



# Final of IMO Meeting

## NCSR1 (30 June – 4 July, 2014)

### BRIEFING STATUS

- Flash*
- Highlight*
- Final*

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Ref.: IMO-0024-2014

## Subject : NCSR 1 – News Final

The Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) held its first session at IMO HQ from 30 June to 4 July 2014. Having issued NCSR 1 - News Flash and News Highlight containing information of the main and summarized outputs from the Sub-Committee, we now release NCSR 1 - News Final as the last step containing further detail information of those, including implications to the industries concerned.

In reviewing this briefing, readers should be assured that the outputs written herein are not legally effective until they are adopted as mandatory instruments by MSC or MEPC.

### 1. Development of an e-navigation Strategy Implementation Plan (SIP, Strategy Implementation Plan)

- **Relevant Provisions** : Development of new measures or Amendment of existing performance standard for navigational/radiocommunication systems and equipments
  
- **Background** : MSC 81 (2006) approved the agenda named "Development of an e-navigation strategy" aiming of developing a strategy plan and vision of e-navigation for implementing of "harmonized collection, integration, exchange, presentation and analysis of marine information onboard and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment"

MSC 85 (2008) approved "the Strategy for the development and implementation of e-navigation", and MSC 94 (scheduled November 2014) will approve "the e-navigation Strategy Implementation Plan (SIP)" and discuss future work plan and follow-up action for implementing e-navigation.

- **Discussion and Outcome** : The Sub-Committee agreed to submit a draft of SIP\*



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---

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containing the development and future implementation of e-navigation for approval by MSC 94.

\* The main objective of the SIP is to provide the industry with the harmonized information to implement the five prioritized e-navigation solutions, in the period 2015-2019, and to start designing products and services to meet the e-navigation solutions.

The role of IMO on continuous follow-up actions and the future work plan for the implementation and development of e-navigation after approval of a draft of SIP was proposed by some member state (e.g 14 member states including Republic of Korea, Australia and etc.). In this regard, the Sub-Committee concluded that the future work plan and follow-up action on e-navigation will be discussed at MSC 94 as the task of NCSR assigned by MSC was limited to discuss the technical issues and send a draft of SIP to MSC only.

The guidelines on Human Centred Design (HCD) for e-navigation systems, Usability Testing, Evaluation and Assessment (UTEA), e-navigation test bed (Testbeds) and others for the implementation of e-navigation are developed and approved. The Sub-Committee also agreed to establish a Correspondence Group to consolidate the draft Guidelines on Human Centred Design (HCD) for e-navigation systems, the draft Guidelines on Usability Testing, Evaluation and Assessment (UTEA) for the implementation of e-navigation systems, into a single and harmonized guideline.

- ◆ Application : SOLAS applicable ships
- ◆ Effective : Unsettled (it is expected after 2018 at the earliest)
- ◆ Implication : Take note of the result of MSC 94 regarding the approval of SIP, future work plan and follow-up action for implementing e-navigation, and following measures stated below may be considered as a long term view

√ Shipowners : Reducing the cost (considering the expandability of e-navigation to



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---

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existing ships) for implementing e-navigation, and preparing the effective usage of e-navigation (set up the infrastructure between ships and company (e.g computerization of management for ships and ship's operating) )

- √ Shipbuilders : Designing of ship and establishing ship's system to have a expandability with e-navigation preparing for the future implementation of e-navigation
- √ Manufacturers : Developing e-navigation based systems (communication/ navigational systems and equipment)

## 2. Approval of the draft outline of the detailed review for GMDSS

- **Relevant Provisions** : Amendment of SOLAS regulation IV or existing performance standard for radiocommunication systems and equipments
- **Background** : The Global Maritime Distress and Safety System (GMDSS) is an internationally agreed-upon set of safety procedures, types of equipment, and communication protocols used to increase safety and make it easier to locate and rescue distressed ships, boats and aircraft. The system is intended to perform the following functions: alerting (including position determination of the unit in distress), search and rescue coordination, locating (homing), maritime safety information broadcasts, general communications, and bridge-to-bridge communications.

The GMDSS consist of several systems, some of which are new, but many of which have been in operation for many years, accordingly the systematic review regarding the modernization of the GMDSS was raised at COMSAR 13 (2009).

MSC 86 approved the agenda named "Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS" aimed to review the GMDSS system and to carry out the modernization of the GMDSS work in order to reflect the recent developed radiocommunication and changed Search and Rescue system, and this agenda has currently being discussed.



# Final of IMO Meeting

## NCSR1 (30 June – 4 July, 2014)

### BRIEFING STATUS

- Flash*
- Highlight*
- Final*

---

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---

Ref.: IMO-0024-2014

- **Discussion and Outcome** : The Sub-Committee endorsed the draft outline which identify the review items on ten functional requirements of GMDSS for the detailed review on Modernized GMDSS, and agreed the establishment of the intersessional Correspondence Group.

Accordingly, Correspondence Group is instructed to develop proposal on issues identified in the approved outline of the detailed view of GMDSS and to draft preliminary text of chapter IV, and an interim report is expected to be submitted to NCSR 2 after taking into account the outcome of discussions in the 10<sup>th</sup> Joint IMO/ITU Experts Group.

In addition, the necessity of coordination of the work on GMDSS review with implementation of e-navigation SIP was proposed by some member states, so the proposals on identifying areas for which coordination would be required and the methodology of coordination will be submitted to MSC 94 considering that there would be benefits in coordinating the work as GMDSS radio communications formed a key element for e-navigation.

- ◆ Application : SOLAS regulation IV applicable ships
- ◆ Effective : Unsettled (the GMDSS modernization plan may be approved by MSC 98(2017), and implementation will be made after approval of GMDSS modernization plan
- ◆ Implication
  - √ Shipowners, Shipbuilders, Manufacturers : Take note of the result of MSC 94 regarding the modernization of GMDSS as the existing GMDSS will be adjusted and changed at the final stage.

### 3. Development of a mandatory code for the ships operating in Polar

- **Relevant Provisions** : Development of Polar code and mandatory application of



# Final of IMO Meeting

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- Flash*
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---

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---

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Polar code by amendments of SOLAS and MARPOL convention

- **Background** : There is growing interest into the Polar route due to the environmental change of accelerated thawing of ice in Polar area due to the global warming. Accordingly, MSC 86 (2009) approved the agenda to develop mandatory regulations of Polar code in order to improve the safety for those ships operating in Polar waters, and this agenda has currently being discussed.

During the discussion on the Polar code, SDC 1 (2013) decided to forward the chapters 9 and 10 of the draft Polar code to NCSR 1 for further consideration and finalization, and requested the NCSR 1 to forward any comments and proposals directly to MSC 94 (Adoption stage of Polar code).

- **Discussion and Outcome** : Further consideration and modification regarding chapters 9 and 10 of the draft Polar code was done by working groups at NCSR 1, and some modification such as deleting/clarifying vague or controversial expression and replacing the expression limiting the specific devices or ships to more general expression was done.

The sub-Committee discussed on the scope of application of chapters 9 and 10 on the draft Polar Code, and decided to apply SOLAS ships only at this stage but to address later stage on the application of POLAS Code to different types/ sizes of ships and Non-SOLAS ships.

After further consideration and some modification to the draft Polar code, the Sub-Committee agreed to submit chapters 9 and 10 of the draft Polar code for adoption by MSC 94 along with the draft Polar code Part 1 (except chapter 9 and 10) and associated draft new SOLAS chapter XIV which were already approved by MSC 93.

MEPC 67 (Oct 2014) approved, in principle, the text of part II (Pollution prevention measures) of the draft Polar Code and the associated MARPOL amendments.

Briefings of IMO Meeting are sequentially released by 3 steps as *Flash* - *Highlight* - *Final*.

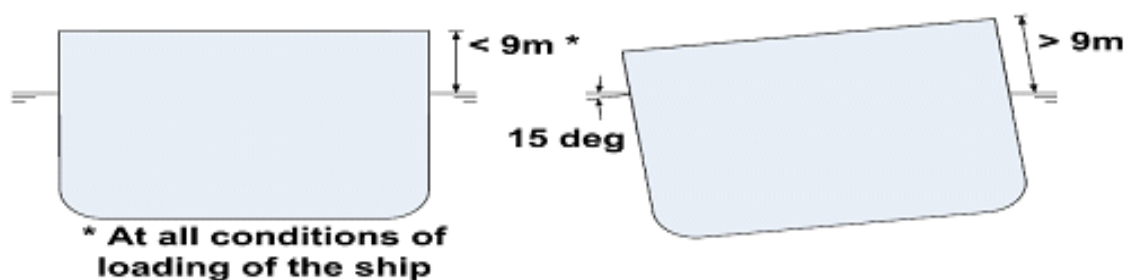
Ref.: IMO-0024-2014

- ◆ Application : SOLAS and MARPOL applicable Ships operating in polar waters
- ◆ Effective : Unsettled (But, it is expected to enter into force later in 2017)
- ◆ Implication
  - √ Shipowners, Shipbuilders, Manufacturers : Take note of the result of discussion (approval and adoption) and future discussion regarding Polar Code at committee of MSC and MEPC.

#### 4. IACS Unified Interpretation

##### .1 Pilot transfer arrangements (SOLAS regulation V/23.3.3)

- **Relevant Provisions** : Development of Unified Interpretation regarding SOLAS regulation V/23.3.3
- **Background** : IACS submitted the paper (Unified Interpretation) to NAV 59 session (2013) to clarify the applicability of an adverse list of 15° to Pilot transfer arrangements (pilot ladder or accommodation ladder) which required by SOLAS regulation V/23.3.3.
- **Discussion and Outcome** : The Sub-Committee agreed to submit a draft of Unified Interpretation (MSC Circular) regarding the applicability of an adverse list of 15° to Pilot transfer arrangements (pilot ladder or accommodation ladder) which required by SOLAS regulation V/23.3.3.





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---

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---

Ref.: IMO-0024-2014

Most ICAS members have not yet considered an adverse list of 15° in determining whether combination arrangements (pilot ladder + accommodation ladder) are needed (i.e an adverse list of 15° is considered as "a emergency condition" such as flooded and listed condition by ship's damage or unintended cargo shifting rather than "a normal condition" when pilots are likely to be employed)

However, combination arrangements (pilot ladder + accommodation ladder) shall be provided even in case the height from the point of egress to the waterline is exceeds 9 meters as a result of considering an adverse list of 15° according to the Unified Interpretation developed after discussion at NCSR 1.

- ◆ Application : SOLAS convention applicable ships
- ◆ Effective : It is expected to be approved at MSC 94 session (Nov 2014) in a form of MSC Circular
- ◆ Implication
  - √ Shipowners, Shipbuilders, Manufacturers : Take note of the result (particularly, application date) of MSC 94 regarding the approval of MSC Circular (Unified Interpretation)

In case the draft MSC/Circular is approved without its application date, the problem where MSC/Circ retroactively applies to existing ships will be occurred (e.g additional cost and change of ship's schedule will be required in order to newly install accommodation ladders to existing ships)

## **.2 Completion of Convention certificate according to the scenarios where ECDIS and/or nautical charts are provided onboard**

- **Relevant Provisions** : Development of MSC Circular (Unified Interpretation) pertaining to completion of ROE(record of equipment ) for SE, PS, CSS certificates



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---

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---

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● **Background** : There have been several occasions where PSCOs have questioned not only to use paper chart as a back-up arrangement when ECIDS is inoperable but also to use as a primary means of navigation when ECDIS is operable.

In this regard, IACS requested NAV 59 to clarify the way to complete the relevant convention certificates in the event a shipowner requests to use both ECDIS and nautical charts alternately as the means to navigate.

● **Discussion and Outcome** : The Sub-Committee agreed to submit a draft of Unified Interpretation (MSC Circular) regarding the completion of Convention certificate (Form E, Form P and C) according to the scenario where ECDIS and/or Nautical charts are provided onboard.

During the discussion on the draft of Unified Interpretation, some member states expressed views to object use paper charts provided as a back-up arrangement for ECDIS to primary means of Navigation, but the Sub-Committee agreed to the draft of Unified Interpretation as SOLAS mandated the carriage of ECDIS but not mandate that ECDIS should always be the primary mean.

According to the Unified Interpretation, using the paper charts as the primary means of navigation may be acceptable and not be limited to use only when the primary ECDIS is inoperable.

◆ Application : SOLAS applicable ships and ECDIS carriage requirement (SOLAS regulation V/19.2.10) is applied

◆ Effective : It is expected to be approved at MSC 94 session (Nov 2014) in a form of MSC Circular

◆ Implication

√ Shipowners, Shipbuilders, Manufacturers : Take note of the result of MSC 94 regarding the approval of MSC Circular (Unified Interpretation) <End>





# Final of IMO Meeting

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