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NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

Assessment of capacity-building implications of amendments to SOLAS regulation V/23 and associated instruments

Submitted by Australia, Austria, Belgium, Brazil, Bulgaria, China, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands (Kingdom of the), New Zealand, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom, European Commission, ICS, BIMCO, IMPA, INTERTANKO and ITF

SUMMARY

Executive summary: This document provides a completed checklist addressing the identification of capacity-building implications of the revisions to SOLAS regulation V/23 and associated instruments finalized at NCSR 11.

Strategic direction, if applicable: 7

Output: 7.44

Action to be taken: Paragraph 9

Related documents: MSC-MEPC.1/Circ.5/Rev.5; MSC 109/13; NCSR 11/19; NCSR 11/19/Add.1 and NCSR 11/WP.7

Introduction

1 NCSR 11 noted that, due to time constraints, the Working Group on Navigation could not undertake the assessment of capacity-building implications of the draft amendments to SOLAS regulation V/23, in particular given the recent instruction from MSC 108 (NCSR 11/19, paragraph 13.21).

2 Consequently, and considering the work undertaken by IMPA and 17 other interested Member States and international organizations following the conclusion of the Working Group, the Sub-Committee invited interested Member States and international organizations to consider submitting a document to MSC 109, providing the assessment of capacity-building implications related to the draft amendments to SOLAS regulation V/23 and associated instruments (NCSR 11/19, paragraph 13.23).

3 This document responds to the above invitation.

Discussion

4 The analysis conducted by interested Member States and international organizations following the Working Group on Navigation concluded that no capacity-building considerations were identified for administrations and the industry in relation to the draft amendments to SOLAS regulation V/23 and associated instruments.

5 This conclusion is because the draft amendments generally consolidated existing mandatory and non-mandatory provisions, allowing the continuous use of existing equipment, current-type approval approaches and the modification of existing equipment.

6 Consequently, the interested Member States and international organizations:

- .1 completed appendix 1 of annex 2 to MSC-MEPC.1/Circ.5/Rev.5. The result is provided in the annex to this document, and the Committee's attention is drawn to the explanatory text accompanying the response to each question; and
- .2 in light of the assessment, concluded that it would not be necessary to:
 - .1 complete appendix 2 of annex 2 to MSC-MEPC.1/Circ.5/Rev.5; or
 - .2 develop a draft circular in accordance with paragraph 4.6.2 of annex 2 to MSC-MEPC.1/Circ.5/Rev.5.

Proposal

7 It is recommended that the Committee:

- .1 endorse the assessment of capacity-building implications in the annex to this document and the conclusions in paragraph 6.2 above when approving the draft amendments to SOLAS regulation V/23 and associated instruments at this session; and
- .2 forward the assessment of capacity-building and the conclusions in paragraph 6.2 above to MSC 110 for further consideration when the Committee considers the draft amendments to SOLAS regulation V/23 and associated instruments for adoption in 2025.

8 Furthermore, the co-sponsors invite the Committee to confirm that, by responding to the invitation extended by NCSR 11 and submitting the assessment of capacity-building implications to this session of the Committee, the need for this to be completed by the Sub-Committee before the adoption of the amendments has been satisfied. Specifically, MSC 109 is invited not to instruct NCSR 12 to further consider the capacity-building implications of the draft amendments to SOLAS regulation V/23 and associated instruments

Action requested of the Committee

9 The Committee is invited to agree to the proposal in paragraphs 7 and 8 and take action, as appropriate.

ANNEX

**CHECKLIST FOR THE IDENTIFICATION OF CAPACITY-BUILDING IMPLICATIONS
(APPENDIX 1 OF ANNEX 2 TO MSC-MEPC.1/CIRC.5/REV.5)**

1 For Administrations:

Is new legislation required?

No. Existing legislation implementing SOLAS regulation V/23 can be used. Guidance or subordinate legislation may need to be amended to reflect the new performance standard.

Is there a requirement for new equipment and/or systems?

No. Existing equipment may require modification but can be used on new and existing SOLAS and non-SOLAS ships to satisfy the amended SOLAS regulation V/23 requirement.

Does equipment manufacturing capacity exist internationally?

Yes, for pilot ladders and manropes and for modifications to ships' equipment.

Do equipment repair/servicing facilities exist internationally?

Yes, for ships' equipment and given the capacity of shipyards and repair facilities worldwide.

Is there capacity to develop new systems?

Not applicable.

Will the implementation require additional financial resources?

No. Administrations would not need to develop new systems with financial implications or infrastructure to implement the requirements, as the amendments consolidate existing mandatory and non-mandatory provisions and utilize existing approval and type approval approaches.

Is there a need for additional human resources or new skills?

No. No new human resources or skills would be required to implement the requirements, as the amendments consolidate existing mandatory and non-mandatory provisions and utilize existing approval and type approval approaches.

Will there be a need to upgrade current infrastructure?

No. There are no infrastructure requirements associated with the current or amended SOLAS regulation V/23 and its associated performance standard.

Is there enough lead time towards implementation?

Yes. This was considered when implementing the application to new and existing SOLAS and non-SOLAS ships.

Will a rapid implementation procedure be adopted?

No.

Is there a substantial modification of existing standards?

No. The amendments consolidate existing mandatory and non-mandatory provisions.

Will a guide to implementation be needed?

No. The amendments consolidate existing mandatory and non-mandatory provisions in a clearer structure to support the implementation of SOLAS regulation V/23 and its associated performance standards.

2 **For the industry:**

Would the industry require new and/or enhancement of existing systems?

Yes for existing ships, when modification of existing arrangement is required. Otherwise, no, as the amendments consolidate existing mandatory and non-mandatory provisions.

Does capacity exist internationally to develop new systems?

Yes, for pilot ladders and manropes and for ships' equipment.

Is there a need for additional training of seafarers?

No. Familiarization of seafarers under the provisions of the ISM Code is the only requirement under the provisions of the amended SOLAS regulation V/23 and its associated performance standards.

Do related and validated training courses exist?

Not applicable as there is no new statutory training requirement.

Are sufficient simulation training courses available internationally?

Not applicable as there is no new statutory training requirement.

Will there be a requirement for new equipment?

No. Existing equipment may require modification but can be used on new and existing SOLAS and non-SOLAS ships to satisfy the requirements of the amended SOLAS regulation V/23.

Does manufacturing capacity exist internationally?

Yes, for pilot ladders and manropes and for modifications to ships' equipment.

Is there repair/servicing and/or retrofitting and does maintenance capacity exist internationally?

Yes, for ships' equipment and given the capacity of shipyards and repair facilities worldwide.
