

## **BRIEFING FOR MSC 93**

The 93rd session of the IMO's Maritime Safety Committee (MSC 93) met from 14 to 23 May 2014.

### **MSC 93 - WORKING AND DRAFTING GROUPS**

#### **Working Groups**

<b>WG</b>	<b>Title</b>
1	Passenger Ship Safety
2	Polar Code
3	TBC

#### **Drafting Groups**

<b>DG</b>	<b>Title</b>
1	Amendments to Mandatory Instruments
2	TBC

#### **Experts' Group**

<b>Title</b>
Capacity-building Needs Analysis Group

### **AGENDA NOTES**

<b>Agenda Item</b>	<b>Title</b>
1	<b>Adoption of the agenda</b>  The ninety-third session of the Maritime Safety Committee (MSC) was held at the IMO Headquarters from 14 to 23 May 2014, under the chairmanship of Mr. Christian Breinholt (Denmark). The Vice-Chairman of the Committee, Mr. M Segar (Singapore), was also present.  The Committee adopted the agenda (MSC 93/1) and agreed that its work would be guided by the provisional timetable.
2	<b>Decisions of other IMO bodies</b>  MSAC noted the outcomes of TC 63, C 110, C 111, C/ES.27, A 28 and MEPC 66 and dealt with the actions under the appropriate agenda items
3	<b>Consideration and adoption of amendments to mandatory instruments</b>  No items of interest for ISAF

Agenda Item	Title
4	<p><b>Measures to enhance maritime security</b></p> <p>After some discussion, MSC established a Correspondence Group on Maritime Security, under the coordination of the United States and instructed it to review and finalize draft Guidance on development of national maritime security legislation, taking into account comments and proposals made during MSC93., and to submit a report to MSC 94.</p>
5	<p><b>Goal-based new ship construction standards</b></p> <p>Item of no interest to ISAF</p>
6	<p><b>Passenger ship safety</b></p> <p>This item consisted of two parts which are of little interest to ISAF:</p> <ul style="list-style-type: none"> <li>• preliminary recommendations arising from the marine casualty investigation into the capsizing of the passenger ship Costa Concordia;</li> <li>• Status, purpose and revision of the long-term action plan on passenger ship safety</li> </ul>
7	<p><b>Training and Watchkeeping (report of the forty-fourth session of the Sub-Committee)</b></p> <p>Nothing of interested for ISAF</p>
8	<p><b>Safety of Navigation (report of the fifty-ninth session of the Sub-Committee)</b></p> <p>MSC ratified the recommendations made to it from NAV59. Of interest are:</p> <ul style="list-style-type: none"> <li>• Adoption of two new traffic separation schemes: <ul style="list-style-type: none"> <li>○ 1 "On the Pacific coast of Panama"; and</li> <li>○ 2 "At the approaches to Puerto Cristobal".</li> </ul> </li> <li>• Adoption of a resolution on Performance standards for shipborne "BeiDou" satellite navigation system (BDS) receiver equipment</li> <li>• Policy on use of AIS aids to navigation.</li> </ul>
9	<p><b>Dangerous goods, solid cargoes and containers (report of the eighteenth session of the Sub-Committee)</b></p> <p>Nothing of interest for ISAF</p>
10	<p><b>Ship design and construction (report of the first session of the Sub-Committee)</b></p> <p>Nothing of interest to ISAF</p>
11	<p><b>Human element, training and watchkeeping (urgent matters emanating from the first session of the Sub-Committee)</b></p> <p>Nothing of interest to ISAF</p>
12	<p><b>Ship systems and equipment (urgent matters emanating from the first session of the Sub-Committee)</b></p>

Agenda Item	Title
	Nothing of interest to ISAF
13	<p><b>Technical co-operation activities relating to maritime safety and security</b></p> <p>Nothing of interest to ISAF</p>
14	<p><b>Capacity-building for the implementation of new measures</b></p> <p>This item relates to a preliminary assessment of the capacity-building implications and technical assistance needs related to the approved amendments to mandatory instruments and the new unplanned outputs related to mandatory instruments, which had been approved during MSC92. Otherwise nothing of interest to ISAF</p>
15	<p><b>Formal safety assessment, including general cargo ship safety</b></p> <p>No interest to ISAF</p>
16	<p><b>Piracy and armed robbery against ships</b></p> <p>MSC noted that the number of worldwide piracy attacks had decreased and that no SOLAS ship had been hijacked in the western Indian Ocean area since May 2012 as a welcome result of the robust actions taken by the international naval forces in the region, the shipboard measures implemented by shipping companies, masters and their crews as well as the deployment of professional security teams. However, the Committee noted with concern the situation in the Gulf of Guinea which had not substantially improved as nine ships had been reported hijacked in 2012 and another nine ships had been reported hijacked in 2013.</p> <p>MSC also discussed measures relating to the welfare of seafarers and their families affected by piracy off the coast of Somalia, private armed security, measures taken to counter piracy against ships in waters off the coast of Somalia, Gulf of Aden and the western Indian Ocean. However, it was stated that owing to continued piracy by Somali pirates, the geographical limits of the high Risk Area should be maintained and recreational craft should avoid the area altogether.</p>
17	<p><b>Implementation of instruments and related matters</b></p> <p>Nothing of interest to ISAF</p>
18	<p><b>Relations with other organizations</b></p> <p>Not relevant to ISAF</p>
19	<p><b>Application of the Committee's Guidelines</b></p> <p>This concerns the method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies.</p>
20	<p><b>Work programme</b></p> <p>The work programmes of MSC sub committees were approved under this item. It is of interest that the next NCSR will consider recognition of Galileo as a component of</p>

<b>Agenda Item</b>	<b>Title</b>
	the WWRNS.
21	<b>Any other business</b>  Nothing relevant to report

