



REPORT
on the 88th session of the IMO Maritime Safety Committee
(MSC 88)

Contents

1. Introduction
2. Long-Range Identification and Tracking of ships.
3. Piracy
4. Approbation of the report of the 56th session of the NAV Sub-Committee
 - 4.1. Traffic Separation Schemes (COLREG.2/Circ.62) and other routeing measures (SN.1/Circ.293).
 - 4.2. Mandatory ship reporting system (SN.1/Circ.294)
 - 4.3. Other Circulars adopted
5. Amendments to STCW, SOLAS and CSC Conventions
 - 5.1. Outcomes of the Manila Conference and adoption of amendments to STCW Convention
 - 5.2. Amendments to SOLAS Convention
 - 5.3. Amendments to CSC Convention
6. Other item: Policy and new symbols for AIS aids to navigation
7. Recommended actions by IALA
 - 7.1. The Council
 - 7.2. The VTS Committee
 - 7.3. The e-Navigation Committee
 - 7.4. The ANM Committee
 - 7.5. The EEP Committee
 - 7.6. The PAF
8. Date of the next sessions.

Annexes :

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

Annexe 2: Agenda of the Sub-Committee on Safety of Navigation, 57th session (6 – 10 June 2011)

1. Introduction.

The 88th session of the IMO Maritime Safety Committee was held at the IMO headquarters in London during the period 24 November – 3 December, 2010. It was attended by delegations from 120 countries and 58 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 Piracy. It also adopted several amendments to the SOLAS Convention, in particular, making mandatory the International Code for the Application of Fire Test Procedures (FTP Code, 2010). Regarding items of most interest for IALA Members, the Committee was informed of the adoption of the amendment to the IALA Maritime Buoyage System and decided to issue an SN circular to inform the maritime community accordingly.

Amongst many other different items, the Maritime Safety Committee was informed on the outcomes of the Manila Conference, which adopted important amendments to the STCW Convention. The MSC also approved the report of the 56th session of the NAV Sub-Committee, in particular the new SN Circular on the IALA Risk Management Tools.

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:

1 - 98 out of 159 SOLAS Contracting Governments had communicated to the Organization the information specified in SOLAS regulation V/19-1.8.2 (“*Contracting Governments shall specify and communicate to the Organization relevant details, taking into account the performance standards and functional requirements adopted by the Organization, to enable long-range identification and tracking information to be made available*” to other Contracting Governments...); 10 SOLAS Contracting Governments had communicated part of this information and 51 SOLAS Contracting Governments had not communicated any information to the Organization; and

2 - 59 DCs were operating in the production environment of the LRIT system providing services to 87 SOLAS Contracting Governments, 7 non-metropolitan

territories and 2 special administrative regions; 11 DCs were undergoing testing and 4 DCs had not yet requested to start testing.

The Committee was also updated on the status of the establishment of the International LRIT Data Exchange by the European Maritime Safety Agency (EMSA), in Lisbon, Portugal. It approved Guidance notes for the first modification testing phase of the LRIT system and urged LRIT data centres to make the necessary provisions in order to complete the modification testing phase before 1 March 2011.

After long discussions on the financial sustainability of the LRIT system and the costs of information, the Committee urged Administrations to update the prices they had published in the IDE, taking into account the "US\$0.25 1:2:6" cost model (i.e. single LRIT Position report: US\$ 0.25, polled LRIT Position report: US\$ 0.50, and changes of the rate of transmission: US\$ 3.00). On that basis, the Committee encouraged SOLAS Contracting Governments to activate their coastal State standing orders, to promote the use of LRIT information, at national levels, and to continue sharing their experiences during further sessions of the Committee.

3. Piracy

The Committee was informed that the number of acts of piracy and armed robbery against ships reported to the Organization and which occurred between 1 January 2010 and 30 September 2010 was 325 against 301 over the same period in 2009, representing an increase of 7.4% from the figure for 1 January 2009 to 30 September 2009. During the period under review, it emerged that the areas most affected (i.e. five incidents reported or more) were East Africa, the South China Sea, the Indian Ocean, West Africa, the Arabian Sea, South America (Pacific), South America (Atlantic), and the Caribbean. The Committee noted further that the majority of actual attacks reported worldwide during 2010 had occurred in international waters, largely as a result of pirate activity in the waters off the coast of Somalia and that 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 ISPS Code in 2004.

The Committee expressed its concern that, in many of the reports received, the crews had been violently attacked by groups of five to ten people carrying knives or guns. During the period under review, two crew members were killed and 49 were reportedly injured/assaulted. About 717 crew members were reportedly taken hostage/kidnapped. Two vessels and their crew are reportedly still unaccounted for.

The Committee noted that representatives of shipping industry and seafarers' organizations had presented an "End Piracy Now" petition to the Secretary-General at the World Maritime Day ceremony at IMO Headquarters on 23 September 2010. The petition, which was sponsored by BIMCO, ICS, IFSMA, IMEC, IPTA, Intercargo, InterManager, P&I Clubs, INTERTANKO, ISF, ITF, IUMI and SIGTTO, had been signed by 930,406 people from 185 countries. The petition called on Governments to do everything possible to protect the thousands of seafarers and the hundreds of ships at risk of attack by pirates by:

- 1 - dedicating significant resources and concerted efforts to find real solutions to the growing piracy problem;

- 2 - taking immediate steps to secure the release and safe return of kidnapped seafarers to their families; and
- 3 - working within the international community to secure a stable and peaceful future for Somalia and its people.

In welcoming the petition, the Secretary-General of IMO reiterated that the Organization shared the deep concerns of seafarers, industry and the broader community with regard to piracy and the strong collective wish to see it eradicated. He further affirmed that the petition would significantly support the objectives identified by IMO with regard to the World Maritime Day theme for 2011, which will be "Piracy: orchestrating the response."

The Committee urged, once again, all Governments and the industry to intensify and coordinate their efforts to eradicate piracy and armed robbery against ships. It also approved an MSC Circular on Guidance for company security officers on preparation of a company and crew for the contingency of hijack by pirates in the Western Indian Ocean and the Gulf of Aden, which supplements existing guidelines (MSC.1/Circ.1391).

4 **Approval of the report of the 56th session of the NAV Sub-Committee**

The Maritime Safety Committee approved the report of the 56th session of the NAV Sub-Committee, in particular the proposals described hereunder.

4.1. Traffic Separation Schemes (COLREG.2/Circ.62) and other routing measures (SN.1/Circ.293).

The Committee adopted, with implementation date 1 June 2011 (1 July 2011 for the recommendatory measure in the Singapore Strait):

- A new Traffic Separation Schemes "Off the western coast of Norway" and "Off the southern coast of Norway"
- The cancellation of the existing Traffic Separation Scheme "Off Feistein" (Norway)
- Amendments to the existing Traffic Separation Scheme "In the Strait of Dover and adjacent waters"
- Amendments to the existing Traffic Separation Scheme "Off the south-west coast of Iceland"
- A new Area To Be Avoided in the Atlantic Ocean, off the coast of Ghana
- A new Deep-water route and an associated Precautionary area in the approaches to the new port of King Abdullah Port (KAP Port) in the northern Red Sea
- Amendments to the existing eastern Area To Be Avoided, off the south-west coast of Iceland
- Amendments to the existing Deep-water route forming part of the "In the Strait of Dover and adjacent waters" Traffic Separation Scheme
- A new interim recommendatory measure in the Singapore Strait.

4.2. Mandatory ship reporting system (SN.1/Circ.294)

The Committee adopted, with implementation dates as indicated for each system:

- A new mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP) – 1 September 2011
- Amendments to the existing mandatory ship reporting system "In the Torres Strait region and the Inner Route of the Great Barrier Reef" (REEFREP) – 1 July 2011
- Amendments to the existing mandatory ship reporting system "Off the south and south-west coast of Iceland" (TRANSREP) – 1 June 2011.

4.3 Other Circulars adopted

The Committee also adopted the following circulars prepared by the NAV sub-committee:

- Guidance on degree of risk evaluation (SN.1/Circ.296)

“DEGREE OF RISK EVALUATION

1 - The Maritime Safety Committee, at its eighty-eighth session (24 November to 3 December 2010), at the request of IALA and with a view to improving the safety of navigation, approved the circulation of the details relating to the IALA Risk Management Tool for Ports and Restricted Waterways, which provides guidance to Member Governments to assess the risk of collisions and groundings along their coasts and when planning to implement new measures to minimize the risks of coastal maritime traffic.

2 - Member Governments are invited to bring the information in the annexed Guidance to the attention of all concerned.”

- Revised IALA Maritime Buoyage System (SN.1/Circ.297)

“IALA MARITIME BUOYAGE SYSTEM

1 - At its forty-eighth session, the Maritime Safety Committee was informed that an IALA Maritime Buoyage System Agreement had been concluded on 15 April 1982. The system itself was adopted and circulated by the Committee in June 1981, before the finalization of the Agreement.

2 - At its XVIIth Conference, and its concomitant General Assembly, held in Cape Town from 22 to 27 March 2010, IALA adopted a Revised Maritime Buoyage System as an amendment to the Annex of the Agreement.

3 - The Maritime Safety Committee, at its eighty-eighth session (24 November to 3 December 2010), recognizing the full support of Member Governments, adopted the new revised IALA Maritime Buoyage System and instructed the Secretariat to circulate it as soon as possible. A copy of the Revised IALA Maritime Buoyage System booklet can be obtained from the IALA website (www.iala.aism.org).

4 - So far, the IALA Maritime Buoyage System Agreement has been signed by Aids to Navigation and Lighthouses Authorities of fifty-four countries. The national Authorities concerned of countries which are not yet Parties to the Agreement are encouraged to sign the Agreement at their earliest convenience.

5 - The present SN circular supersedes the other SN circulars: SN/Circ.95, SN/Circ.96,SN/Circ.105, SN/Circ.107, SN/Circ.120 and SN.1/Circ.259.”

- Guidelines for safety zones and safety of navigation around offshore installations and structures (SN.1/Circ.295)
- Maintenance of Electronic Chart Display and Information Systems (ECDIS) software (SN.1/Circ.266/Rev.1)
- Guidance on procedures for updating shipborne and communication equipment (MSC.1/Circ.1390)
- Operating anomalies identified within ECDIS (MSC.1/Circ.1392).

5 Amendments to STCW, SOLAS and CSC Conventions

5.1 Outcomes of the Manila Conference and adoption of amendments to STCW Convention

The Committee was informed of the outcomes of the 2010 Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, held in Manila, the Philippines, from 21 to 25 June 2010. The Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, and the Seafarers' Training, Certification and Watchkeeping (STCW) Code, were unanimously adopted with a date of entry into force of 1 January 2012.

Amongst the amendments adopted, there are important changes to each chapter of the Convention and Code, including:

- Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties' compliance with the Convention);
- Revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;
- New certification requirements for able seafarers;
- New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);
- New requirements for marine environment awareness training and training in leadership and teamwork;
- New training and certification requirements for electro-technical officers;
- Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;

- New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;
- Introduction of modern training methodology including distance learning and web-based learning;
- New training guidance for personnel serving on board ships operating in polar waters; and
- New training guidance for personnel operating Dynamic Positioning Systems.

It is also important to note that, as proposed by IALA, the mandatory part (Part A) of the Code now made express references to VTS when listing the different subjects that have to be taught to officers and masters.

5.2 Amendments to SOLAS Convention

The Committee made mandatory the International Code for the Application of Fire Test Procedures (2010 FTP Code) and adopted several other amendments to SOLAS:

- regulation V/18 to require annual testing of automatic identification systems (AIS);
- regulation V/23 on pilot transfer arrangements, to update and to improve safety aspects for pilot transfer;
- to safety certificates in the SOLAS appendix and SOLAS Protocol of 1988, relating to references to alternative design and arrangements;
- to the International Code for Fire Safety Systems (FSS Code), related to fixed fire detection and fire alarm systems

5.3 Amendments to CSC Convention

The MSC also adopted amendments to the International Convention for Safe Containers, CSC 1972, to include addition of new paragraphs in Regulation 1 Safety Approval Plate, specifying the validity of and elements to be included in approved examination programs; the addition of a new test for containers being approved for operation with one door removed; and the addition of a new annex III Control and Verification, which provides specific control measures to enable authorized officers to assess the integrity of structurally sensitive components of containers and to help them decide whether a container is safe to continue in transportation or whether it should be stopped until remedial action has been taken; and

6. Other item: Policy and new symbols for AIS aids to navigation

The Committee agreed to the proposal by Japan and the United States to expand scope of the planned output on “New symbols for AIS aids to navigation” to also include the development of policy, guidance and performance standards for AIS aids to navigation and rename the output accordingly, taking into account information provided by Chile on the use of satellite AIS.

7. Recommended actions by IALA

It is recommended that:

7.1 The Council

- Note the slow implementation of LRIT (item 2)
- Note the increase of acts of piracy (item 3)
- Note the adoption of an SN Circular to encourage the use of the IALA Risk Management Tools (item 4.3)
- Note the adoption of an SN Circular to inform the maritime community of the adoption of the amendment to the IALA Maritime Buoyage System (item 4.3)
- Note the introduction of the VTS concept in the new amendment to the STCW Convention (Code Part A) adopted at the Manila Conference, June 2010, (item 5.1)
- Note the decision to include the development of policy, guidance and performance standards for AIS aids to navigation when dealing with new symbol to AIS aids to navigation (item 6).

7.2 The VTS Committee

- Note the slow implementation of LRIT (item 2)
- Note the adoption of an SN Circular to encourage the use of the IALA Risk Management Tools (item 4.3)
- Note the introduction of the VTS concept in the new amendment to the STCW Convention (Code Part A) adopted at the Manila Conference, June 2010, (item 5.1)

7.3 The e-Navigation Committee

- Note the slow implementation of LRIT (item 2)
- Note the introduction of the VTS concept in the new amendment to the STCW Convention (Code Part A) adopted at the Manila Conference, June 2010, (item 5.1)
- Note the decision to include the development of policy, guidance and performance standards for AIS aids to navigation when dealing with new symbol to AIS aids to navigation (item 6).

7.4 The ANM Committee

- Note the slow implementation of LRIT (item 2)
- Note the increase of acts of piracy (item 3)
- Note the adoption of an SN Circular to encourage the use of the IALA Risk Management Tools (item 4.3)
- Note the adoption of an SN Circular to inform the maritime community of the adoption of the amendment to the IALA Maritime Buoyage System (item 4.3)
- Note the decision to include the development of policy, guidance and performance standards for AIS aids to navigation when dealing with new symbol to AIS aids to navigation (item 6).

7.5 The EEP Committee

- Note the adoption of an SN Circular to encourage the use of the IALA Risk Management Tools (item 4.3)
- Note the adoption of an SN Circular to inform the maritime community of the adoption of the amendment to the IALA Maritime Buoyage System (item 4.3)

7.6 The PAF

- Note the SOLAS amended regulation V/23 regarding pilot transfer arrangements (item 5.2).

8. Date of the next sessions.

The 89th session had been scheduled to take place from 11 to 20 May 2011 at the IMO headquarters in London. The 90th session is expected to take place in May 2012.

* * *

J.Ch. Leclair.
Accredited Representative of IALA to IMO
14 January 2011.

Annexe 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. Development of Assembly resolution on World-Wide Met-Ocean Information and Warning Service
 - 4 ITU maritime radiocommunication matters
 1. Radiocommunication ITU-R Study Group 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 Biennial agenda and provisional agenda for COMSAR 16
 - 14 Election of Chairman and Vice-Chairman for 2012
 - 15 Any other business
 - 16 Report to the Maritime Safety Committee
-

Annexe 2

**Sub-Committee on Safety of Navigation (NAV) – 57th session –
6 – 10 June 2011**

Agenda adopted by the Maritime Safety Committee

- Opening of the session
- 1 Adoption of the agenda
 - 2 Decisions of other IMO bodies
 - 3 Routing of ships, ship reporting and related matters
 - 4 Amendments to the performance standards for VDR and S-VDR
 - 5 ITU matters, including Radiocommunication ITU-R Study Group 5 matters
 - 6 Development of an e-navigation strategy implementation plan
 - 7 Review of vague expressions in SOLAS regulation V/22
 - 8 Development of policy and new symbols for AIS aids to navigation
 - 9 Casualty analysis
 - 10 Consideration of IACS unified interpretation
 - 11 Development of performance standards for inclinometers
 - 12 Biennial agenda and provisional agenda for NAV 58
 - 13 Election of Chairman and Vice-Chairman for 2012
 - 14 Any other business
 - 15 Report to the Maritime Safety Committee