korea, Singapore, South Africa, Turkey, IAIN, IFSMA, IHMA, and NI.

The Committee considered the proposal to revise the Guidelines for VTS with the aim to ensure that they were up to date, reflecting new developments since their adoption more than 20 years ago (in 1997), and continued to serve as an effective instrument providing a clear framework to implement VTS globally in a harmonized manner.

The Committee agreed to include in its post-biennial agenda (2020-2021) an output on “Revision of the Guidelines for Vessel Traffic Services (resolution A.857(20))”, with one session needed to complete the item, and assigning the NCSR Sub-Committee as the coordinating organ.

The IALA VTS Committee will prepare the input of IALA into the revision work and develop a draft text for the revised Guidelines for submission to NSCR 7 in 2020.

3. AMENDMENT OF MSC/CIR.1065 – IALA STANDARDS FOR TRAINING AND CERTIFICATION OF VTS PERSONNEL

The purpose of document MSC 99/21/3 was to request the Committee to amend MSC/Circ.1065 in order to bring it up to date. Since the publication of the original circular MSC/Circ.952, IALA developed a new Model Course V-103/5, which was published in June 2016.



The new model course concerns the revalidation process for the qualification and certification of VTS personnel and provides guidance to Competent Authorities, individual VTS authorities and IALA-accredited VTS training organizations on how to maintain and improve the quality of performance of the VTS Operators by means of training.

The Committee noted the support expressed for updating the IALA Standards for training and certification of VTS personnel and approved the amendment.

4. OTHER MATTERS

4.1. MARITIME AUTONOMOUS SURFACE SHIPS (MASS) – REGULATORY SCOPING EXERCISE

Some 20 documents on MASS had been submitted for the meeting. The Committee conducted a broad-ranging discussion in plenary, with wide participation, on the framework for the regulatory scoping exercise, the definition of MASS, and the degree of autonomy. It subsequently established a working group that reported to the plenary on the last day of the meeting.

For the purpose of the regulatory scoping exercise, MASS is defined as a ship which, to a varying degree, can operate independent of human interaction. To facilitate the process of the regulatory scoping exercise, the degrees of autonomy are organized as follows:

- .1 Ship with automated processes and decision support: seafarers are on board to operate and control shipboard systems and functions, but some operations may be automated.
- .2 Remotely controlled ship with seafarers on board: the ship is controlled and operated from another location, but seafarers are on board.
- .3 Remotely controlled ship without seafarers on board: the ship is controlled and operated from another location, but there are no seafarers on board.
- .4 Fully autonomous ship: the operating system of the ship is able to make decisions and determine actions by itself.

The work plan for the regulatory scoping exercise is as follows:

Task	MSC 99 WG	ICG	MSC 100 WG (3-7 Dec 2018)	MSC 101 WG ([5-14 June 2019])	ICG/WG	MSC 102 WG ([May]2020)	MSC 103 WG (Nov/Dec 2020)
Framework (definitions, list of instruments, etc.)	X		X				
Consolidated document based on submissions to MSC 99 (to be prepared by the Secretariat)			X				
Correspondence Group to test the methodology		X					
First step (identification of provisions in IMO instruments)			X	X	X ¹	X ¹	
Second step (analysis to determine the most appropriate way of addressing MASS operations)				X	X ¹	X	X ¹
Interim guidelines for MASS trials	X ²		X ³				

The Committee decided that it would conduct the work for the foreseeable future, aided by the MASS working group, without involving any sub-committees for the time being. It further agreed on the need for the sharing of information and lessons learned with other international organizations including the ILO, IALA, ISO and IHO.

4.2. RECOGNITION OF THE IRIDIUM MOBILE SATELLITE SYSTEM FOR USE IN THE GMDSS

The Committee agreed that Iridium Satellite LLC, through its Safety Voice service, Short-Burst Data service and enhanced group calling service had satisfied the criteria established to gain recognition as a mobile satellite communication service provider in the GMDSS.



The Committee approved draft amendments to the 1974 SOLAS Convention, replacing all references to “Inmarsat” with references to a “recognized mobile satellite service”.

The Committee further agreed to refer the Beidou navigation satellite system (China) to the NCSR Sub-Committee, instructing NCSR 6 (January 2019) to commence consideration of the Beidou system and equipment for the purpose of GMDSS recognition.

The recognition of Iridium and the anticipated future recognition of Beidou signal the opening up of the GMDSS market. This development makes proper regulation of new service providers imperative, in accordance with the compliance requirements set out in IMO Assembly Resolution A.1001 (25), in order to safeguard the robustness of the GMDSS as the last lifeline of those in peril at sea.

4.3. SAFETY MEASURES FOR NON-SOLAS SHIPS OPERATING IN POLAR WATERS

The Committee established a working group on safety measures for non-SOLAS ships operating in polar waters which considered a range of issues. These included the geographical scope of application, types of vessels to be addressed in the development of safety measures, mandatory or recommendatory status, and a roadmap.

The Group agreed that the following possibilities should be explored:

- .1 mandatory safety measures for fishing vessels of 24m in length and over to be considered by the NCSR Sub-Committee, limited to SOLAS chapter V;
- .2 recommendatory safety measures for fishing vessels of 24m in length and over to be considered by the Ship Design and Construction (SDC) Sub-Committee, with a view to alignment with the 2012 Cape Town Agreement;
- .3 recommendatory safety measures for pleasure yachts above 300 gross tonnage not engaged in trade to be considered by the SDC Sub-Committee; and
- .4 mandatory safety measures for cargo ships below 500 gross tonnage / down to 300 gross tonnage to be considered by the NCSR Sub-Committee, limited to SOLAS chapters IV and V.

The Committee endorsed the Group’s suggestions and agreed to include the output on “Safety measures for non-SOLAS ships operating in polar waters” in the biennial agendas of the NSCR and SDC Sub-Committees.