

NCSR 5 BRIEF – 19 – 23 Feb 2018

for the fifth session of the Sub-Committee to be held at IMO Headquarters, 4 Albert Embankment, London, SE1 7SR, from Monday, 19 February to Friday, 23 February 2018 (Session commences at 9.30 a.m. on Monday, 19 February 2018)

Key points of the Secretary General's Introduction are:

- this year's World Maritime Day theme, "Our heritage – better shipping for a better future". We are planning a series of events and initiatives to commemorate this landmark and will be celebrated at IMO Headquarters on 27 September.
- the submission of nominations for the 2018 IMO Award for Exceptional Bravery at Sea is open until 16 April. For those who are not familiar with this prestigious annual Award, it was established by the Organization to provide international recognition to individuals who, at the risk of losing their own life, perform acts of outstanding bravery while attempting to rescue persons in distress at sea or to prevent catastrophic pollution of the marine environment.
- I would further like to emphasize the importance of moving forward with the work on the development and implementation of e-navigation. At this session, you have three e-navigation related outputs on your agenda and I would encourage you to complete them as soon as possible. You will further be invited to consider proposed updates to the e-navigation strategy implementation plan and to identify potential new outputs to continue the implementation process of e-navigation.
- Another important item on your agenda is the consideration of the technical and operational assessment of the Inmarsat FleetBroadband Maritime Safety Data Service for use in the GMDSS, as well as the assessment of the remaining requirements of the Iridium mobile satellite system as future GMDSS service provider. When implementing new services, we have to make sure that we continue to provide seafarers with a robust distress and safety system, which they have to rely upon when their life is in danger. I, therefore, would encourage you to consider this matter thoroughly, in order to provide for a smooth implementation of those new services.

1. Adoption of the agenda

- a. NCSR 5/1, 5/1/1 and 5/1/2 - Sec – Provisional Agenda, Annotations of the Agenda and Working Groups etc
- b. The Following Groups will be formed
 - i. WG1 Navigation Working Group – Agenda Items 6, 7, 8 and 22(1 and 10). **Full report in NCSR5/WP. 4. David Appleton (Nautilus) attended on behalf of IFSMA to monitor the discussions on S-Mode. His report is at Agenda Item 7.**
 - ii. WG2 Communications Working Group – Agenda Items 11, 12 and 14. **Full report NCSR5/WP.5 - Nothing of interest for IFSMA**
 - iii. WG3 SAR Working Group – Agenda Items 15, 16, 17 and 18. **Full report at NCSR 5/WP.6 - Nothing of interest for IFSMA.**
 - iv. EG Experts Group on ships' routing – **Report at NCSR 5/WP.7. All Measures were approved with a few minor amendments. Nevertheless, the Australian delegation asked for their measure to be withdrawn.**

- v. DG Drafting Group to be decided – Agenda Item 4 – **Full report at NCSR 5/WP.8. Nothing of interest for IFSMA.**

2. Decisions of other IMO bodies

- a. NCSR 5/2 and 5/2/1 – Sec – Outcome of FAL 41, MSC 98, MEPC 71, III 4 and A 30
- b. Outcomes will be introduced during the relevant Agenda Items.
- c. **Nothing Significant for IFSMA**

3. Routing measures and mandatory ship reporting systems – **An EG will be formed to look at these papers in detail – IFSMA representation not required, but it will be an interesting Group to be part of if there is a volunteer.** The Chair prepared WP 3 which is a preliminary assessment of all of the proposals submitted to check that sufficient information had been provided for proper decisions to be taken by the EG. The Chair proposed that this Assessment should be used in plenary to seek clarification from the Delegations who submitted Papers. In future, all Papers for proposals are to be submitted to the Secretariat no later than 6 months before the sitting of the Sub-Committee. None of the documents below will be introduced, but asked plenary to agree to review each paper and its assessment in WP.3 individually and decide whether it should be sent to the EG for consideration.

- a. NCSR 5/3 – Ghana - Amendment to the existing areas to be avoided (ATBA) "Off the coast of Ghana in the Atlantic Ocean" – **Ghana opened with a number of points to try and cover the omissions from their submission. There were no comments from plenary. The Chair referred this to the EG for further consideration.**
- b. NCSR 5/3/1 – China - Establishment of Dangan Channel traffic separation scheme and associated measures in the Pearl River Estuary
- a. NCSR 5/3/2 – China - Establishment of Recommended directions of traffic flow in Dangan Channel No.2 precautionary area of Dangan Channel traffic separation scheme – **China briefed the Sub-Committee that the key omission was that the Inshore Zone was insufficiently outlined with no chartlet to provide clarity. China therefore briefed that the Inshore Zone should be removed. Germany stated that the Environmental aspects of this submission should be referred to MEPC for consideration first so that MEPC can advise the EG on that aspect. MSC 1060 3.5 states that this is purely applicable to safety of the Mariner. The Chair proposed it be referred to the EG.**
- b. NCSR 5/3/3 – Denmark and Sweden - General overview for establishment of traffic separation scheme and other routeing measures in the vicinity of Kattegat between Denmark and Sweden.
- c. NCSR 5/3/4 – Denmark and Sweden - Establishment of traffic separation schemes and associated routeing measures in the vicinity of Kattegat between Denmark and Sweden
- d. NCSR 5/3/5 – Denmark and Sweden - Establishment of deep-water routes, recommended routes and precautionary area in the vicinity of Kattegat between Denmark and Sweden
- e. NCSR 5.Inf 3 – Denmark and Sweden - Report on the sea traffic and consequence analysis and IWRAP Mk2 analysis related to proposals for new routeing measures in the vicinity of Kattegat between Denmark and Sweden

- i. Papers 5/3/3, 3/4, 3/5 and Inf.3 highlight the significant dangers from the very large number of vessels which have developed a most complex environment around the existing TSS. I believe that what seems to be a very complex new Routing System will do much to simplify this complex environment and make it safer for the Mariner and should be supported by IFSMA.
 - ii. Estonia, CLIA, Norway and others fully supported these Papers and the Chair proposed they be sent to EG.
- f. NCSR 5/3/6 – Aus and Papua New Guinea - Amendments to the existing mandatory ship reporting system in the Torres Strait Region and the Inner Route of the Great Barrier Reef (REEFREP) – Forwarded to the EG as very limited omission.
- g. NCSR 5/3/7 – Russian Federation and USA - Establishment of two-way routes and precautionary areas in the Bering Sea and Bering Strait – Russia provided explanation of omissions of information. Germany again demanded that MEPC be requested to comment on Environmental Issues. No other significant comments from plenary it was referred to the EG.
- h. NCSR 5/3/8 – USA - Establishment of three new areas to be avoided in the Bering Sea – The USA clarified their proposal and was referred to the EG for expert consideration.
- i. NCSR 5.Inf 5 – Norway - Information on ships' routeing in the EEZ for Norway – for Info only
- j. NCSR 5.Inf 23 – Indonesia - Information on Routing Measures and Mandatory Ship Reporting Systems in Lombok Strait, Indonesia – for Info only
- k. NCSR 5.Inf 24 – Indonesia - Information on Routeing Measures and Mandatory Ship Reporting Systems in Sunda Strait, Indonesia – for Info only

4. Updates to the LRIT system – Drafting Group – No requirement for attendance

- a. NCSR 5/4 – Sec – Developments on LRIT since NCSR 4.
- b. NCSR 5/4/4 – IMSO – Summary audit reports of LRIT Data Centres and the International LRIT Data Exchange
- c. NCSR 5/4/1 and Rev.1 – IMSO - Performance of the LRIT system and recommendations by the LRIT Coordinator
 - i. Nothing significant to report on these Papers
- d. NCSR 5/4/2 – Vietnam - Complementary information to the proposal for a new "Archived SURPIC request message" for coastal States
 - i. This Paper be sent to the Drafting Group
- e. NCSR 5/4/3 – China – Proposed amendments to MSC.1/Circ.1259/Rev.7
 - i. Nothing to Report, but sent to the DG.
- f. NCSR 5/Inf.6 – EC– Status of the International LRIT Data Exchange system
- g. NCSR 5/Inf.14 – IMSO - Scale of charges to be levied by the LRIT Coordinator during 2018
- h. NCSR 5/Inf.21 – IMSO - IMSO Seminar on Effective Implementation and Management of the LRIT System
 - i. Information only. Nothing significant to report

- 5. Application of the "Indian Regional Navigation Satellite System (IRNSS)" in the maritime field and development of performance standards for shipborne IRNSS receiver equipment**
- a. NCSR 5/5 – India – Preliminary review of the Indian Regional Navigation Satellite System (IRNSS)
 - b. NCSR 5/5/1 – India - Proposed draft performance standards for shipborne IRNSS receiver equipment
 - c. **Nothing significant for IFSMA – yet another duplication of GPS! The discussion from Delegations showed a total lack of knowledge of GPS and thought that this would increase safety with providing what they think is an alternative Navigation system. All it is, is a duplication of other nations' GPS Systems and is equally vulnerable to Jamming from both natural, Sun Spots etc, and electronic Jamming, both accidental and malicious, to all of the others as it operates within the same frequency bandwidth. The Draft Performance standards were approved by Plenary.**
- 6. Guidelines for the harmonized display of navigation information received via communications equipment – WG1**
- a. NCSR 5/6 – Norway – Report of the Correspondence Group
 - i. This Paper to be forwarded to the WG for further consideration.
 - ii. AUS suggested there was a dilemma and that the WG should attempt to finalise the Guidelines, but understand that they might have to be revised at a later date. Therefore, the Chair referred this to the WG and provide advice to plenary whether the Guidelines are fit for use or not.
 - b. NCSR 5/6/1 – Ukraine – Integration and presentation of available navigation-related information exchange via communication equipment by integrating VHF/MF/HF DSC into INS
 - c. The Chair summed that this Paper be referred to the WG for further consideration and provide recommendation to plenary taking into account the Guidelines in Paper 5/6.
 - d. **Nothing Significant for IFSMA**
- 7. Guidelines on standardized modes of operation, S-mode – WG1**
- a. NCSR 5/7 – Aus et al - Draft Guidelines
 - i. **Introduced as much needed to reduce the workload on seafarers by increasing commonality between equipment and thereby reducing the need for increasing amounts of training. A correspondence Group may need to be set up to do the amount of work required to be done in time for NSCR 6.**
 - ii. **ICS warned that whilst these guidelines should assist familiarisation they stressed the need for proper familiarisation with equipment and it was not an excuse to reduce the level of training.**
 - iii. **There was general support for the Paper and that it should be referred to WG1 for further development and consideration of a Guideline for S Mode. WG to decide which element of e-Nav should be used for a Correspondence Group.**

iv. David Appleton Report on S-Mode discussion:

- The discussion began with a general analysis of the proposed guidelines. Amongst other points it was proposed that software updates need to be made mandatory to ensure that all equipment (existing and future) remains standardised following the inevitable evolution of systems and the introduction of new features.
- There was a discussion around the need for consequential amendments to other codes and circulars. Proposals are to be invited to the next session to deal with these amendments.
- It was agreed that CIRM would undertake editorial amendments.
- The main point of contention for IFSMA was the content of paragraph 2 of the Guidelines which suggested that the purpose of S-mode was partly to reduce the need for familiarisation training. There were proposals to amend the wording to “better facilitate familiarisation training” but in the end, it was decided to remove the sentence entirely as it was not appropriate to link the technical guidance to the requirements of the STCW convention and it was felt the scope was adequately dealt with in subsequent paragraphs.

- b. NCSR 5/Inf.13 – Republic of Korea – Results of the S-Mode user preference test
- c. NCSR 5/Inf.15 – Aus – Research document on the human cognitive processes in maritime icon and display standardization and automated systems
- d. Whilst IFSMA supports the work being done in the above Papers, this has become now very technical.

8. Develop guidance on definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs) - WG1

- a. NCSR 5/8 – Sec – Report of the first meeting of the IMO/IHO Harmonization Group on Data Modelling (HGDM)
- b. NCSR 5/8/3 – IALA - Comments on document NCSR 5/8
 - i. These 2 Papers were taken together along with some comments in Paper 5/22/3 by IEC.
- c. Chair summed up that there was general support for these Papers and went through the recommendations from Paper 5/8 for the sub-committee;
- i. noted the first draft of the Guidance on the definition and harmonization of the format and structure of maritime services within the Maritime Service Portfolio (MSP), including the template for maritime services (annex);
- ii. considered the revised definition of MSP which is more concise and believed to capture the purpose and scope of MSPs better than the existing definition (paragraph 5.2 and section 6 of the annex);
- iii. considered inviting international organizations which are domain coordinating bodies to use the template and to submit completed templates to the Organization as part of testing its purpose and suitability, and in order to be able to facilitate the completion of the draft Guidance (paragraph 6.7); WG should work towards completing the Guidelines
- iv. noted the HGDM's proposal to establish three levels of control and ownership (paragraph 7.3 and section 3 of the annex); Chair stated that the word "ownership" should be removed. WG should further consider this.

- v. noted the view of the Group on the need to harmonize data element IDs for marine services as a key enabler to ensure inter-operability between services (paragraph 8.1);
- vi. considered informing the FAL Committee on the ongoing discussion of the Group on the harmonization of data element IDs for marine services (paragraphs 8.1 to 8.8);
- vii. considered the proposal to establish a maritime registry, listing all maritime- relevant data element IDs, for use in the provision of maritime services, with the Organization as possible host for such registry (paragraph 8.7);
- viii. considered requesting coordination with the MSC and FAL Committee on this issue of establishing a maritime registry (paragraph 8.7);
- ix. noted the Group's discussion on the technical aspects of maritime services (paragraphs 10.5 to 10.8);
- x. noted the Group's concern in respect of the current terms of reference which limit the work to SOLAS-related maritime services (paragraph 12.3);
- xi. invite the Committee to approve the holding of a second meeting of the HGDM (paragraph 12.4). UK were against holding a second meeting as the time was not yet right. Marshall Isles were not in favour and that the WG should discuss the issue and make a recommendation to the Sub-Committee. The Chair proposed that approval of MSC be sought to hold a second meeting – UK countered that what the meeting needs to do should be agreed, then the ToR before going to the MSC, this was again supported by the Marshall Isles. The Chair overruled these points as the majority were for the second meeting.
- xii. noted the report in general.
 - d. NCSR 5/8/1 – Sec - Draft terms of reference for the second meeting of the IMO/IHO Harmonization Group on Data Modelling (HGDM) 29 Oct – 2 Nov 2018.
 - e. NCSR 5/8/2 – BIMCO - Harmonized data element ID structure.
 - i. BIMCO to propose a Paper for inclusion as a new output of the FAL Committee.
 - f. Currently this has become rather technical in nature, but IFSMA supports this initiative as it will hopefully help reduce the Administrative Burden. I will discuss with IHO/IALA, IMPA etc as we may seek to co-sponsor papers on this in the future.
 - g. The Nav WG1 ToR were considered and formed. David Appleton (Nautilus) volunteered to represent IFSMA on this WG and in particular focus on issues of S-Mode discussions to ensure that Training is not watered down as an excuse more harmonisation in inclusion of S-Mode across Navigation equipments.

9. Updating of the GMDSS master plan and guidelines on MSI (maritime safety information) provisions

- a. NCSR 5/9 – IHO – Outcome of the ninth session of the IHO World-Wide Navigational Warning Service Sub-Committee (WWNWS-SC)
 - i. In Para 12 The Chair highlighted the significant number of unannounced missile firings by the Democratic People's Republic of Korea and the grave concern over these operations, which posed a serious threat to maritime safety. The Chair noted the actions taken by NAVAREA XI to warn mariners after these missile firings had occurred.

The Chair also noted he would be highlighting this issue in his report to the NCSR 5

- b. NCSR 5/9/1- WMO - Update on the Worldwide Met-Ocean Information and Warning Service (WWMIWS)
- c. NCSR 5/9/2 – Chair International NAVTEX Coordinating Plan - Promulgation of Maritime Safety Information - NAVTEX Service
- d. NCSR 5/9/3 – Cyprus - NAVTEX service area of the Republic of Cyprus
- e. NCSR 5/9/4 – USA - Displaying distress alert relay information on shipboard navigation display systems
- f. NCSR 5/9/5 – Turkey - Comments on document NCSR 5/9/3
 - i. Papers 9/1 – 9/5 hold nothing of significance for IFSMA although 4 and 5 highlight the political tensions surrounding CYPRUS and TURKEY

10. Consequential work related to the new Polar Code

- a. NCSR 5/10 – Germany – Report of the Correspondence Group
- b. Nothing significant for IFSMA although a useful list of equipment requirements for adding to the Polar Code is at the Annex to the Paper. CG re-established to prepare a Draft General Guidance for Navigation Equip used in Polar water based on the Table at the Annex to the 5/10 and submit to NCSR 6. IFSMA does not intend to take part in the CG unless NMOA feel they have the resource and need to take part.

11. Revision of SOLAS chapters III and IV for Modernization of the Global Maritime Distress and Safety System (GMDSS), including related and consequential amendments to other existing instruments **WG2**

- a. NCSR 5/11 – USA - Report of the Correspondence Group
 - i. The Report was noted and nothing significant to report.
- b. NCSR 5/11/1 – USA - Phasing out the Radar SART Highlights current SART is of little or no benefit to the Mariner because of its ineffectiveness and poor history of performance. Refer this Paper to WG2 for consideration
- c. NCSR 5/11/2 – UK - Comments on the reports of the Joint IMO/ITU Experts Group and the Correspondence Group. Nothing significant to report. Referred to the WG for consideration
- d. NCSR 5/11/3 – Antigua and Barbuda, France, Portugal, WMO and IHO - Comments on the report of the Correspondence Group. Nothing significant to report. Referred to the WG for further consideration.
- e. NCSR 5/11/4 – Antigua and Barbuda, France, Islamic Republic of Iran, Portugal, WMO and IHO - Comments on the Report of the Correspondence Group. Nothing significant to report

12. Response to matters related to the Radio-communication ITU-R Study Group and ITU World Radio-communication Conference **WG2**

- a. NCSR 5/12 – Sec - Report of the thirteenth meeting of the Joint IMO/ITU Experts Group on Maritime Radio-communication matters. Including information on Revision of SOLAS chapters III and IV for Modernization of the Global Maritime Distress and Safety System (GMDSS), including related and consequential amendments to other existing instruments (agenda item 11)

- b. The plenary noted the points raised by the Chair of the Correspondence Group. Point 7 was considered and it was proposed that the WG draft the IMO position on WRC-19 agenda Items (para 21 and appendix 2 to the Annex). Nothing significant for IFSMA. The Chair of the WG stated that the original wording of SOLAS Ch 4 would be kept.
- c. NCSR 5/12/1 – Sec - Liaison statement from ITU-R WP 5B Autonomous maritime radio devices –
- d. NCSR 5/12/3 – Sec - Liaison statement from ITU-R WP 5B Autonomous maritime radio devices
- e. Papers 5/1 and 5/2 were forwarded to the WG for action
- f. NCSR 5/12/2 – Netherlands - Implementation of WRC-15 decisions relating to the future use of analogue/digital channels as stipulated in appendix 18 of the ITU Radio Regulations -
- g. Nothing significant to report
- h. NCSR 5/12/4 – Sec – Development of matters under study in the Radiocommunication ITU-R Study Groups – Nothing significant to report
- i. NCSR 5/Inf.8 – China - Prediction of NAVDAT coverage and related tests – Info Paper only
- j. NCSR 5/Inf.19 – IALA - Revised Maritime Radio Communication Plan - Info Paper only
- k. Plenary agreed to the ToR for WG2

13. Measures to protect the safety of persons rescued at sea

- a. The Chair briefed the progress made in the Mediterranean and specifically on the UN/IMO/NGO meeting that took place, including IFSMA on the 30 Oct 2017. The results of this meeting would be briefed at the FAL Committee.

14. Developments in GMDSS satellite services **WG2**

- a. NCSR 5/14 – IMSO – Analysis and assessment of the GMDSS performance of Inmarsat Global Limited
- b. NCSR 5/14/1 – IMSO – Recognition of the Inmarsat Fleet Broadband Maritime Safety Data Service for use in the GMDSS
- c. NCSR 5/14/2 – IMSO - Recognition of Iridium mobile satellite system as GMDSS service provider
- d. NCSR 5/14/3 – Cospas-Sarsat - Status of the Cospas-Sarsat Programme
- e. NCSR 5/14/7 – UK - Comment on the report on the assessment of Inmarsat Fleet Broadband Maritime Safety Data Service for recognition and use in the GMDSS
- f. NCSR 5/14/8 – USA - Comments on the report on the assessment of the remaining requirements identified in furtherance of IMSO's assessment of the application for recognition and use of the Iridium mobile satellite system in the GMDSS

There was much debate on this topic from a number of delegations. UK and Norway were very strongly against this going to WG2 for further discussions as this has been discussed long and hard to try and resolve the issue in previous sessions. The members of the WG are too far apart on their views. The US was very firmly of the view the IMSO Report clearly states that all the

issues highlighted by MSC as needing to be resolved before Iridium could become part of GMDSS. Further intervention from the UK and China ensured others agreed with their position which was that there should be no conditional approval and should be either approved or not. A heated debate! IHO stated that there was no proof of any Shore to Ship communications trial or proof this had been done. IMSO stated that the Ship/Shore MSI had been completed. The Chair stated that the issue will not be forwarded to the WG and there was no consensus on the outcome and should be referred to the next session of the Sub-committee. This was not liked. Eventually it was agreed that this issue would go back to MSC for further advice and discussion. Interesting debate, but nothing significant for IFSMA.

- g. NCSR 5/14/4 – IMSO - Migration of the recognized GMDSS services from Inmarsat-3 to Inmarsat-4 satellites
 - i. Nothing significant to report. However, in view of concerns from IHO that this migration was done in haste and that it was not informed in sufficient time to prepare and change all the necessary documents and publications. IMSO stated they noted the concerns and that they have a meeting next week with Inmarsat Working Group to find a way forward. IHO stated that the changes to the publications and documents could not come into force before Oct 2019 after it had been agreed by the various IMO Committees and Sub-Committees. The Chair stated that the Sub-Committee should agree to this migration and note concerns about the non-availability of the modified SafetyNET manuals and publications. IHO stated this Transition may not be recognised to older Shipborne equipment and may need reprogramming and therefore the Mariner may well lose this service. IHO asked for more time to ensure the transition is done properly. Most of the MSI users are also concerned at the speed of the transfer. This was agreed by the USA. The Chair stated that the Sub-Committee should note the migration and that IHO should prepare the changes to the Documents to be agreed by NCSR 6 and for approval of MSC 101. Inmarsat will issue some step by step instructions in a NtoM to be produced to raise awareness with the Mariner.
- h. NCSR 5/14/5 – IMSO - Introduction of SafetyNET II
 - i. SafetyNET II runs in parallel to the existing SafetyNET service and does not require installation of new shipborne terminals or specialised hardware within shore side authorities such as MSIPs or RCCs. The service is seamless for seafarers and therefore no action required for IFSMA and is included for Information only.
- i. NCSR 5/14/6 – IMSO - Potential future revision of resolution A.1001(25)
 - i. Nothing significant for IFSMA. The information was noted.

15. Revised Performance Standards for EPIRBs operating on 406 MHz (resolution A.810(19)) to include Cospas-Sarsat MEOSAR and second generation beacons WG3

- a. NCSR 2/15 – USA - Proposal to update resolution A.810(19)
- b. NCSR 5/15/1 – Japan - EPIRB-AIS Dual ID Matching
- c. NCSR 5/15/2 - USA - Consequential updates to other documents

- d. NCSR 5/15/3 – UK - Comments on the proposed update to resolution A.810(19)
- e. Papers forwarded to WG2 for review
- f. Nothing significant or of Interest to IFSMA – Technical in nature

16. Further development of the provision of global maritime SAR services WG3

- a. NCSR 5/Inf.9 – New Zealand – Pacific Search and Rescue (PACSAR) regional update & the outcomes of the 7th Pacific regional search and rescue workshop – Nothing Significant for IFSMA
- b. NCSR 5/Inf.17 – Italy - Libyan Maritime Rescue Coordination Centre Project – An interesting update on progress off Libya but nothing for IFSMA
- c. These are Information Papers only

17. Guidelines on harmonized aeronautical and maritime search and rescue procedures, including SAR training matters WG3

- a. NCSR 5/17 – Sec – Report of the twenty-fourth meeting of the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue Including information on: Revision of SOLAS chapters III and IV for Modernization of the Global Maritime Distress and Safety System (GMDSS), including related and consequential amendments to other existing instruments (agenda item 11); Revised Performance Standards for EPIRBs operating on 406 MHz (resolution A.810(19)) to include Cospas-Sarsat MEOSAR and second generation beacons (agenda item 15); Further development of the Global SAR Plan for the provision of maritime SAR services (agenda item 16); and Amendments to the IAMSAR Manual (agenda item 18) **The Jorgen Turn** was highlighted for inclusion as an additional turn recommended to recover a person from the water (paras 3.54 and 3.55) and will be included in 2019 Edition of the IAMSAR Manual Volume 111(Page 219 of the Annex)
- b. NCSR 5/17/1 – USA – SAR aircraft flight management system (FMS) concerns
- c. NCSR 5/Inf.22 – Argentina and Chile – Informe sobre la XIXª Patrulla Antártica Naval Combinada 2016-2017 – Information Paper written in Spanish!
- d. Nothing Significant for IFSMA other than information on the Jorgen Turn at a) above.

18. Amendments to the IAMSAR Manual WG3

- a. See Agenda Item 17

19. Unified interpretation of provisions of IMO safety, security, and environment-related conventions

- a. No documents submitted.

20. Biennial status report and provisional agenda for NCSR 6

21. Election of Chair and Vice-Chair for 2019

- a. Both the current Chair and Vice Chair were re-elected.

22. Any other business

- a. NCSR 5/22/10 – Sec - Status of the output on Additional modules to the Revised Performance Standards for Integrated Navigation Systems (INS) (resolution MSC.252(83) relating to the harmonization of bridge design and display of information. **WG1 This Paper highlights the difficulties the Maritime Industry and IMO has in understanding e-Navigation.**
- b. **The Chair took the Sub-Committee through the following 4 points:**
 - i. forward the approved amendments by NCSR 4 in document NCSR 4/29, annex 4 to the Committee for adoption;
 - ii. propose to the Committee the deletion of the output on Additional modules to the Revised Performance Standards for Integrated Navigation Systems (INS) (resolution MSC.252(83)) relating to the harmonization of bridge design and display of information;
 - iii. consider the prioritization of e-navigation-related outputs when discussing the update of the SIP, as proposed in document NCSR 5/22/1; and
 1. agree that no more than three e-navigation related outputs should be included in the provisional agenda of sessions of the Sub-Committee. **This consideration will be postponed.** The Chair therefore agreed to send this Paper to the WG **Nothing significant to report**
- c. NCSR 5/22 – Sec - Updates of electronic chart display and information systems (ECDIS) - Outcome of III 4 – **Nothing Significant to report**
- d. NCSR 5/22/1 – Aus and Norway - Update of the IMO e-navigation Strategy Implementation Plan (SIP) **WG1. The Chair stated that the WG should review the SIP to finalise, update and then brief the plenary accordingly and propose the input required for MSC. Nothing Significant to report**
- e. NCSR 5/22/5 – IHO - Report on monitoring of ECDIS issues by the IHO **Nothing Significant for IFSMA However it is worth noting Para 10 of the Paper –"Further improvement of ENC coverage is now primarily dependent upon new surveys or re-surveys of areas where there is no satisfactory coverage. In that perspective, it is worth recalling that less than 50% of the coastal waters of the world with depth less than 200 m are reported to be adequately surveyed." The paper was noted.**
- f. NCSR 5/22 – Sec - Updates of electronic chart display and information systems (ECDIS) - Outcome of III 4 – **Nothing Significant to report.**
- g. NCSR 5/22/2- CIRM - Comments on document NCSR 5/22 Updates of electronic chart display and information systems (ECDIS) – Outcome of III 4 **Nothing Significant to report**
- h. NCSR 5/22/6 – IHO - Updates of electronic chart display and information systems (ECDIS) Comments on Outcome of III 4 - **Nothing Significant to report**
- i. NCSR 5/22/11 – ICS - Comments on document NCSR 5/22. **Nothing significant to report**
- j. NCSR 5/22/3 – International Electrotechnical Commission - Progress on standards development by the IEC **Nothing Significant to report**
- k. NCSR 5/22/4 – BIMBCO and CIRM - Industry standard on software maintenance of shipboard equipment **Nothing Significant to report**

- l. NCSR NCSR 5/22/8 - FOEI, WWF, Pacific Environment and Clean Shipping Coalition - New information sources to support implementation of the Polar Code marine mammal avoidance provisions – **This could make an interesting article for our Newsletter**
- m. NCSR 5/22/9 – Argentine Republic - Report on the installation of aids to navigation on the Antarctic Continent. **New AIS AtoN, (Real, Synthetic and Virtual) in Antarctic. Useful Information but will be promulgated by NAVAREA Notice**
- n. 5/22/7 – Ukraine - Conduct of search and rescue operations in the maritime areas appertaining to the temporarily occupied Autonomous Republic of Crimea and the city of Sevastopol, Ukraine – **Ongoing Political issue between Ukraine and Russia**
- o. NCSR 5/22/12 – Russian Federation - Comments on document NCSR 5/22/7. **See h. above. Nothing significant to report**
- p. NCSR 5/Inf.2 – Aus - Use of the addressed short safety-related message capability of AIS – results of a trial – **Nothing Significant to report**
- q. NCSR 5/Inf.4 – Germany - Baltic/Barents Sea Regional Co-operation on matters relating to NCSR Report of the 24th meeting **Nothing Significant to report**
- r. NCSR 5/Inf.7 – China - Development status and plan of the BeiDou Navigation Satellite System **Nothing Significant to report**
- s. NCSR 5/Inf.10 – Japan - Questionnaire survey on the usabilities of navigational instruments for masters and deck officers **This is quite useful ammunition for IFSMA, particularly as we try to attract Industrial Members in the near future. More detail can be found in the full report of the questionnaire survey at: <https://www.jstra.jp/html/PDF/NCSR5INFJP.pdf> from 1 February 2018.**
- t. NCSR 5/Inf.11 – Japan - The result of the Coast Guard Global Summit **Nothing Significant to report**
- u. NCSR 5/Inf.12 – USA - Report on the activities of the Amver programme **Nothing Significant to report**
- v. NCSR 5/Inf.16 – Ukraine - Report on the 14th Black Sea Conference on Maritime Search and Rescue (Black Sea SAR Conference) **Nothing Significant to report**
- w. NCSR 5/Inf.18 – ICS - Results of the ICS pilotage, towage and mooring survey 2016 **Nothing Significant to report**
- x. NCSR 5/Inf.20 – Friends of the Earth International (FOEI), World Wide Fund for Nature (WWF), Pacific Environment and Clean Shipping - Background biological information for the Polar Code marine mammal avoidance provisions **Nothing Significant to report**