



Guiding Spirit to Shipping Industry

Sagar Sandesh

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CM Yogi to flag off first cargo of 'langda' mangoes to Gulf



CMMI conducts webinar on "Happenings at MSC 107"



Capt Arvind Natrajan

The Company of Master Mariners of India (CMMI) conducted a webinar on "Happenings at MSC 107" to update the maritime industry. The webinar was conducted on the Zoom platform on 17th June 2023 and streamed on Youtube and Facebook. The Keynote Speaker was Capt. Arvind Natrajan, AFNI, MCOMM(India), Master Mariner, Senior Marine Advisor, CMMI member & former UK PSC officer.

Capt. Sasi Kumar, CEO CMMI welcomed the participants and introduced the Speaker.

Capt Arvind gave the presentation and here were the Key agenda items addressed by him from Maritime Safety Committee (MSC 107), held from 31 May to 9 June 2023.

AGENDA ITEM 2: DECISION OF OTHER IMO BODIES:

Issuance of certificates of competency and seafarers' identity documents in certain parts of Ukraine temporarily occupied by the Russian Federation:

MSC 107 encouraged flag and port States to consider the issues raised by Ukraine and take appropriate action when examining seafarers' certificates and documents issued from locations in the territory of Ukraine temporarily occupied by the Russian Federation.

AGENDA ITEM 5: DEVELOPMENT OF A GOAL-BASED INSTRUMENT FOR MASS:

Regulatory Scoping Exercise was conducted to see which Conventions coming under the remit of MSC-MEPC-LEG-FAL would be affected by MASS. During MSC 107, a Working Group was established which deliberated for a long time on political and legal aspects such as whether a MASS operator is a seafarer, liability of a MASS in the event of a pollution incident, UNCLOS etc.

Some decisions that have been finalised namely, it is premature to consider applicability of STCW to seafarers onboard a MASS and remote operator at a Remote Operations Centre. The general consensus is that STCW will be restricted to seafarers but some aspects of STCW such as Ch. VIII (Watchkeeping standards) may apply to non-seafarers as well. Also, it has been agreed that a non-mandatory Code expected to be effective from 1 July 2024, adoption of mandatory Code by 1 July 2026 and entry into force by 1 January 2028. To achieve this, Member States will work intersessionally in CGs and WGs.

AGENDA ITEM 6: DEVELOPMENT OF FURTHER MEASURES TO ENHANCE THE SAFETY OF SHIPS RELATING TO THE USE OF FUEL OIL:

Earlier, MSC 106 had adopted amendments to SOLAS Chapter II- 2, requiring new and existing

ships carrying oil fuel to be provided with a bunker delivery note, prior to bunkering, stating that the flashpoint of the actual fuel batch is in conformity with the requirements of SOLAS.

Msc 107 approved the draft amendments to SOLAS Chapter II-2, Regulation 4 pertaining to fuel oil parameters other than flashpoint with view to adoption at MSC 108. The amendments require that oil fuel shall not jeopardize the safety

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of ships or adversely affect the performance of the machinery or be harmful to personnel. Entry into force will be on 1 January 2026.

AGENDA ITEM 10: FORMAL SAFETY ASSESSMENT:

Fires on containerships, in particular, originating in containerized cargo, have been increasing within the last five years. This aligns with a general increase in the size of containerships ships, with a fleet which has seen a close to 30% capacity increase in the very large and ultra large containership (VLCS/ULCS) categories over the last two years.

A study was tendered and commissioned by European Maritime Safety Agency (EMSA). Its goal was to identify

cost-effective measures for reducing the risk of cargo fires on containerships. The study encompassed both newbuilds and existing containerships. The next step is for the study to be reviewed by a FSA Experts Group to propose recommendations to Maritime Safety Committee. The link to access the study is at [Ship Safety Standards - CARGOSAFE - EMSA - European Maritime Safety Agency \(europa.eu\)](#). More on this in due course.

AGENDA ITEM 13: HUMAN ELEMENT, TRAINING AND WATCHKEEPING:

MSC 107 approved draft amendments to table A-VI/1-4 of the STCW Code, to prevent and respond to bullying and

harassment, including sexual assault and sexual harassment (SASH) and also refer the draft amendments to the second meeting of the Joint ILO/IMO Tripartite Working Group in Q1 2024 for consideration and advice to MSC 108, before their adoption at that session.

MSC 107 approved the Guidelines on the use of electronic certificates of seafarers. Having noted that FAL 47 had proposed the development of a joint MSC-FAL circular on guidelines for the use of electronic certificates, MEPC and LEG Committees were invited to consider what certificates and documents provided in the instruments under their respective purviews could be addressed in future joint

guidelines and advise MSC and the FAL Committees accordingly.

AGENDA ITEM 14 - SHIP SYSTEMS AND EQUIPMENT:

MSC 107 adopted amendments to Res. MSC.81(70) – Ventilation of totally enclosed lifeboats. This means that totally enclosed lifeboats shall admit sufficient air at all times to prevent a long-term CO2 concentration of > 5000 ppm even with the entrances closed. Means of ventilation shall be operable from inside, no stratification or formation of unventilated pockets. If powered, there should be sufficient energy for not less than 24 hours. Entry in force is from 1 January 2026 and applicable to lifeboat installations after 1 January 2029.

AGENDA ITEM 15 - NAVIGATION,

COMMUNICATION AND SEARCH AND RESCUE:

Delays affecting availability of GMDSS equipment:

MSC 107 endorsed the view of the NCSR Sub-Committee (10th session), regarding unavailability of GMDSS equipment & the CIRM/IEC paper on a similar issue were also endorsed. The new deadline of 1 Jan 2028 for GMDSS radio equipment is in force via the circulars (COMSAR.1/Circ.32/Rev.2 and MSC.1/Circ.1460/Rev.3).

Paper chart discontinuation:

MSC 107 agreed to request the International Hydrographic Office (IHO) to develop plans on the issue going forward.

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Views expressed during the discussion included ECDIS not being a mandatory carriage requirement and more time was needed to explore solutions.

Associated protective measures (APM) in the new NW Mediterranean Particularly Sensitive Sea Area (PSSA):



Capt. M. P. Bhasin

MSC 107 endorsed the APMs within the new PSSA they will be confirmed at MEPC 80. The protective measures

are on a non-mandatory basis only. The APMs include management of safe speed, maintaining a good lookout, and reporting any cetacean sightings to coastal authorities.

The webinar thereafter featured a very interactive discussion and a Q&A session humbly handled by Capt. M. P. Bhasin, Secretary General CMMI. Capt. Arvind addressed the questions excellently and the webinar was applauded by all the participants as a very informative webinar and they shared their appreciation to Speaker Capt. Arvind and CMMI Team for arranging this topic. The Webinar came to an end with a **Vote of Thanks from Capt. Shiv Halbe, Warden CMMI.**

AGENDA ITEM 17 - WORK PROGRAMME

Among others, the following outputs were agreed upon:

Development of a safety regulatory framework to support the reduction of GHG emissions from ships using new technologies and alternative fuels.

Amendments to the Recommendations on the safe use of pesticides in ships applicable to the fumigation of cargo holds.

Comprehensive review of the ISM Code and related guidelines – held in abeyance until MSC 108 pending study commissioned by IMO and a Joint IMO/ILO Tripartite Working Group session in Q1 2024.

Development of guidance on how to address time pressure and related organizational factors.

Solid bulk cargoes not listed in the IMSBC Code but shipped based on provisional assessments (tripartite agreements) – Amendments to IMSBC Code and supplements.

Revision of appendices A and B of the Revised guidance on shipboard towing and mooring equipment (MSC.1/Circ.1175/Rev.1)

Development of amendments to paragraph 2.1.3.2 of chapter 5 of the FSS Code on construction requirement for gaskets – Amendments to FSS Code.

Revision of the Revised guidelines for the preparation of the cargo securing manual (MSC.1/Circ.1353/Rev.2) to include a harmonized performance standard for lashing software to permit lashing software as a supplement to the Cargo Securing Manual.

Revision of the

Guidelines on Maritime Cyber Risk Management (MSC-FAL.1/Circ.3/Rev.2) and identification of next steps to enhance maritime cybersecurity

Development of guidelines for software maintenance of shipboard navigation and communication equipment and systems Prevention of loss of containers – CCC 10 (2024-2025 biennium)

Development of guidelines for harmonizing the date format of various certificates issued under IMO instruments

Revision of the IMO Standard Marine Communication Phrases (resolution A.918(22))

A list of Resolutions adopted and Circulars approved by MSC 107 can be accessed on the IMO's public portal: **Maritime Safety Committee (MSC 107), 31 May-9 June 2023 (imo.org)**

SEAFARER NEWS

On the 25th day of June 2023, FSUI celebrated the Day of Seafarers with Seafarers,

Day Of The Seafarer- Celebrations

Retired Seafarers, and Trainees. The decision of FSUI to celebrate with PAST, PRESENT & FUTURE Of the Marine

Industry. The participation from the Shipping fraternity and leaders of the Water Transport Workers Federation, CITU, and Kolkata port authority express their solidarity with Seafarers and wished them. The celebration started with musical events and a cultural program was organized at "Nabik Griha Samity". In spite of rain participated at large. **Manoj Yadav General Secretary, Bankim Bharati, General Secretary and Vice President of FSUI Narendra Rao, CITU Vice President and FSUI Vice President Prashant Nandi Chaudhary along with Faiyaz Ahmed Khan, Jacob Clint, and others participated.** The felicitation of guest and speakers were done by



giving them **momento and umbrellas** duly printed with FSUI, CITU, and ITF to hundreds of Seafarers who participated. The combination of music

and the arrangement of food in the rain was such that seafarers showed their happiness by opening the umbrella.



We wish our brave Sailors for representing us at global shipping and we wish the family of seafarers as well. The combination of the Maritime fraternity, port seafarers, and union made programs successful.

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