



Briefings of IMO Meeting

NCSR 9 (21 ~30 June 2022)

No. IMO-0009-2022

BRIEFING STATUS

Flash

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 9

The Sub-Committee on **Navigation, Communications and Search and Rescue** (hereinafter referred to as "NCSR") held its ninth session remotely from 21 to 30 June 2022. In this regard, please be informed of the main issues and summary of NCSR 9 as below. In reviewing this flash, readers should be assured that the outputs written herein are not legally effective until they are approved/adopted as mandatory instruments by MSC.

1. SOLAS Chapter V amendment for mandatory carriage of Electronic Inclinometer (Agenda item 18)

1.1 The sub-committee agreed with draft **amendment of SOLAS chapter V for mandatory carriage of Electronic Inclinometers on new container ships and bulk carriers of 3,000GT and upwards, constructed on or after 1 January 2026.**

.1 The analog type inclinometer installed on the navigation bridge was an option for the shipowner and was not mandatory under the international convention.

.2 The new requirements will not apply to cargo ships occasionally carrying cargoes in bulk and general cargo ships carrying containers on deck.

1.2 Effectiveness on introduction:

.1 The equipment will provide numerical information on the heel angle and roll period in real time to the master/officers for their decision-making during sailing. In adverse weather and sea conditions, it makes preventing loss of containers loaded on deck and also preventing ship's rollover due to excessive movement of solid bulk cargoes in the cargo hold.

.2 The equipment will be connected to VDR(Voyage Data Recorder) to provide data to investigate the cause of an accident.

1.3 Further discussion: It is not agreed to extend its application to all ship type and also not agreed need for a back-up system, because this equipment is not considered as critical equipment for safety of navigation, and it only help to decision-making and provide data to investigate the cause of an accident.



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1.4 Next Steps: The draft amendments will be presented to MSC 106 (Nov. 2022) for further consideration and approval, and subsequent adoption at MSC 107 (Jun. 2023).
The currently anticipated date of entry into force for these amendments is 1 January 2026.

2. Safety measures for non-SOLAS ships operating in polar waters

(Agenda item 6)

2.1 The sub-committee agreed with draft **amendment of SOLAS chapter XIV and Polar Code for applying the Chapter 9(Safety of Navigation) and 11(Voyage Planning) of Polar Code to non-SOLAS ships(Fishing vessel, Yacht and Small cargo ship) operating in polar waters.**

2.2 Applicable ship: ① Fishing vessels of 24m and above, ② Pleasure yachts of 300GT and above not engaged in trade, ③ Cargo ships of 300GT and above, but below 500GT

2.3 Requirements:

- .1 Installation on additional navigation equipment for operating in polar waters, for example, means of illumination to aid visual detection of ice and GNSS compass or equivalent for ships proceeding to latitudes over 80 degrees.
- .2 Application of additional consideration for voyage planning, for example, current information on the extent and type of ice and icebergs in the vicinity of the intended route.

2.4 The followings will be left to discretion of the flag Administration.

☞ In the future, it is necessary to pay attention to each flag Administration`s newly legislations or guidelines.

- .1 The Administration shall determine to what extent the provisions for additional navigation equipment required by chapter 9-1(newly introduced at this amendment) of Polar code do not apply to applicable vessel.



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.2 The Administration shall establish the procedure for conducting survey and issuing certificate confirming compliance with the newly introduced requirements of the Polar Code.

2.5 Next Steps: The draft amendments will be presented to MSC 106 (Nov. 2022) for further consideration and approval, and subsequent adoption at MSC 107 (Jun. 2023). **The currently anticipated date of entry into force for these amendments is 1 January 2026 for new vessels. These requirements will apply to existing vessels one year after entry into force.**

3. Revision of ECDIS performance standards and ECDIS Guidance for good practice (Agenda item 16)

3.1 The sub-committee approved draft revision of ECDIS performance standards (Res.MSC.232(82)).

3.1.1 Main revision: The next technical generation of standards of hydrographic information(S-101) is introduced to ECDIS performance standards in order to enable more diverse hydrographic information, such as tide/tidal current and sea temperature, to be displayed on ECDIS than using present standards(S-57).

3.1.2 Applicable date: The equipment installed on or after 1 January 2029 should conform to revised performance standards and the equipment installed on or after 1 January 2026 but before 1 January 2029 should conform to either revised performance standards or the standards given in Res.MSC.232(82).

3.1.3 Next steps: The revised ECDIS performance standards will be presented to MSC 106 (Nov. 2022) for further consideration and approval.

3.2 The sub-committee agreed draft revision of ECDIS Guidance for Good practice (MSC.1/Circ.1503/Rev.1).



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3.2.1 Main revision: After updating essential hardware/software to maintain ECDIS performance, the need for additional testing or re-approval procedures to verify normal operation of the equipment is addressed and specific procedures for implementing that are included.

3.2.2 Reference: Since these guidelines are not mandatory, the additional testing or re-approval procedures included in the revised guidance are not necessarily required. And it can be seen to have made recommend guidelines for voluntary implementation by manufactures, users and type approval authorities.

3.2.3 Next steps: The draft Guidance will be presented to MSC 106 (Nov. 2022) for further consideration and approval.

4. Revision of Guidelines on places of refuge for ships in need of assistance(Res.A.949(23)) (Agenda item 8)

4.1 Contents of guidelines: It is non-mandatory guidelines including cooperation between national authorities to deal with incidents occurring in waters outside their jurisdiction and guidelines for providing appropriate place of refuge.

4.2 Main revision: It was raised the need for update of these guidelines adopted in 2003. In the revised guidelines, definitions of some terminologies were corrected and mandatory expressions were revised to recommendation. Also, it was clarified the roles of the ship's master and form of request to place of refuge. The sub-committee agreed with draft of revised guidelines.

4.3 Next steps: The revised guidelines will be presented to the MSC 106 (Nov. 2022), MEPC 79 (Dec. 2022) and LEG 110 (Mar. 2023) committee meetings for their approval before being presented to the Assembly (Nov. 2023) for adoption of the revised resolution.



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5. Guidance on the training on and operation of Emergency Personal Radio Devices(EPRD) in multiple casualty situations (Agenda item 15)

5.1 EPRD: It is non-mandatory equipment to transmit an individual's distress signal to nearby ships and coast stations in the event of a marine accident. It is voluntarily introduced by ship owners for the safety of life on ships carrying a large number of crew members and passengers.

5.2 Contents of guidance: The guidance provides effective use and training of the EPRD to prevent overload of the communication network for search and rescue activities due to simultaneous and multiple use of the equipment in case of a marine accident. Also, this guidance is recommended to be included and addressed in the safety management system pursuant to the ISM Code of ships that could require a multiple casualty evacuation. The sub-committee agreed with draft of guidance.

5.3 Next steps: The draft guidance will be presented to MSC 106 (Nov. 2022) for further consideration and approval.

6. Revision of IMO circulars related to modernization of the GMDSS

(Agenda item 9)

6.1 Current Status: The GMDSS, adopted in 1988, has been subject to review and modernization with the aim to adapt to modern communication technique and remove carriage requirements for obsolete systems since 2012. Most of the revised work to related IMO instruments including SOLAS convention for modernization of the GMDSS has been completed at NCSR 8 (Apr.2021) and approved by MSC 104 (Oct.2021). The revision of some circulars that were not finalized at the time was discussed and agreed with revision at NCSR 9.

6.2 The sub-committee agreed with revision of following circulars;

- COMSAR/Circ.32: Harmonization of GMDSS Requirements for Radio Installations on board SOLAS Ships;



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- COMSAR/Circ.33: GMDSS Coastal Station Operator's Certificate (CSOC) Model Course;
- COMSAR/Circ.25: Procedure for Responding to DSC Distress Alerts by Ships;
- COMSAR/Circ.45: Guidance on Distress Alerts;
- MSC/Circ.892: Guidance on Alerting of Search and Rescue Authorities.

6.3 Next steps: The revisions to circulars will be presented to MSC 106 (Nov. 2022) for further consideration and approval. The circulars are expected to become effective on 1 January 2024, in alignment with other amended regulations related to GMDSS modernization.

7. Discussion on approval of BDMSS as a RMSS (Agenda item 10)

7.1 Current status: The NCSR sub-committee is conducting technical verification for the BDMSS(BeiDou Message Service System) using the BeiDou system, which is Chinese GNSS(Global Navigation Satellite System), to be recognized as a RMSS(Recognized Mobile Satellite Service) conforming to the GMDSS. For this, it should be evaluated by IMSO(International Maritime Satellite Organization) in accordance with the evaluation criteria for mobile satellite systems used in GMDSS(Res.A.1001(25)), but remote verification has been conducted due to the current COVID-19 pandemic, and on-site verification of essential functional requirements has not been performed.

7.2 Result of discussion: IMSO will conduct a technology operation evaluation for the recognition of BDMSS as RMSS, and additionally conduct on-site verification(Jul. 2022) for identified unresolved verification matters. And under the condition of submitting the report to MSC 106 from IMSO regarding on-site verification, the sub-committee agreed to request approval from MSC 106 for the recognition of BDMSS as RMSS.



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8. Consideration of matters concerning dissemination and reception of MSI and SAR-related information over multiple RMSS (Agenda item 10)

8.1 Current Status: In the past, INMARSAT was the only communication service using satellite for GMDSS purposes. But as additional satellite communication service such as Iridium is additionally recognized as RMSS for GMDSS, each coastal state has to distribute maritime safety information and search and rescue information through multiple satellite services, raising the issue of additional cost and administrative burden.

8.2 Result of discussion: The IMO member states have been discussing this issue over the past several years, but no solution has been found, and also no conclusion has been reached at NCSR 9. Therefore, the sub-committee agreed to establish an intersessional correspondence group to review interoperability and connectivity issues between RMSSs and also to identify need for revision of present relevant regulations, and then discuss again at NCSR 10. [The end]

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