

IALA COUNCIL
66th session



27 May 2018
Incheon
Republic of Korea

13 – INTERNATIONAL

13.1 –IMO

13.1.1 - Summary report of the IMO NCSR 5

Note by the Secretariat

1. BACKGROUND

The fifth session of the IMO NCSR Sub-Committee was held at IMO HQ London from 19th to 23rd February 2018, chaired by Mr Ringo Lakeman (Netherlands), supported by the vice-chair, Mr Nigel Clifford (New Zealand). The IALA delegation was headed by the Deputy Secretary-General, Michael Card, supported by the Chair of ENAV WG1, Axel Hahn, and the Technical Operations Manager, Minsu Jeon.

IALA had submitted two papers to this meeting:

- NCSR 5/8/3 Comments on document NCSR 5/8 – Report of the first meeting of the IMO/IHO Harmonization Group on Data Modelling (HGDM)
- NCSR 5/INF.19 – Revised maritime radio communication plan

Three Working Groups (on Navigation, Communications and SAR), the Experts Group on Ships' Routeing, and a Drafting Group on LRIT were established for the meeting.

2. NAVIGATION WORKING GROUP MATTERS

A Working Group (WG) on Navigation was established early on, during the first day of the meeting, and started work immediately under the chairmanship of Capt. Moises De Gracia (Panama). The Group commenced work on four items, namely, development of guidelines for the harmonized display of navigation information received via communications equipment, guidelines on standardized modes of operation (S-mode), and guidance on definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs), and finalization of the update of the Strategy Implementation Plan (SIP) for e-navigation.

The group noted the result of the first meeting of the IMO/IHO HGDM which had drafted a framework for the further development of MSPs. The Sub-Committee, after consideration of the need for the Group to hold a second meeting, agreed to invite MSC 99 (16-25 May 2018) to approve the holding of the second meeting of the HGDM (at IMO HQ, from 29 October to 2 November 2018).

The Group considered the *IALA Guideline on the Specification of e-Navigation Technical Services* and used some of its text in the draft IMO guidance concerning MSPs.

The Group agreed that use of a standardized high-level template was a means for harmonization of maritime services and thus utilised the template from the draft guidance document. IALA's draft descriptions of maritime services for VTS services using the draft template were introduced and included in the document. The Sub-Committee will invite the following domain coordinating bodies to submit the description of maritime services under their remit, using the draft template including Maritime Resource Names (MRNs), to HGDM 2 in Oct 2018, if established by MSC:

- IALA for maritime service No.1 (VTS Information Service (INS))



- IALA for maritime service No.2 (Navigational Assistance Service (NAS))
- IALA for maritime service No.3 (Traffic Organization Service (TOS))
- IHMA for maritime service No.4 (Local Port Service (LPS))
- IHO for maritime service No.5 (Maritime Safety Information Service (MSI))
- IMPA for maritime service No.6 (Pilotage service)
- IHO for maritime service No.11 (Nautical Chart Service)
- IHO for maritime service No.12 (Nautical Publications Service)
- WMO for maritime service No.13 (Ice Navigation Service)
- WMO for maritime service No.14 (Meteorological Information Service)
- IHO for maritime service No.15 (Real-time Hydrographic and Environmental Information Service).

Regarding the SIP update, the Group noted the statement of the Canadian delegation that some maritime services had not yet an identified coordinating body and which proposed that the update of the SIP provided a good opportunity to add the maritime service on Aids to Navigation (AtoN) under the remit of IALA.

3. COMMUNICATION WORKING GROUP MATTERS

The Sub-Committee was of the view that the use of Autonomous Maritime Radio Devices (AMRDs) to enhance the safety of navigation should be restricted to indications of obstructions (hazard area) and Man Over Board (MOB) situations. The signals of Group A AMRDs marking any obstruction could be comprehended as a special kind of Aids to Navigation. In cases of MOB situations indicated by Group A AMRDs, only AIS MOB systems as described in Recommendation ITU-R M. 1371-5 should be accepted.

The Group prepared a draft MSC resolution containing the formal statement of recognition of the Inmarsat Fleet Broadband Maritime Safety Data Service (renamed “Fleet Safety Service” by Inmarsat) as a future GMDSS provider.

The USA made a formal statement in the closing session of the Sub-Committee expressing its disappointment about the lack of due process with regard to the Sub-Committee’s consideration of the application of Iridium for recognition as a GMDSS provider and reserved its position on the Sub-Committee’s report on the discussions held during the meeting.

4. EXPERT GROUP ON SHIP’S ROUTEING MATTERS

The Experts Group on Ships’ Routeing addressed routeing measures and mandatory ship reporting systems and considered four proposals for the establishment of and amendments to Traffic Separation Schemes (TSSs) and Areas To Be Avoided (ATBAs). Of particular interest to IALA is the fact that the IALA risk tool IWRAP Mk2 was used in the analysis conducted for the establishment of TSS and associated measures in the vicinity of the Kattegat.

The chair of the Group drew the Sub-Committee’s attention to logistical and other challenges faced by the Group in carrying out its work, including the lack of expertise in the Group to assess issues related to the protection of the marine environment and wildlife. The Sub-Committee’s response was to urge member States, when considering the submission of proposals of the marine environment and wildlife-related issues, to consider approaching the Marine Environment Protection Committee with a view to establishing a Particularly Sensitive Sea Area (PSSA) and its Associated Protective Measures (APMs). IALA may wish to take note of the concerns raised and consider ways in which the use of the IALA Risk Tool Box could help the Member States in the assessment of risks specifically related to environmental protection.

5. OTHER MATTERS

Argentina submitted a report on the planning for the installation of AIS AtoN on the Antarctic Continent, which was appreciated by the Sub-Committee.

The chair was keen to have a discussion on the excessive workload of the Sub-Committee, and some countries spoke to express similar concerns and agreed that the merger of the former NAV and COMSAR Sub-Committees had not been beneficial. It was agreed to request MSC 99 to recommend a review to Council.

Mr R. Lakeman and Mr N. Clifford were reelected as chair and vice-chair, respectively, for NCSR 6. NCSR 6 is tentatively scheduled to take place from 21 to 25 January 2019.

6. THE COUNCIL IS REQUESTED TO

The Council is request to note this summary report and bear in mind that the Secretariat will ask the Council agreement via email on the submission of templates on MSP 1,2,3 to IMO HGDM 2 right after VTS 45 in Oct.