

**INTERNATIONAL MARITIME ORGANISATION Maritime Safety Committee (MSC 107), 31 May – 09 June 2023**

Action Required: IR Commission members are invited to note the relevant outcomes of MSC 107.

**Highlights**

1. Adoption of amendments
2. MASS Code development
3. Safe delivery of IMO's strategy on reduction of GHG emissions
4. Resolution on "Strengthening measures for ensuring the safety of international shipping"
5. Maritime security, piracy and armed robbery against ships
6. Mandatory reporting of lost containers – draft SOLAS amendments
7. Certification and training for fishers – revised 1995 STCW-F Convention
8. STCW training provisions on bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH)
9. Impact of the COVID-19 pandemic on the world's transport workers and the global supply chain – draft Assembly resolution approved
10. Proposals for new work programme outputs
11. Other matters – Sub-Committees' work

**Adoption of amendments****Safety measures for non-SOLAS ships operating in polar waters - Polar Code and SOLAS**

MSC adopted a first set of amendments to the Polar Code, together with associated amendments to the SOLAS Convention, to incorporate new requirements concerning safety of navigation and voyage planning, applicable to fishing vessels of 24 m in length overall and above, pleasure yachts of 300 GT and above not engaged in trade and cargo ships of 300 GT and above but below 500 GT, operating in polar waters.

The amendments are expected to enter into force on 1 January 2026.

### **STCW Convention amendments related to electronic certificates**

MSC adopted amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, regulation I/2 (Certificates and endorsements), and the corresponding section of the Seafarers' Training Certification and Watchkeeping (STCW) Code, related to electronic certificates. The amendments are expected to enter into force on 1 January 2025.

MSC also approved an associated circular on Guidelines on the use of electronic certificates of seafarers.

### **International Life-Saving Appliance (LSA) Code**

MSC adopted amendments to the LSA Code related to ventilation requirements for totally enclosed lifeboats. The provisions should be applied to such lifeboats installed on or after 1 January 2029.

In this connection, MSC adopted associated amendments to the Revised recommendation on testing of life-saving appliances (resolution MSC.81(70)) and approved circulars on: Revised standardized life-saving appliance evaluation and test report forms (survival craft); and Revised standardized life-saving appliance evaluation and test report forms (personal life-saving appliances).

### **Maritime autonomous surface ships (MASS)**

MSC made further progress on the development of a non-mandatory goal-based instrument regulating the operation of maritime autonomous surface ships (MASS), expected to be adopted by 2025. This follows the completion of a related regulatory scoping exercise.

A MASS Working Group was established to progress the work on the MASS Code and to identify issues that are relevant to instruments under the purview of the Legal and Facilitation Committee, to be considered by the Joint MSC/LEG/FAL Working Group on MASS, which was established as a cross-cutting mechanism to address common issues identified by the regulatory scoping exercises for the use of MASS conducted by the Maritime Safety, Legal and Facilitation Committees.

The MSC noted, in particular, the common position of the Group on training, certification and competency requirements, namely that: 1. When there are seafarers on a MASS, STCW applies to them. 2. However, when remote operators and masters at Remote Operating Centres (ROC) are not on board a ship, STCW does not apply to those persons, and the MASS Code will be required to address all training, certification and competency requirements with the STCW requirements should be considered as a basis. 3. There are

certain principles (e.g. regarding watchkeeping) in STCW, when considering autonomy and remote operation, that should be addressed in the MASS Code, irrespective of the application of STCW.

### **New output on safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels**

The MSC considered proposals for a new output to deliver a framework for the safe operation of new technologies and alternative fuels aimed at reducing GHG emissions from ships, to support the safe delivery of IMO's GHG Strategy.

Having noted the overwhelming support for the proposal, the MSC agreed to new output on "Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels", to be added to the MSC agenda, starting with MSC 108.

### **Maritime security, piracy and armed robbery against ships**

MSC noted the latest update on global trends relating to piracy and armed robbery against ships. Figures based on reports submitted to the IMO show that the global number of incidents has generally continued to fall, with 131 incidents reported in 2022 compared to 172 incidents in 2021. This is attributed to the regional and international efforts to implement the Djibouti and Yaoundé Codes of Conduct and other important regional initiatives.

### **Mandatory reporting of lost containers – draft SOLAS amendments**

MSC approved, with a view to subsequent adoption, draft amendments to SOLAS chapter V with regard to the reporting of the loss of containers.

Containers lost overboard present a serious hazard to navigation and safety at sea in general, in particular to recreational sailing yachts, fishing vessels and other smaller craft, as well as to the marine environment. The draft amendments on detection and reporting of lost containers developed by the CCC Sub-Committee are also relevant for the Organization's work on addressing marine litter.

The draft amendments to SOLAS chapter V (Safety of navigation), address in particular regulation 31 (Danger messages) and would require the master of every ship involved in the loss of freight container(s) to communicate the particulars of such an incident to ships in the vicinity, to the nearest coastal State, and also to the flag State which would be required to report the incident to IMO. The draft amendments also address regulation 32 (Information required in danger messages), specifying the information to be reported, including position, number of containers, etc.

Related draft amendments to the MARPOL Convention, under Article V (Reporting procedures), have also been developed, for approval and adoption by MEPC.

MSC also agreed a new holistic output on "Development of measures to prevent the loss of containers at sea", with a target completion year of 2025, assigning the CCC Sub-Committee as the coordinating organ, in association with the SDC, NCSR, HTW and III Sub-Committees, as and when requested by the CCC Sub-Committee.

**STCW training provisions on bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH) approved**

MSC approved, for subsequent adoption at MSC 108, draft amendments to the Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Code, to prevent and respond to bullying and harassment in the maritime sector, including sexual assault and sexual harassment (SASH).

These draft amendments will also be considered at the next meeting of the joint ILO/IMO Tripartite Working Group to Identify and Address Seafarers' Issues and the Human Element (JTWG), before their adoption.

The new provisions will apply to all seafarers by means of amendments to the STCW Code, table A-VI/1-4 (Specification of minimum standard of competence in personal safety and social responsibilities).

There were no other issues raised of relevance to World Sailing.