

NCSR 7 BRIEF – 15 – 24 Jan 2020

Sixth session of the Sub-Committee to be held at IMO Headquarters, 4 Albert Embankment,
London, SE1 7SR,
from Wednesday, 15 to Friday, 24 January 2020

Introduction by Sec Gen, covered many subjects but highlighted in particular

- Environmental issues
- Australia fires
- Philippines Volcano
- Exceptional Bravery Award submissions
- Artic

The full speech can be found at:

<http://www.imo.org/en/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings>

1. Agenda Item 1 - Adoption of the agenda

- a. The Following Groups will be formed
 - i. WG1 Navigation Working Group – Agenda Items 7, 8, 10 and 13. **The Output**
 - ii. WG2 Communications Working Group – Agenda Items 9, 11, 12, 14, 18 and 22.
 - iii. WG3 SAR Working Group – Agenda Items 16, 17.
 - iv. EG Experts Group on Ships' Routeing – Agenda Item 3 – **See 3 below**
 - v. DG Drafting Group to be decided – Agenda Item 9 –

2. Agenda Item 2 - Decisions of other IMO bodies

- a. NCSR 7/2 – Sec – Outcome of SSE 6, HTW 6, MSC 101, MEPC 74, FAL 43 and C 122
- b. MSC 101/24, paragraph 2.5, and MEPC 74/18, paragraphs 8.39 and 18.2.7 (Outcome of MEPC 74 related to lost containers at sea in the context of addressing the issue of marine plastic litter from ships) **following a brief discussion, the re was general support to tackle the problem of containers lost at sea, which presented a real danger for international shipping, as recognized by MEPC 73 and MEPC 74, and invited Member States and international organizations to submit proposals for a relevant new output to MSC 102**
- c. Outcomes will be introduced during the relevant Agenda Items.

3. Agenda Item 3 - Routing measures and mandatory ship reporting systems – **An EG will be formed to look at these papers in detail – IFSMA representation not required**

- a. NCSR 7/3 – AUS – Amendment of the existing two-way route in the Great Barrier Reef and Torres Strait
- b. NCSR 7/3/1 – Norway – Amendments to existing traffic separation schemes and associated routeing measures in Norway – "Off the western coast of Norway", "Off the coast of southern Norway" and "Off the coast of Norway from Vardø to Røst"
- a. NCSR 7/3/2 – Poland – Amendment of the existing traffic separation scheme

- and associated measures, "Slupska Bank",
- b. NCSR 7/3/3 – France – Proposal to update the "Off Ushant" traffic separation scheme
- c. NCSR 7/3/4 – France and Netherlands – Interaction between offshore wind farms and maritime navigation
- d. **Nothing significant for IFSMA on the above Papers**
- e. NCSR 6.Inf 10 – Brazil – Information on the proposal for the establishment of an area to be avoided off the Brazilian southeast coast
- f. NCSR 7.Inf 11 – Brazil – Environmental impact assessment of an oil spill caused by the collision between a merchant ship and a FPSO at the Santos Basin: a simulation case study and vulnerability analysis
- g. NCSR 7.Inf 15 – France and Netherlands – Report from the World Association for Waterborne Transport Infrastructure (PIANC) on Interaction between offshore wind farms and maritime navigation
- h. **Above 2 Papers Information only. Nothing significant to IFSMA**

4. Agenda Item 4 - Updates to the LRIT system – WG 1

- a. NCSR 7/4 – Sec – Developments on LRIT since NCSR 6. **Nothing significant to IFSMA**
- b. NCSR 7/4/1– IMSO – Summary audit reports of LRIT Data Centres and the International LRIT Data Exchange - **Nothing significant to IFSMA**
- c. NCSR 7/4/2 – IMSO – Performance of the LRIT system and recommendations by the LRIT Coordinator - **Nothing significant to IFSMA**
- d. NCSR 7/4/3 – Brazil, Chile and Uruguay – Test results, analysis and suggestion for the implementation of amendments related to the change of periodic rate of transmission feature
 - i. **Nothing significant to IFSMA.**
- e. NCSR 7/Inf.2 – EC– Status of the International LRIT Data Exchange system
- f. NCSR 7/Inf.18 – IMSO - Scale of charges to be levied by the LRIT Coordinator during 2020
 - i. **Above 2 Papers Information only.**
 - ii. **Nothing significant to report for IFSMA**

5. Agenda Item 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 7/5 – India – Recognition of the Indian Regional Navigation Satellite System (IRNSS)
- b. NCSR 7/5/1 – India – IRNSS coverage area and its intended area of services
- c. **Forwarded to the WG to Draft a Circular for the inclusion of IRNSS into International Service. Nothing significant to report**

6. Agenda Item 6 – Recognition of the Japanese Regional Navigation Satellite System Quasi-Zenith Satellite System (QZSS) and Development of Performance Standards for Shipborne Satellite Navigation System Receiver Equipment

- a. NCSR 7/6 – Germany, Japan and Poland – Draft Performance standard for shipborne equipment using radio signals for the provision of information and

- data for navigation
- b. NCSR 7/6/1 – Japan – Proposed draft performance standards for shipborne QZSS receiver equipment
- c. NCSR 7/6/2 – Japan – Preliminary review of the Quasi-Zenith Satellite System (QZSS)
- d. NCSR 7/Inf. – Germany – Efficient, effective and uniform performance standardization of radionavigation receivers
- e. **Nothing significant to report for IFSMA**

7. Agenda Item 7 – Revision of the Guidelines for Vessel Traffic Services (Resolution A.857(20) – WG1

- a. NCSR 7/7 – Australia, Brazil, China, India, Norway, Republic of Korea, Singapore, Turkey, IHO, IALA, IMPA, IAPH, IAIN, IFSMA, IHMA and NI – Draft Assembly Resolution – **IFSMA is a co-sponsor having been on the IALA WG and CG.**
- b. NCSR 7/7/1 – ICS and BIMCO – Comments on document NCSR 7/7
- c. **ICS and BIMCO make a good point in their recommendation on protection of the environment, but not the deletion of Para 4.4.**
- d. **IFSMA stated that**

Thank you Chair, as a co-sponsor to NCSR 7/7 and a member of the IALA WG drafting these Guidelines representing Shipmasters. Of course IFSMA fully supports the paper. IFSMA thanks ICS and BIMCO for their Paper NCSR 7/7/1, however we cannot support the proposal to delete Paragraph 4.4 of the Revised Guidelines, as this paragraph is seen as fundamental to enhancing situational awareness, removing confusion and enhancement of Navigational Safety. This Paragraph is a reflection of reality of what is happening now at sea in areas around the world where it is needed because of the complexity or sensitivity of the particular area and its removal would be unwelcome. We could accept some minor modification of this Paragraph by the working Group as suggested by ICS. Thank you Chair.

- e. **It was agreed that both Papers would go to the Working Group for the Drafting of the Assembly Resolution and that the WG should look specifically at Para 4.4 and modify as required to ensure clarity. In view of the importance of the Guidelines I attended WG1 for the period when this Item was being discussed.**
- f. **IALA, IHMA and IFSMA argued long and hard in the WG and stopped any fundamental change to the Guidelines.**

8. Agenda Item 8 – Consideration of Descriptions of Maritime Services in the context of e-Navigation - WG1

- a. NCSR 7/8 – Sec – Report of an informal meeting of Member States and international organizations acting as domain coordinating bodies for the further development of descriptions of Maritime Services in the context of e-navigation
- b. **It was noted that not many inputs were expected to be submitted to NCSR 7**

regarding the further developments of the descriptions of MSs. However, the following main developments were noted:

.1 consolidating work of MSs 1, 2 and 3 would be undertaken by IALA during 2020, based on progress made with the revision of resolution A.857(20); (Agenda Item 7 above)

Nothing significant to report for IFSMA.

9. Agenda Item 9 - Updating of the GMDSS master plan and guidelines on MSI (maritime safety information) provisions **WG2/DG – There is nothing of significance for IFSMA in any of these Papers and there will be no need to attend the WG**

- a. NCSR 7/9 – IHO World-Wide Navigational Warning Service Sub-Committee (WWNWS-SC) and the Joint World Meteorological Organization (WMO) - IOC Technical Commission for Oceanography and Marine Meteorology (JCOMM) Worldwide Met-Ocean Information and Warning Service Committee (WWMIWS-C) - Proposed amendments to the International SafetyNET Manual
- b. NCSR 7/9/1- Chair of the IMO NAVTEX Coordinating Panel - Promulgation of Maritime safety information – NAVTEX service
- c. NCSR 7/9/2 – IHO – Outcomes of the eleventh session of the IHO World-Wide Navigational Warning Service Sub-Committee (WWNWS-SC)
- d. NCSR 7/9/3 – WMO – Update on the IMO/WMO Worldwide Met-Ocean Information and Warning Service (WWMIWS)
- e. NCSR 7/9/4 – Chair of the International SafetyNET Coordinating Panel -Report of the International SafetyNET Coordinating Panel
- f. NCSR 7/INF.7 – Canada – Information on replacement of Canada's Notice to shipping (NOTSHIP) service with a Navigational warning (NAVWARN)
- g. NCSR 7/Inf.8 – Canada – Establishment of NAVTEX Service Areas

10. Agenda Item 10 – Safety Measures for non-SOLAS Ships Operating in Polar Waters - **WG1**

- a. NCSR 7/10 – Canada, Chile, France, Marshall Islands, New Zealand and Norway – Application of chapters 9 and 11 of the Polar Code to non-SOLAS ships
- b. NCSR 7/10/1 – FOEI, WWF and Polar Environment – Application of chapters 9 and 11 of the Polar Code to non-SOLAS ships
- c. **Nothing significant to report for IFSMA**

11. Agenda Item 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 6/11 – USA - Report of the Correspondence Group on the Modernization of the GMDSS
- b. NCSR 7/11/1 – USA – Correspondence Group recommendations on related and consequential amendments to other existing instruments
- c. **Nothing of significance to report for IFSMA**

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

- a. NCSR 7/12 – Sec – Report of the fifteenth meeting of the Joint IMO/ITU Experts Group on Maritime radiocommunication 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)
Next meeting EG 6-12 July.
- b. NCSR 7/12/1 – Sec – Liaison statement from ITU-R WP 5B Electromagnetic interference (EMI) effects of Light Emitting Diode (LED) lighting systems when co-located on board maritime vessels, and the EMI effects of LED on aeronautical systems
- c. NCSR 7/12/2 – Sec – Liaison statement from ITU-R WP 5B Revision of Recommendation ITU-R M.585-7 - Assignment and use of identities in the maritime mobile service
- d. NCSR 7/12/3 –Sec – Liaison statement from ECC CEPT ECC Report 299 "Measures to address potential blocking of MES operating in bands adjacent to 1518 MHz (including 1525-1559 MHz) at sea ports and airports"
- e. NCSR 7/12/4 – Sec – Liaison statement from ICAO Adjacent band compatibility studies of IMT-Advanced systems in the mobile service in the band below 1 518 MHz with respect to MSS systems operating in 1 518 – 1 559 MHz
- f. NCSR 7/12/5 – CIRM - Autonomous maritime radio devices and identities in the maritime mobile service
Nothing significant to report for IFSMA
- g. NCSR 7/12/6 –China and France – Considerations on future works to facilitate the application of NAVDAT. **NAVDAT is a new information distribution system being proposed. Generally supported, with some concerns from Japan and UK. Relevant proposals invited.**
- h. NCSR 7/12/7 – Germany, Marshall Islands, ICS, IMSO and CIRM
Referred to WG2 for draft liaison statement.
- i. Draft Liaison Statement to CEPT EEC
- j. NCSR 7/12/8 – Sec – Outcome of the World Radiocommunication Conference 2019 (WRC-19)

Thank you Chair. IFSMA welcomes this statement on the use of AMRDs and the Outcome from the World Communications Conference in Paper NCSR7/12/8 Agenda Item 1.9.1. but considers the statement to be less than complete.

At NCSR 6 a liaison statement (NCSR 6/WP.5, annex 11) was sent to the ITU-R Working Party 5B which states in paragraph 5:

Taking into account the high number of AIS AMTDs devices presently on the market using frequencies AIS1 and AIS2 without DSC alerting function, the Sub-Committee suggested that such devices should no longer be placed on the market after a date to be decided by ITU.

This was considered at the April/May 2019 meeting of ITU-R Working Party 5B, which IFSMA understands concluded that this was an operational issue, and as such, should be dealt with by IMO rather than ITU, which is only concerned with technical implementation. The IMO liaison statement was noted, with no intended further action.

IFSMA understands from discussions it has had with CIRM that the World Communications Conference further agreed to designate 160.9 MHz (channel 2006) to AMRD Group B, using AIS technology which provides a separate channel for devices using AIS technology that do not enhance the safety of navigation and that this will be written into the next edition of the Radio Regulations sometime this year.

Chair, what is less clear is when, and by whom this will be enforced. This is becoming a significant issue for Shipmasters at sea and last December IFSMA received yet another email highlighting the problem stating:

“The fishing net problem is increasing everyday. This photograph of a Chinese fishing boat with all its nets on board with the AIS turned on, on all of them, was taken today October 28th on the way from Shanghai to Busan. Our new AIS can show 1000 contacts and still it’s overloaded. These new AIS nets now are calling ships by call sign and even MMSI numbers over VHF channel 16 with an automated voice giving its bearing and position and telling vessels to keep clear. But which AIS target is it?”

In summary, the technical approach for a solution has been agreed and will be implemented in the new Radio Regulations sometime this year, but it seems that IMO will need to make a decision for this to progress further.

Chair, I apologise for this rather lengthy statement but this is becoming such a significant issue that the very technology brought in to enhance the Safety of Navigation is now doing exactly the opposite. The new Radio Regulations will at some stage mean that no more of the current mobile AIS devices will be manufactured for sale but it does not deal with all of the legacy devices available on the market or the many thousands that have already been bought for and in use today at sea. I ask Chair that you forward this issue to Working Group 2 for discussion and to provide us with a recommendation of how best to proceed to put a stop to this proliferation of mobile AIS units and ban their use at sea.

This statement has been forwarded to the Secretariat for inclusion in the Report of the Sub-Committee.

ITF supported statement. The Chair had a top table discussion and then said WG overloaded so invited written submissions from interested parties.

- k. NCSR 7/12/9 – Netherlands – Comments on documents NCSR 7/12 and NCSR 7/12/1 Electromagnetic interference (EMI) effects of Light emitting diode (LED) lighting systems when co-located on board maritime vessels, and the EMI effects of LED on aeronautical systems
- l. NCSR 7/12/10 – Republic of Korea – Comments on NCSR 7/12
General comments made. Chair - Suggest invite proposals to next meeting of EG.
- m. NCSR 7/Inf.10 – IALA – 3rd Generation partnership project (3GPP) in the maritime domain
- n. NCSR 7/Inf.13 – China and France – Test measurements of NAVDAT system under real conditions
WG ToR confirmed.

13. Agenda Item 13 – Revision of the Guidelines on Places of refuge for Ships in need of Assistance (Resolution A.949(23))

- a. NCSR 7/13 - Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, the United Kingdom, European Commission, ICS, IUMI, IAPH, BIMCO, IACS, ISU, INTERTANKO and P&I Clubs - Preliminary draft text of the revised Guidelines on places of refuge for ships in need of assistance (resolution A.949(23))
- b. This received overwhelming support and was sent to the WG to continue the work including a Work Plan of how this should be informed to MEPC and LEG.

14. Agenda Item 14 - Developments in GMDSS satellite services (NCSR 7/14/1 only)

WG2 - Nothing significant or of interest for IFSMA in the Papers for this Agenda item

- a. NCSR 7/14 – China – Recognition of BeiDou Message Service System as a GMDSS Service provider
- b. NCSR 7/14/1 – Cospas Sarsat Secretary – Status of the Cospas-Sarsat Programme
- c. NCSR 7/14/2 – IMSO – Analysis and assessment of the GMDSS performance of Inmarsat Global Limited
- d. NCSR 7/14/3 – Australia – The introduction of additional GMDSS mobile satellite service providers
- e. NCSR 7/INF.16 – IMSO – Monitoring of the GMDSS implementation of Iridium

15. Agenda Item 15 – Further Development of the Provision of Global Maritime SAR Services WG3

- a. No Papers submitted

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

- Nothing significant of interest to IFSMA in any of the below Papers.

- a. NCSR 6/Inf.3 – Argentina and Chile - Report on the twenty-first Combined Antarctic Naval Patrol 2018-2019
- b. NCSR 5/Inf.5 – Georgia – Report on the 15th Black Sea Conference on Maritime search and rescue (Black Sea SAR Conference)
- c. NCSR 7/16 – Sec – Report on the twenty-sixth meeting of the ICAO/IMO joint Working Group
- d. NCSR 7/16/1 – USA – Update on implementation of autonomous distress tracking of aircraft in flight.
- e. NCSR 7/16/2 – USA – GMDSS/GADSS ship-to-aircraft interoperability trial.
- f. These Paper were all sent to WG3 for discussion and make recommendations to the Sub-Committee.

17. Agenda Item 17 – Amendments to the IMSAR Manual.

- a. No documents submitted.

18. Agenda Item 18 - Unified interpretation of provisions of IMO safety, security, and environment-related conventions

- a. NCSR 7/18 – IACS and CIRM – Clarification on examining and checking the operation of survival craft portable two-way VHF radiotelephone apparatus
- b. NCSR 7/18/1 – CIRM - Battery validity dates for survival craft portable two-way VHF radios
- c. **Nothing significant to report for IFSMA.**

19. Agenda Item 19 – Validated Model Training Courses - No Paper submitted.

20. Agenda Item 20 - Biennial Agenda and Provisional Agenda for NCSR 6 - No Paper submitted.

21. Agenda Item 21 - Election of Chair and Vice-Chair for 2019

- a. the Sub-Committee unanimously re-elected Mr. R. Lakeman (Netherlands) as Chair and Mr. N. Clifford (New Zealand) as Vice-Chair, both for 2021.

22. Agenda Item 22 - Any other business – Nothing of significance for IFSMA in the below Papers for this Agenda Item

- a. NCSR 7/22 – International Electrotechnical Commission – Progress on standards development by IEC
- b. NCSR 7/22/1 – Sec – Review of IMO publications related to navigation, communication and search and rescue
- c. NCSR 7/22/2 – Canada – Issues encountered with MSI portrayal guidance in SN.1/Circ.243/Rev.2
- d. NCSR 7/22/3 – Republic of Korea – Issues encountered with MSI portrayal guidance in SN.1/Circ.243/Rev.2
- e. NCSR 7/22/4 – Georgia and Ukraine – Conduct of search and rescue operations in the northern and eastern parts of the Black Sea, the Sea of Azov and the Kerch Strait
- f. NCSR 7/22/5 – IHO – Report on monitoring of ECDIS issues by IHO
- g. NCSR 7/22/6 – United States – Consequential amendments to resolution MSC.163(78) related to the adoption of resolution MSC.471(101)
- h. NCSR 7/22/7 – United States – Consequential amendments to resolution MSC.333(90) related to the adoption of resolution MSC.471(101)
- i. NCSR 6/Inf.9 – Japan – AIS messages confused with actual maritime accidents
- j. NCSR 6/Inf.12 – IMO and WMO Secs – Preliminary Report of the WMO/IMO International Symposium on Extreme Maritime Weather: Towards Safety of Life at Sea and a Sustainable Blue Economy
- k. NCSR 7/Inf.14 – Republic of Korea – Report of the third e-Navigation Underway Asia-Pacific Conference 2019
- l. NCSR 7/Inf.17 –
- m. NCSR 7\Inf.19 – IMPA – Improved safety of pilot transfer arrangements: Results of Safety Campaign/Survey
- n. NCSR 7/Inf.20 – China - Considerations on future revision of MSC.1/Circ.1503/Rev.1