



Briefings of IMO Meeting

NCSR1 (30 June – 4 July, 2014)

BRIEFING STATUS

- Flash*
 Highlight
 Final

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

Ref.: IMO-0020-2014

Subject : NCSR 1 – News Highlight

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. In this regard, please be informed of the main issues and summary of NCSR 1 as below.

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

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

The Sub-Committee agreed to submit a draft of SIP* containing the development and future implementation of e-navigation for adoption by MSC 94.

With regard to the role of IMO on continuous follow-up actions and the future work plan for the implementation and development of e-navigation after adoption of a draft of SIP 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 are 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.

* 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



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designing products and services to meet the e-navigation solutions.

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

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 submit an interim report to NCSR 2 taking into account the outcome of discussions in the 10th 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 state, 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.

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

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 or clarifying vague or controversial expression and replacing the expression specifying devices or ships to more general expression.

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 (except chapter 9 and 10) and associated draft new SOLAS chapter XIV which were already approved by MSC 93.

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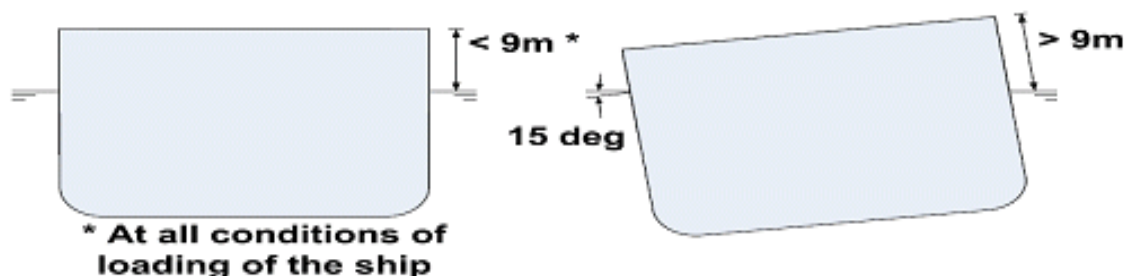
Ref.: IMO-0020-2014

The sub-Committee discussed on the scope of application of chapters 9 and 10 on the draft Polar Code, and decide 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.

4. IACS Unified Interpretation

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

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.



Some ICAS members have not yet considered an adverse list of 15° to Pilot transfer arrangements, but a combination pilot/accommodation ladder arrangement shall be provided 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.

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



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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. <End>

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