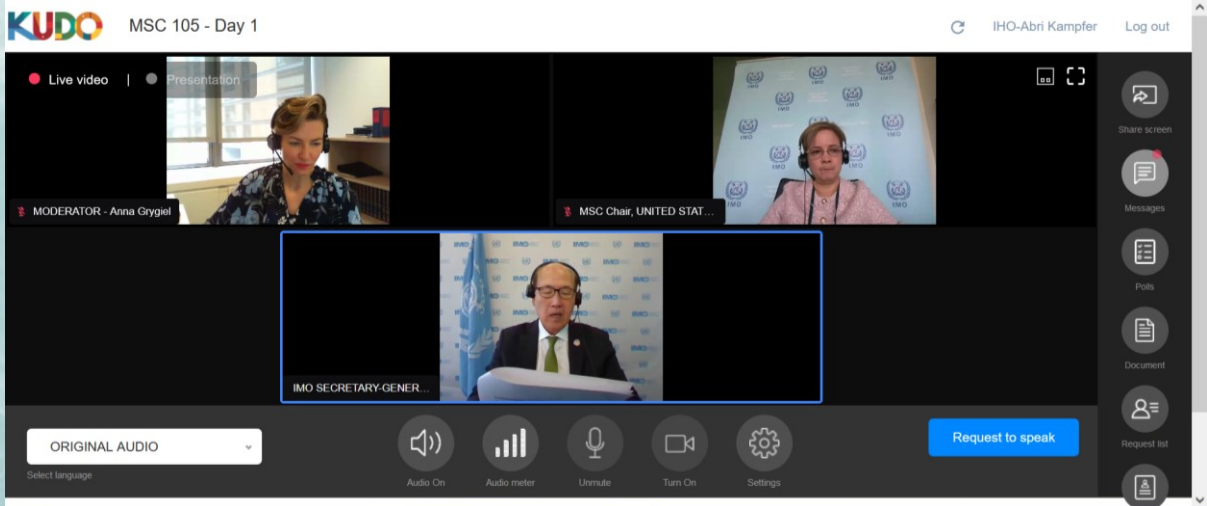




**105<sup>TH</sup> SESSION OF THE MARITIME SAFETY COMMITTEE,**  
**held remotely from 20 to 29 April**

Contribution to the IHO Work Programme 2022	
Task 1.1.8.4	Maintain relationship with the International Maritime Organization (IMO), including Attendance of MSC meeting

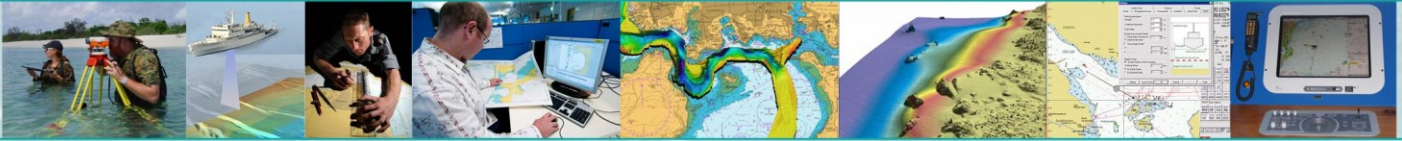
The 105th session of the Maritime Safety Committee was held remotely from 20 to 29 April 2022, chaired by Mrs Mayte Medina (United States). The Vice-Chair of the Committee, Mr Theofilos Mozas (Greece), was also present. The session was attended by delegates representing Members and Associate Members; representatives from the United Nations Programmes, specialized agencies and other entities; observers from intergovernmental organizations with agreements of cooperation and observers from non-governmental organizations in consultative status. The IHO was represented by Director Abri Kampfer and Mr Christopher Janus, the Chair of the World-Wide Navigational Warning Service Sub-Committee (WWNWS-SC).



**MSC 105 in session**

The Secretary-General of IMO, Mr Kitack Lim, welcomed participants and delivered his opening address, noting that the global maritime community remains seriously concerned about the safety and welfare of seafarers, the safety of ships and the impact on shipping operations in the wake of the ongoing armed conflict in Ukraine. At the start of the conflict, the IMO SG immediately established an Emergency Task Force in the Secretariat to deal with the fall-out and, further to the decisions of the 35<sup>th</sup> extraordinary session of the Council, the Secretariat has worked tirelessly, engaging with all stakeholders to address the safety and security issues for global maritime shipping and support seafarers.





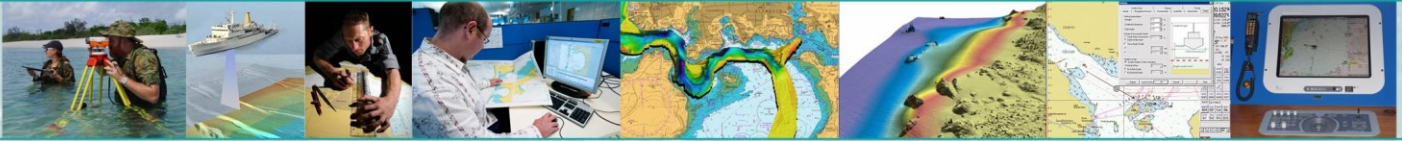
He made mention that the IMO actively pursues the transition of the shipping sector into a sustainable greener future, showcasing maritime innovation, research and development, as well as the active promotion of new technologies. The commitment of the Organization to sustainable shipping is reflected in this year's World Maritime Theme: "New technologies for greener shipping". The theme will allow for a range of activities to delve into specific topics related to the promotion of innovation and the uptake of new technologies. It will focus on the importance of clean maritime transport and also the need to build back better and greener in a post-pandemic world. He stressed the expectation about significant decisions regarding amendments to mandatory instruments, goal-based new ship construction standards and the reports of several sub-committees with the confidence that the customary IMO spirit of cooperation will prevail.

The Committee adopted the agenda and agreed to be guided in its work, in general, with consideration of all agenda items in total or in part by correspondence together with the comments received on those proposals as well as any resulting modifications to the proposed actions. The Committee established three Work Groups (Cost implications for MSI and SAR information providers concerning the recognition of multiple GMDSS mobile satellite services, Development of a goal-based instrument for Maritime Autonomous Surface Ships (MASS) and Development of further measures to enhance the safety of ships relating to the use of fuel oil) and two drafting groups (Amendments to mandatory instruments and Decisions of other IMO Bodies)

The Committee established the Drafting Group on Decisions of other IMO Bodies and instructed it, to draft an MSC resolution for consideration by the Committee, taking into account the impacts of the ongoing military conflict in Ukraine on the safety and security of shipping, the physical and mental wellbeing of seafarers, the marine environment and global supply chains. As the overwhelming majority of members supported the draft resolution, the Committee approved the revised report of the Drafting Group (MSC 105/WP.12/Rev.1) in general and adopted resolution MSC.495(105) on Actions to facilitate the urgent evacuation of seafarers from the war zone area in and around the Black Sea and the Sea of Azov as a result of the Russian Federation invasion of Ukraine.

The Committee recalled that MSC 104 had approved draft amendments to chapters II-1, III, IV and V of, and the appendix (Certificates) of the annex to the 1974 SOLAS Convention, concerning the modernization of the Global Maritime Distress and Safety System (GMDSS), with a view to adoption at MSC105. The Committee agreed that the aforementioned draft amendments proposed for adoption at this session, should be deemed to have been accepted on 1 July 2023 and enter into force on 1 January 2024, in accordance with the Guidance on entry into force of amendments to the 1974 SOLAS Convention and related mandatory instruments. The Committee established the Drafting Group on Amendments to Mandatory Instruments, chaired by Mr N. Boldt (Germany), and instructed it, taking into account comments made and decisions taken in plenary to prepare the final text of draft amendments. Having considered the report of the Drafting Group, the Committee approved it in general and adopted amendments to several mandatory and non-mandatory instruments.





The Committee established a MASS Working Group, chaired by Mr H. Tunfors (Sweden), and instructed it, taking into account comments and decisions made in plenary, to finalize, as a priority, the road map, consider the need for the holding of the first meeting of a Joint MSC-LEG-FAL MASS Working Group prior to MSC 106 by reviewing the draft terms of reference. As part of the road map for developing a goal-based Code for MASS, the Working Group agreed to work towards the entry into force of a mandatory MASS Code by 1 January 2028, despite the short period for gaining experience with the application of a non-mandatory Code. Having also noted that the road map should be considered to be a living document, which may require regular updating and modification at the Committee's future session and that the planned actions under the work plan may be revised as the draft MASS Code matures, the Committee approved the Road map for developing a goal-based Code for MASS.

The Committee, taking into account the proposal of the Chairs of the MSC and the LEG and FAL Committees to establish a joint group as soon as possible after C 127, agreed to the Working Groups recommendation to hold the first meeting of the Joint MSC/LEG/FAL Working Group on Maritime Autonomous Surface Ships (MASS) remotely from 6 to 8 September 2022, subject to concurrent approval by FAL 46 and C 127

The Committee established a MASS Correspondence Group under the coordination of the Marshall Islands and instructed it, taking into account the comments and decisions made at MSC 105, to consider key principles and common understanding of the purpose and objectives for the new instrument and commence the development of a non-mandatory goal-based MASS Code, taking into account the potential gaps and themes identified, the scope and framework of the non-mandatory Code. The Committee also requested the Coordinator of the MASS Correspondence Group to provide a verbal status report at MSC 106. In addition to the above, the Committee authorized virtual meetings for the intersessional correspondence group as and when considered appropriate by the Coordinator, so as to facilitate the otherwise very difficult task of exchanging and considering written responses on this complex matter

The Committee recalled that MSC 103 had established a Correspondence Group on Dissemination of MSI and SAR-related information, under the coordination of Australia

The Committee considered the issues raised in the documents submitted under this agenda item in two parts, mandatory use of all RMSSs that provide services within a specific service area; and options to address cost implications for information providers concerning the dissemination of information over multiple RMSSs.

A number of delegations did not agree with the proposal that the Committee should confirm the mandatory use of all recognized services by information providers, and indicated that technical solutions for dissemination of information over multiple services, including interoperability issues, should first be considered before taking a final decision. They also indicated that the recognition of additional mobile satellite services did not necessarily guarantee a better service to the mariner. They further indicated that a cost increase for





dissemination of information could lead to a situation where information providers would no longer be in a position to disseminate the information through all recognized services, and this could also affect the recognition of new services, which should be prevented.

The Committee established the Working Group on Cost Implications for MSI and SAR Information Providers, chaired by Mr T. Ski (Norway), and instructed it, taking into account comments made and decisions taken in plenary, as well as all documents submitted under this agenda item, to consider options to address cost implications for MSI and SAR information providers concerning the dissemination of information over multiple RMSSs, and advise the Committee, as appropriate.

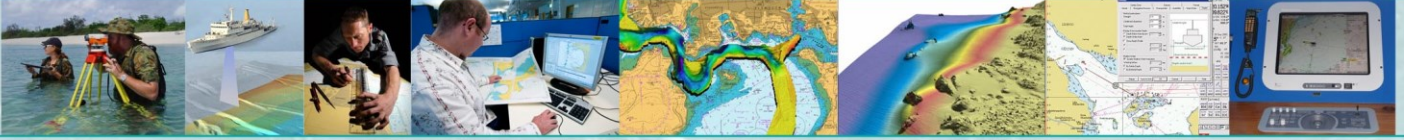
The Committee approved the report of the Working Group in general. The Committee urged MSI providers to make the necessary efforts to provide MSI on all RMSSs, and recognized their efforts for safety of navigation and safety of life at sea, which are of paramount importance. The Committee, having noted that the Working Group had not been able to conclude on any particular option to address cost implications for information providers concerning the dissemination of information over multiple RMSSs invited information providers, as a provisional approach, to explore cost reduction options, taking also into account the offer by Iridium that they had deferred charging MSI information providers for the last two years to facilitate the onboarding process and that rescue coordinating centres were not being charged; and that Iridium would continue to defer charging to Member States that had informed IMO about having financial difficulties for the implementation of the Iridium SafetyCast service.

The Committee invited Member States to request technical assistance from the IMO Secretariat, as appropriate, and invited interested parties to actively participate in the deliberations of the NCSR Sub-Committee concerning technical solutions for the dissemination of MSI and SAR related information over multiple RMSSs, including interoperability and interconnectivity issues. Furthermore it also invited interested parties to actively participate in further deliberations on cost implications, with a view to arriving at a definitive solution, including the possibility of requesting financial assistance from the IMO Secretariat and, if necessary, considering the need to establish a mandatory fund. The Committee instructed the NCSR Sub-Committee to further consider the cost options, identify advantages and disadvantages, and advise the Committee, as appropriate.

The Committee considered a document (Panama et al.) proposing the development of guidelines for the use of Electronic Nautical Publications (ENPs). Consequently, the Committee agreed to include in its post-biennial agenda an output on "Development of guidelines for the use of electronic nautical publications (ENP)", with two sessions needed to complete the item, assigning the NCSR Sub-Committee as the associated organ.

The Committee considered a document (Austria et al.) proposing a new output to amend the revised ECDIS Performance Standards (resolution MSC.232(82)) to facilitate a standardized digital exchange of vessels' route plans and inviting the Committee to consider either approving this proposal as a new output or adding this work under an existing output.

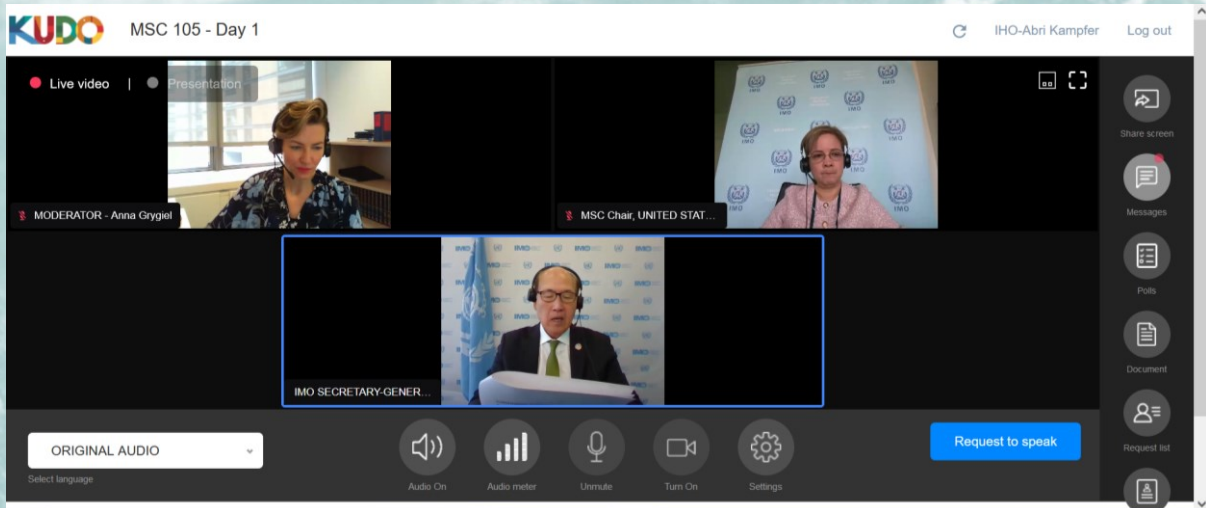




The Committee recalled that NCSR 9 was expected to work on amendments to resolution MSC.232(82) under existing output 7.14 (Revision of ECDIS Guidance for good practice (MSC.1/Circ.1503/Rev.1) and amendments to ECDIS performance standards (resolution MSC.232(82)) which had been approved for a different purpose, i.e. to update guidance for good practice and ECDIS performance standards for the introduction of the next generation of electronic navigational charts (ENC).

Consequently, the Committee agreed to include in its post-biennial agenda an output on "Amendments to the revised ECDIS performance standards (resolution MSC.232(82)) to facilitate a standardized digital exchange of ships' route plans", with one session needed to complete the item, assigning the NCSR Sub-Committee as the associated organ. Additionally, the Committee agreed that NCSR 9 could recommend inclusion of this output in its biennial agenda so as to start to work on it at NCSR 10.

The Committee agreed that, based on the decisions taken under various agenda items, working and drafting groups on development of a goal-based instrument for MASS and amendments to mandatory instruments could be established at MSC 106. It was noted that MSC 106 had been scheduled to take place from 2 to 11 November 2022 and MSC 107 tentatively from 31 May to 9 June 2023.



*MSC 105 in session*