



Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.
(For sub-committee only 1 step as Flash)

Subject: Newsflash of NCSR 3

The Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 3) held its second session at IMO HQ from 29 Feb to 4 March 2016. In this regard, please be informed of the main issues and summary of NCSR 3 as below. In reviewing this flash, readers should be assured that the outputs written herein are not legally effective until they are adopted as mandatory instruments by MSC.

1. RECOGNITION OF GALILEO AS A COMPONENT OF THE WWRNS (Agenda 5)

o Relevant Provisions

- ▶ Res.A.1046(27) : WORLDWIDE RADIONAVIGATION SYSTEM
- ▶ SOLAS Chapter V Reg. 19.2.1.6 : Shipborne navigational equipment and systems

o Galileo as a component of the WWRNS(World-Wide Radio Navigation System) has been agreed by many countries which is Norway, Denmark, United states, ICS etc. without opposing opinion.

* There are 3 GNSSs under operation (GPS-USA 1989, GLONASS-Russia 1989, BEIDOU-China,'14.11)

o Therefore the Sub-committee has decided to request the approval which Galileo would be GNSS as WWRNS in MSC 96.

* Approval procedure : Review at NCSR followed by Res.A1046(27)) → Approval from MSC

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.
(For sub-committee only 1 step as Flash)

◆ Implications

- ✓ **Shipowners** : Considering performance of Galileo, the ship's owner is able to choose Galileo as GNSS equipment
- ✓ **Shipbuilders** : When new ship's building, the equipment using Galileo could be installed subject to consent of ship's owner
- ✓ **Manufacturers** : Possible to produce for equipment

2. ADDITIONAL MODULES TO THE REVISED PERFORMANCE STANDARDS FOR INTEGRATED NAVIGATIONS SYSTEMS (INS) (RESOLUTION MSC.252(83) RELATING TO THE HARMONIZATION OF BRIDGE DESIGN AND DISPLAY OF INFORMATION (Agenda 6)

○ Relevant Provisions

▶ Res.MSC.252(83) : ADOPTION OF THE REVISED PERFORMANCE STANDARDS FOR INTEGRATED NAVIGATION SYSTEMS (INS)

○ The republic of Korea, Denmark, Germany proposed that it should be discussed in working group but Panama, England, Spain insisted that it is not suitable to discuss due to lack of information.

○ Therefore the Sub-committee has recommended that Communication working group should discuss and address for this matter with open participating the other interesting parties.

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.

(For sub-committee only 1 step as *Flash*)

3. UPDATES TO THE LRIT SYSTEM (Agenda 7)

o The Sub-Committee noted the information provided by the European Commission (NCSR 3/INF.7) related to the implementation plan of the second modification of the LRIT system with regard to the IDE and the European Union CDC

o The Sub-Committee considered the information provided by Brazil (NCSR 3/7/2) related to the use of the periodic rate change message and proposing the development of amendments to the Technical specifications for communications within the LRIT system aiming at reducing the current financial burden on Contracting Governments.

o Some delegations supported the proposal and were of the view that the options presented in paragraph 24 of document NCSR 3/7/2 should be further considered by the Communications Working Group. Other delegations indicated that more information was needed and that Brazil should be invited to implement option A and advise the Sub-Committee on potential significant savings, taking into account the impact of the proposed changes on the whole system.

4. Guidelines for the harmonized display of navigation information received via communications equipment (Agenda 9)

o The Sub-Committee recalled that MSC 95 had agreed to include, in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on "Guidelines for the harmonized display of navigation information received via communications equipment", with a target completion year of 2017 (MSC 95/22, paragraph 19.12.5)..

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.

(For sub-committee only 1 step as *Flash*)

o The information and proposals contained in both documents were supported in general, recognizing the importance of harmonizing the display of information on board ships to reduce human errors and to contribute to the safety of navigation. The need for coordination between related activities conducted by IHO and IMO was highlighted, including the opportunity of activating the IMO/IHO Harmonization group on Data Modelling, which had been previously authorized by MSC 90.

o After some consideration, the Sub-Committee invited Norway to coordinate a joint proposal from interested Member States and international organizations to NCSR 4 containing draft *Guidelines for the harmonized display of navigation information received via communications equipment*.

5. REVISED GUIDELINES AND CRITERIA FOR SHIP REPORTING SYSTEMS (Agenda 10)

o Relevant Provisions

- ▶ Res.MSC.43(64) : Guidelines and criteria for ship reporting systems

o The Sub-Committee recalled that MSC 95 had agreed to include, in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on "Revised Guidelines and criteria for ship reporting systems (resolution MSC.43(64))", with a target completion year of 2017.

o The proposal to conduct a testbed to prove technology for ship reporting was welcomed in general. Views were expressed that the results of the testbed would provide a better understanding on how best to revise the guidelines and that some coordination with the FAL Committee might be required.

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.

(For sub-committee only 1 step as *Flash*)

o During the ensuing discussions, it was indicated that it was too premature to consider in detail the above proposals and that it would be more appropriate to wait for the outcomes of the testbed before any further consideration.

o Some delegations expressed concerns moving toward totally automated reporting, and were of the view that to some extent the possibility of verbal reporting should be retained.

o Consequently, the Sub-Committee agreed to forward documents NCSR 3/10/1 and NCSR 3/10/2 and the above comments to NCSR 4, so as to consider them together with any additional proposals that might be submitted as part of the outcomes of the testbed, as reported in document NCSR 3/10.

o The Sub-Committee also invited interested Member Governments and organizations to submit proposals to NCSR 4 containing draft amendments to the *Guidelines and criteria for ship reporting systems* (resolution MSC.43(64), as amended) for consideration

6. Recognition of Iridium mobile satellite system as a GMDSS service provider (Agenda 11)

o Relevant Provisions

▶ Res.A.1001(35) : Criteria for the provision of mobile satellite communication systems in the GMDSS

o The Sub-Committee will be invited to consider submissions related to maritime radio communication systems and technologies especially matters related to the

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.

(For sub-committee only 1 step as *Flash*)

recognition of Iridium mobile satellite system as a GMDSS service provider, under this agenda item, Any decisions will be referred to MSR 96 for consideration.

◆ Implications

- ✓ **Shipowners** : Iridium mobile satellite system can cover all areas including A4 area which is unable to covered by Inmarsat system. Take into account the service quality and cost, ship's owner can make decision as appropriated
- ✓ **Shipbuilders** : When new ship's building, possible to install as onboard equipment
- ✓ **Manufacturers** : N/A

7. Interconnection of NAVTEX and Inmarsat SafetyNET receivers and their display on Integrated Navigation Display Systems (Agenda 13)

○ It is proposed to amend the performance standards as necessary to allow Inmarsat C SafetyNET Maritime Safety Information messages to be presented on an integrated navigation display system. NCSR 3 is expected to complete this item at this session.

○ The proposals will amend resolutions MSC.148(77) (NAVTEX); MSR.306(87) (Inmarsat-C (SafetyNET and MSC.252(83)(INS)

8. Completion of the detailed review of the Global Maritime Distress and Safety System (Agenda 14)

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.

(For sub-committee only 1 step as *Flash*)

o NCSR 3 is expected to finalize the outcome of the detailed review of the GMDSS and start discussing the development of the GMDSS Modernization Plan. It should be noted that the detailed review is not proposing new carriage or retrofit requirements at this stage.

9. UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT RELATED CONVENTIONS (Agenda 25)

[Application of the COLREGs with respect to the placement of side lights]

o Relevant Provisions

- ▶ COLREG ANNEX I / 10 : Vertical sectors

o The Sub-Committee recalled that NAV 57 had considered navigation light arrangements as described in annex I/9(a)(i) and annex I/10(a)(i) of the COLREGs 1972, as amended, and that, subsequently, MSC.1/Circ.1427 on the positioning and technical details of lights and shapes had been issued (NAV 57/15, section 10)

o The Sub-Committee further recalled that after a long discussion, and having noted that the current unified interpretation or any possible unified interpretation on vertical sectors would not address the problem raised by IACS because there was no technical specification or regulation for visibility of sidelights that was susceptible of interpretation to address that issue, NAV 57 had invited IACS to submit any further relevant IACS Unified Interpretation proposals to NAV 58

o The Sub-Committee considered the information provided by IACS (NCSR 3/25) providing an analytical discussion on still existing confusion in the text in the COLREGs on the issue of vertical sector of the sidelight which might need to be further considered. In



Briefings of IMO Meeting

NCSR 3 (29 Feb. ~ 4 March 2016)

No. IMO-0004-2016

BRIEFING STATUS

Flash

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.

(For sub-committee only 1 step as *Flash*)

considering the proposal, general support was indicated for the development of a unified interpretation related to the placement of side lights as an interim solution. However, the view was expressed that, ideally, the COLREGs should be reviewed in respect to the identification of the aspects of large ships as seen from small ships in close proximity.

○ Consequently, the Sub-Committee invited IACS to develop a unified interpretation based on the Sub Committee's decision and submit a proposal for consideration at the future session. The Sub-Committee also agreed that this matter should be clarified when reviewing the COLREGs in the future.

[Interpretation of COLREG 1972 rule 18 related to the Protection of Cable Ships]

○ Relevant Provisions

- ▶ COLREG Rule 18 : Responsibilities between Vessels

○ The Sub-Committee recalled that at NCSR 2, when discussing the protection of cable ships, it was suggested that the preparation of a Unified Interpretation of the requirement to "keep out of the way" in rule 18, COLREG 1972, as amended

○ The Sub-Committee recalled further that MSC 95 noted that a document could be submitted to the Sub-Committee for consideration under the standing agenda item on Unified Interpretation of provisions of IMO safety, security and environment related conventions

○ The Sub-Committee considered the proposal by the Marshall Islands (NCSR 3/25/1) on a Unified Interpretation of COLREG 1972 rule 18 to protect cable ships engaged in the laying or repair of submarine cables and cable repair buoys. The Sub-Committee referred the issue to the Navigation Working Group for further detailed consideration and advice

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.
(For sub-committee only 1 step as *Flash*)

◆ Implications

- ✓ **Shipowners(Operators)** : Note that result of MSC 96 and provide ship with relevant instruction pertain to cable ship and buoy(Update to SMS manual accordingly)
- ✓ **Shipbuilders** : N/A
- ✓ **Manufacturers** : N/A

[Pilot transfer arrangements (SOLAS regulation V/23.3.3)]

○ Relevant Provisions

- ▶ MSC.1/Circ.1495 : UNIFIED INTERPRETATION OF SOLAS REGULATION V/23.3.3
- ▶ SOLAS Ch.5 Reg.23.3.3 : Pilot transfer arrangements

○ The Sub-Committee considered document NCSR 3/25/2 (IACS and IMPA) proposing a change to the wording of MSC.1/Circ.1495 to clarify the intent of this circular, in particular, that SOLAS regulation V/23.3.3.1 prescribed an operational instruction that limits the climb to not more than 9 metres on a single ladder regardless of the trim or list of the ship.

○ Having noted the general support to the proposal, the Sub-Committee agreed with the proposed amendments to MSC.1/Circ.1495, as set out in annex [...], and invited the Committee to approve them. (See below)

"1 SOLAS regulation V/23.3.3.1 prescribes an operational instruction that limits the climb to not more than 9 m on a single ladder regardless of the trim or list of the ship. If only a pilot ladder is to be used, the maximum height of 9 m from the "safe and convenient access to, and egress from, the ship" to the surface of the water is to include consideration of an adverse list of 15°."

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*.
(For sub-committee only 1 step as Flash)

◆ Implications

- ✓ **Shipowners(Operators)** : Provide ships with instruction that limits the climb to not more than 9 meters on a single ladder regardless of the trim or list of the ship
- ✓ **Shipbuilders** : When install this arrangement, discuss this matter with ship's owners properly
- ✓ **Manufacturers** : N/A

P.I.C:

Kweon Young-suk / Deputy Senior surveyor

Convention & Legislation Service Team

Tel: +82 70 8799 8331

Fax: +82 70 8799 8339

E-mail: convention@krs.co.kr

**General Manager of
Convention & Legislation Service Team**

Disclaimer

Although all possible efforts have been made to ensure correctness and completeness of the contents contained in this information service, the Korean Register of Shipping is not responsible for any errors or omissions made herein, nor held liable for any actions taken by any party as a result of information retrieved from this information service.