

**BRIEFING NOTE FOR MARITIME SAFETY COMMITTEE (MSC) 95th SESSION  
03-12 June 2015**

- Agenda Item 1**      **ADOPTION OF THE AGENDA**  
The Committee adopted the agenda and agreed that its work would be guided by the provisional timetable, on the understanding that it was subject to adjustments and on the progress made each day; and the arrangements for working and drafting groups.
- Agenda Item 2**      **DECISIONS OF OTHER IMO BODIES**  
The Committee noted the decisions of other committees referred to it and took appropriate action under the relevant agenda items. This included MEPC 68 which is covered by a separate briefing note.
- Agenda Item 3**      **CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS**  
This was a large agenda item during which the Committee considered a number of proposed amendments to the 1974 SOLAS Convention that only related to commercial shipping. The Committee also re-established the Correspondence Group on the development of guidance on a methodology for determining limitations for operation in ice, under the coordination of Norway.
- Agenda Item 4**      **MEASURES TO ENHANCE MARITIME SECURITY**  
MSC 94 re-established the Correspondence Group on guidance for the development of national maritime security legislation and instructed it to review and finalize the draft guidance, taking into account the comments and proposals in document MSC 94/4/2 (China) and submit a report to MSC 95.  
  
MSC 95 raised concerns that the draft guidance remains overly prescriptive particularly in the area of shore leave, and uses mandatory language that is inconsistent with the provisions in the ISPS Code. Recognizing that further work was required to address the concerns and queries expressed during the deliberations in plenary, particularly with respect to the need to revise all mandatory language, the Committee agreed to forward the draft guidance to the working group on Maritime Security for further revision.  
  
It should be noted that these measure do not include protective measure for recreational craft.
- Agenda Item 5**      **GOAL-BASED NEW SHIP CONSTRUCTION STANDARDS**  
This item related to commercial ship construction and is of no interest to ISAF.
- Agenda Item 6**      **PASSENGER SHIP SAFETY**  
MSC93 had established a Working Group on Passenger Ship Safety. As a result of this work, the Committee had adopted amendments to SOLAS chapter III, adopted Measures aimed at enhancing safety of passenger

ships (resolution MSC.336(90)), approved *recommended interim measures for passenger ship companies to enhance the safety of passenger ships* (MSC.1/Circ.1446/Rev.2) and approved the revised long-term action plan on passenger ship safety.

MSC was now considering an action plan for long-term work on passenger ship safety, improved passenger ship survivability after damage, MOB detection devices for passenger ships, safety of ships carrying passengers on non-international voyages and the safety of ro-ro ships.

**Agenda Item 7**                    **PERFORMANCE REVIEW AND AUDIT OF LRIT DATA CENTRES**  
This item related to commercial shipping and is of no interest to ISAF.

**Agenda Item 8**                    **CARRIAGE OF CARGOES AND CONTAINERS**  
This item related to commercial shipping and did not discuss the security and loss of containers; as such it was of no interest to ISAF.

**Agenda Item 9**                    **HUMAN ELEMENT, TRAINING AND WATCHKEEPING**  
This item covered guidelines for port State control officers on the ISM Code, revalidation of certificates of masters, officers and ratings serving on board ships, amendments to the STCW Convention and Code relating to training requirements for masters and deck officers on board ships operating in polar waters and revision of the guidance on fatigue mitigation and management noting that there was a linkage between manning levels and fatigue!

There was nothing further of interest to ISAF.

<b>Agenda Item 10</b>	<b>SHIP DESIGN AND CONSTRUCTION</b> This item related to commercial shipping and is of no interest to ISAF.
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<b>Agenda Item 11</b>	<b>NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE</b> The Committee approved, in general, the report of the second session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) (NCSR 2/23 and MSC 95/11).
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**Agenda Item 12**                    **SHIP SYSTEMS AND EQUIPMENT**  
There was considerable discussion on the periodic servicing and maintenance of lifeboats and rescue boats, launching appliances and release gear and the development of requirements for onboard lifting appliances and winches.

MSC95 noted that no specific action needed to be taken on the scope of application and amendments to the LSA Code and close the issue. This was not supported by Germany or Spain.

<b>Agenda Item 13</b>	<b>CAPACITY BUILDING FOR THE IMPLEMENTATION OF NEW MEASURES</b>
	MSC95 concluded that it was not necessary to establish the Ad Hoc Capacity-building Needs Analysis Group at this session to assess the implications and technical assistance needs related to approved amendments to mandatory instruments and new unplanned outputs related to mandatory instruments, which had been approved at this session.

<b>Agenda Item 14</b>	<b>FORMAL SAFETY ASSESSMENT, INCLUDING GENERAL CARGO SHIP SAFETY</b>
	There are no items of concern to ISAF under this agenda item.

<b>Agenda Item 15</b>	<b>PIRACY AND ARMED ROBBERY AGAINST SHIPS</b>
	<p>The Committee welcomed the continued success in the repression of piracy and armed robbery in the Gulf of Aden and the western Indian Ocean as well as the decrease of attacks reported for West Africa.</p> <p>The Committee noted that very few flag States provided reports to the Secretariat for inclusion in the piracy and armed robbery module in GISIS. The Committee, therefore, urged flag, port and coastal States to submit reports to the Organization with a view to provide to Member States and observer organizations, as well as the public, a realistic picture of incidents of piracy and armed robbery worldwide.</p> <p>There was considerable discussion on proposals to clarify the extent of the piracy High Risk Area as defined in the Best Management Practices for Protection against Somalia Based Piracy (BMP 4). Egypt was concerned that there had been no attacks in the Red Sea since 2011 and Oman was concerned that Sea of Oman did not qualify as a high risk area.</p> <p>As extensive discussion of the HRA had been undertaken within the Contact Group on Piracy off the Coast of Somalia (CGPCS) with an outcome of those deliberations anticipated at the upcoming plenary meeting in July, industry was of the view that it would be counterproductive for MSC95 to intervene given the likely nearness of its resolution, and particularly given that most States attending MSC also participate in the CGPCS and its work.</p> <p>MSC95 was reminded that the situation in the Indian Ocean remained uncertain with the real possibility of a resurgent pirate threat, and advised that an MSC circular could be potentially detrimental to continued successful implementation of the BMP, which is universally acknowledged as fundamental to the ongoing restriction of Somalia-based pirate activity, along with the deployment of military forces, the use of armed guards where necessary, and capacity building ashore.</p>

<b>Agenda Item 16</b>	<b>IMPLEMENTATION OF INSTRUMENTS AND RELATED MATTERS</b>
	This agenda item concerned large container ship security and was of no

interest to ISAF.

<b>Agenda Item 17</b>	<b>RELATIONS WITH OTHER ORGANIZATIONS</b>
	Nothing of interest to ISAF was raised under this agenda item.

<b>Agenda Item 18</b>	<b>APPLICATION OF THE COMMITTEE'S GUIDELINES</b>
	ISAF noted that draft amendments to the existing section 4 of the Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (MSC-MEPC.1/Circ.4/Rev.3) were approved.

<b>Agenda Item 19</b>	<b>WORK PROGRAMME</b>
	<p>MSC95 considered a United States proposal to amend resolution A.810(19) and SOLAS chapter IV to include the deployment of the Cospas-Sarsat Medium-altitude Earth-Orbiting Satellite Search And Rescue (MEOSAR) system and a second generation 406 MHz Distress Beacon, and agreed to include in the biennial agenda of NCSR and the provisional agenda for NCSR 3, an output on "Revised Performance standards for EPIRBs operating on 406 MHz to include Cospas-Sarsat MEOSAR and second generation beacons", with a target completion year of 2017.</p> <p>Regarding the proposal to amend SOLAS chapter IV, the Committee agreed to refer it to the discussions on the detailed review of the Global Maritime Distress and Safety System (GMDSS), on the understanding that the requirements of the new EPIRB should be discussed under the framework of the detailed review of the GMDSS.</p> <p>The Committee considered a proposal by Islamic Republic of Iran for an enhanced EPIRB to reduce the inadvertent activation of EPIRBs. However, the Committee, having considered the following views expressed during the discussions:</p> <ul style="list-style-type: none"><li>• the matter was not directly related to safety;</li><li>• the concern on the impact of more alarms for the crew; and</li><li>• it was unclear the impact of these false alarms on the frequency of 406 MHz taking into consideration the increased use of these EPIRBs by pleasure crafts</li></ul> <p>MSC95 agreed not to include this proposed output in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3.</p> <p>MSC95 noted that due to the close proximity of NCSR 3 to MSC 96 only urgent matters emanating from NCSR 3 would be considered by MSC 96 and agreed that the following issues emanating from NCSR 3 would be considered by MSC 96 as urgent matters, with the remainder being considered by MSC 97:</p> <ul style="list-style-type: none"><li>• routing measures and mandatory ship reporting systems;</li></ul>

	<ul style="list-style-type: none"> <li>• recognition of Galileo as a component of the WWRNS;</li> <li>• recognition of Iridium mobile satellite system as a GMDSS service provider;</li> <li>• performance standards for ship-borne GMDSS equipment to accommodate additional providers of GMDSS satellite services;</li> <li>• consideration of the outcome of the GMDSS Review and the continuation of the project in developing the modernization plan; and</li> <li>• measures to protect the safety of persons rescued at sea.</li> </ul>
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<b>Agenda Item 20</b>	<b>ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2016</b>
	<p>In accordance with the Rules of Procedure of the Maritime Safety Committee, the Committee unanimously elected Mr. Brad Groves (Australia) as Chairman and Mr. Juan Carlos Cubisino (Argentina) as Vice-Chairman, both for 2016.</p> <p>The Committee expressed sincere thanks and appreciation to Mr. Christian Breinholt (Denmark) and Capt. Abdullah Muhammad Segar (Singapore) for their excellent services to the Committee during the last four years when they served the Committee as its Chairman and Vice-Chairman, respectively.</p>