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Subject: Newsflash of NCSR 7

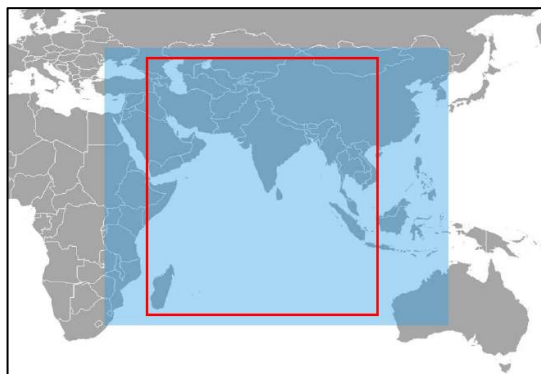
The Sub-Committee on **Navigation, Communications and Search and Rescue** (hereinafter referred to as "NCSR") held its seventh session at IMO HQ in London from 15 to 24 January 2020. In this regard, please be informed of the main issues and summary of NCSR 7 as below. In reviewing this flash, readers should be assured that the outputs written herein are not legally effective until they are adopted as mandatory instruments by MSC.

1. NAVIGATION (Agenda item 5, 6, 7, 8, 10, 13)

* Agenda item 5 (IRNSS) & 6 (QZSS) are with regard to future recognition as a component of the World-Wide Radio Navigation System (WWRNS).

Application of the "Indian Regional Navigation Satellite System (IRNSS)" in the maritime field and development of performance standards for shipborne IRNSS receiver equipment (Agenda item 5)

- IRNSS is an independent regional navigation satellite system developed and operated by India and it was deployed in May 2016. It is based on WGS-84 and compatible with other existing global radio navigation systems.



(IRNSS Service Area)



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- It is noted that MSC 99 already adopted Res.MSC.449(99) *Performance standards for shipborne Indian Regional Navigation Satellite System(IRNSS) receiver equipment.*
- At the request of MCS 101, NCSR 7 considered that further information and detailed data on IRNSS, including system's performance, capability, testing, application, coverage area and its intended area of services, with a view to recognition of IRNSS as a component of the Worldwide radionavigation system.
- After the consideration, NCSR 7 agreed to recognize IRNSS as a component of the Worldwide radionavigation system suitable for navigation in "ocean waters" only at this time and, in the future, it would seek recognition for "harbor entrances, harbor approaches and coastal waters". MSC will be invited to approve draft SN circular accordingly.
- **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 (Agenda item 6)**
 - NCSR 7 also considered the information provided by Japan on a brief introduction to the Quasi-Zenith Satellite System (QZSS) as a future component of the WWRNS and agreed that further information (i.e. ocean waters and/or harbour entrances, harbour approaches and coastal waters) was needed which will be considered at NCSR 8 for finalization.



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Revision of the Guidelines for vessel traffic services (Res.A.857(20))

(Agenda item 7)

- NCSR 7 considered a draft revision of the *Guidelines for Vessel Traffic Services (Res.A.857(20))* and generally supported the draft resolution.
- This revision contains mainly the roles and responsibilities of VTS beyond the territorial seas of a coastal state on the basis of voluntary participation and exceptional cases for not responding to VTS instruction, such as safety and/or marine environment protection reasons. In this regard, MSC is expected to approve the draft and recommend adopting by Assembly.

Consideration of descriptions of Maritime Services in the context of e-navigation (Agenda item 8)

- NCSR 7 considered the descriptions of Maritime Services(MS)¹ of e-Navigation, harmonization of the format and structure of MS in the context of e-Navigation and best way forward for future work.
- For the future work on e-Navigation, it was agreed the establishment of IMO intersessional harmonization group as a subsidiary to NCSR and the purpose, scope and terms of reference for this group will be decided at NCSR 8 and subsequently it will be required MSC's approval.

¹ (Example) Maritime Safety Information service (MSI), Traffic Organization Service (TOS), Meteorological information service, etc. (Total 16 Maritime Services)



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Safety measures for non-SOLAS ships operating in polar waters

(Agenda item 10)

- The Polar Code was adopted by Res.MSC.385(94) and Res.MEPC.264(68) to make the requirements of "the International Code for Ships Operating in Polar Water" (referred to "Code"). The Code, which entered into force on 1 January 2017, became a mandatory instrument under both SOLAS and MARPOL. That is, the safety-related requirements became mandatory under the new chapter XIV of SOLAS and the marine environment protection related requirements became mandatory under amendments to Annexes I, II, IV and V of MARPOL.
- Since the Code entered into force, IMO has been making efforts to apply it to non-SOLAS ships, such as fishing vessels and Yachts for safe navigation. As an interim measure, IMO adopted Res.A.1137(31) *Interim safety measures for ships not certified under the SOLAS convention operating in polar waters*.
- NCSR 7 considered the feasibility and consequences of applying the requirements in chapters 9 (Safety of Navigation) and 11 (Voyage planning) of the Polar Code to non-SOLAS ships, how best to enhance the safety of non-SOLAS ships, including possible development of amendments to SOLAS and/or the Polar Code.
- It was generally supported that the applicable requirements of Polar Code should be applied to non-SOLAS ships. In this regard, NCSR 7 agreed to



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establish the intersessional correspondence group for dealing with more detailed technical analysis (e.g. ship type, difference between Arctic and Antarctic waters, etc.) and continued at NCSR 8 for finalization.

Revision of the guidelines on places of Refuge for ships in need of assistances(Res.A.949(23) (Agenda item 13)

- NCSR 7 considered the draft revision of Res.A.949(23) taking into account experience gained so far (e.g. incident of *MSC Flaminia*) and realized that this revision work should be carried out in consultation with other relevant organ such as LEG Committee, MEPC.
- NCSR 7 agreed the establishment of correspondence group for further consideration and to finalized the revision aiming to adoption by Assembly its 33rd session (A 33) in 2023.

2. COMMUNICATIONS (Agenda item 11)

Revision of SOLAS chapters III and IV for Modernization of the GMDSS, including related and consequential amendments to other existing instruments (Agenda item 11)

- IMO has been working amendments to SOLAS chapter III and IV to facilitate the modernization of the GMDSS and any related and consequential amendments to other existing IMO instruments.
- NCSR 7 considered further amendments to SOLAS IV including other existing instruments under this agenda which will be finalized at NCSR 8.



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- These amendment work is under progress and it is expected that NCSR 8 complete the work and request to MSC for adoption in timely manner. After adoption by MSC, it is supposed to enter into fore 1 January 2024.

3. UNIFIED INTERPRETATION OF PROVISIONS OF IMO SAFETY, SECURITY, AND ENVIRONMENT-RELATED CONVENTIONS (Agenda item 18)

Use of expired primary batteries to examine and check the operation of two-way VHF radiotelephone apparatus

- NCSR 7 was invited to provide clarification on whether expired primary batteries, which comply with the requirements of paragraph 12.6 of Res.MSC.149(77) *Revised Recommendation on Performance standards for survival craft portable two-way VHF radiotelephone apparatus*, can be used to examine and check the operation of two-way VHF radiotelephone apparatus.
- After consideration, NCSR 7 agreed that expired primary batteries, which complied with the requirements of paragraph 12.6 of Res.MSC.149(77), could be used for no other purpose than to examine and check the operation of two-way VHF radiotelephone apparatus and, in this respect, invited the III Sub-Committee to update paragraph (EA) 1.2.2.29² of annex 1 to current Res. A.1120(30) "HSSC Survey guideline" to reflect this understanding.

² (EA) 1.2.2.29 examining and checking the operation of two-way VHF radiotelephone apparatus and search and rescue locating devices (SOLAS 74/88/08 reg. III/6);



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Battery validity dates for survival craft portable two-way VHF radios

- NCSR 7 agreed to the interpretation³ presented in the document NCSR 7/18/1 regarding the battery validity dates for survival craft portable two-way VHF radiotelephone apparatus and that this interpretation should be addressed by amending Res.MSC.149(77) when it would be revised as part of the work related to the modernization of the GMDSS.
- NCSR 7 also agreed that this issue is not a problem with EPIRBs and SARTs for which the battery dating requirements are already well defined within IEC and other similar standards.
- Therefore, Res.MSC.149(77) will be amended in line with consequence of the GMDSS modernization.

4. ANY OTHER BUSINESS (Agenda item 22)

Development of guidelines for the use of Electronic nautical publications (ENPs)

- NCSR 7 considered the proposal of development of guidelines for the use of Electronic Nautical Publications(ENPs) in order to unify the implementation of SOLAS regulation V/19.2.1.4⁴ and V/19.2.1.5⁵.

³ expiry date = date of manufacture + shelf life

⁴ 19.2.1.4 nautical charts and nautical publications to plan and display the ship's route for the intended voyage and to plot and monitor positions throughout the voyage. An electronic chart display and information system (ECDIS) is also accepted as meeting the chart carriage requirements of this subparagraph. Ships to which paragraph 2.10 applies shall comply with the carriage requirements for ECDIS detailed therein

⁵ 19.2.1.5 back-up arrangements to meet the functional requirements of subparagraph.4, if this function is partly or fully fulfilled by electronic means



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- During consideration, general support was expressed for the proposal and NCSR 7 agreed that submission a proposal for a new output to MSC is required for this work and it is expected the new output on this issue will be submitted to MSC, as appropriate.

Draft amendments to Res.MSC.163(78) for S-VDR and Res.MSC.333(90) for VDR

- As an consequential amendments related to the adoption of Res.MSC.471(101) *Performance standards for Float-Free emergency Position-Indicating Radio Beacons(EPIRBs)*, NCSR 7 generally agreed the draft amendments and decided to finalize at NCSR 8 for further consideration.

- The end -

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