



IHB File No.S3/3055

**CIRCULAR LETTER 90/2007
16 October 2007**

83rd SESSION OF THE IMO MARITIME SAFETY COMMITTEE

Dear Hydrographer,

1 The 83rd session of the IMO Maritime Safety Committee (MSC) was held in Copenhagen, Denmark from 3 – 12 October 2007. The meeting was hosted by the Danish Government due to the extended refurbishment of the IMO Headquarters Building in London. The President and PAH represented the IHO.

2 Mr Neil Ferrer from the Philippines was elected as Chairman for 2007 and subsequently re-elected as chairman for 2008. Mr Christian Breinholt of Denmark was elected as the Vice Chairman for 2007/2008.

3 The MSC considered the report of COMSAR 11 and in particular:

- Approved the establishment of the new NAVAREAs in Arctic waters;
- Endorsed the circulation of the revised COMSAR Circular on the list of NAVAREA Co-ordinators (COMSAR.1/Circ.40);
- Approved the issuing of a COMSAR Circular on analysis of maritime safety information promulgated via the EGC SafetyNET system and recommendations on improving its quality (COMSAR/Circ. N^o. not yet known);
- Approved the draft Assembly resolution on Criteria for the Provision of Mobile Satellite Communication Systems in the Global Maritime Distress and Safety System (GMDSS), revoking resolution A.888(21) and MSC/Circ.1077 subject to one amendment proposed by Norway. This will now go to Assembly 25 in November 2007 for adoption. MSC also adopted the corresponding draft amendments to SOLAS Chapter IV; and
- Noted that with respect to the development of an E-Navigation strategy the following matters: search and rescue; data communication links; and operation of the GMDSS were within the remit of COMSAR.

4 Due to the close proximity of NAV53 and MSC83 the MSC only considered urgent items from the report of NAV 53 as decided at MSC82. MSC83:

- Adopted eight new or amended Traffic Separation Schemes (TSS); fourteen new or amended routing measures other than TSS; and four new or amended ships' reporting systems. In the case of the new *"Recommendations on navigation to the Polish ports through the Gulf of Gdańsk traffic area"* the MSC agreed that since the routes lay within the internal waters of Poland the words "should" and "shall" should be replaced by "are required to" with a footnote referenced to the national law of Poland.
- Agreed to implement these new routing measures with effect from 0000 UTC on 1 May 2008 with the exception of three measures off Iceland and three in the southern North Sea which will be implemented at 0000 UTC on 1 July 2008. (Full details of these are available in document NAV53/22 which is available from the IHO web site);
- Approved the revised SN.1/Circ.207/Rev.1 on Differences between RCDS and ECDIS as reported in CL72/2007 – paragraph 8;
- Approved a new SN.1/Circ.266 on the Maintenance of Electronic Chart Display and Information System (ECDIS) software based on the IHO submission to NAV 53, see CL 72/2007 – paragraph 5;
- Noted that it was premature to revise the ECDIS performance standards at this stage. This was in response to a decision of MSC82 to invite NAV to further consider the inclusion of the "Human

Element Analysing Process" (HEAP) for a common layout of controls, common names or symbols for controls and a common output on the display for each control, in the revised ECDIS PS.

5 Following a proposal from South Africa that IMO should, as a matter of policy, consider Capacity Building when amending existing or developing new instruments, the MSC agreed to invite the secretariat to prepare draft amendments to the "Committee's Guidelines" for consideration at MSC84. An Assembly resolution on the need for Capacity Building will also be submitted to the 25th session of the Assembly in November 2007.

6 The MSC noted the information provided by Indonesia and Singapore (MSC83/27/7) on the provision of quality assured official ENCs covering High Speed Craft (HSC) passenger ferry service routes between Indonesia and Singapore and referred this document to the NAV Sub-committee.

7 The MSC noted the Formal Safety Assessment (FSA) for Liquefied Natural Gas (LNG) Carriers submitted by Denmark (MSC83/21/1) which amongst its conclusions found that ECDIS was cost effective for improved navigational safety.

8 Following a submission by Australia and the UK (MSC83/25/7) the MSC has put a new high priority item in the work programme of NAV and COMSAR for the "Development of Procedures for updating shipborne navigation and communication equipment". NAV will be the lead Sub-committee and it is intended that the work should complete in 2009 with a report to MSC 87 in 2010. This submission made reference to the IHO request for an SN Circular on the maintenance of ECDIS software (SN.1/Circ.266) (see bullet 4 of paragraph 4 above).

9 Long Range Identification and Tracking (LRIT)

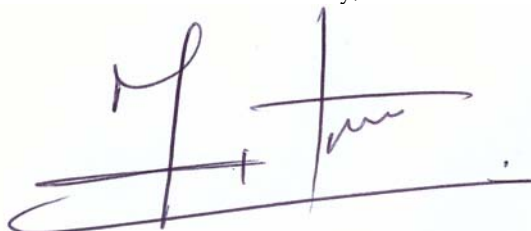
With respect to LRIT the MSC:

- Agreed to accept the offer of the USA to host, build and operate, on an interim and temporary basis the International LRIT Data Exchange (IDE). A permanent solution for the IDE is to found within 2 years from 1 January 2008;
- Concluded that the establishment of an International Data Centre (IDC) was not feasible from an economic point of view at this point in time;
- Agreed an implementation schedule for LRIT with testing starting in January 2008 and operational status being reached by MSC85 in December 2008; and
- Established the TOR for an ad hoc LRIT group to oversee the arrangements for LRIT during the period between MSC83 and MSC84

10 The full report of the MSC (MSC83/28) will be posted on the IHO web site as soon as it becomes available. The next session of the MSC (MSC84) is planned to be held at the newly refurbished headquarters of the IMO in London from 7 - 16 May 2008. The 25th session of the IMO Assembly will be held at the Lancaster Hotel in London from 19 - 30 November 2007.

On behalf of the Directing Committee

Yours sincerely,

A handwritten signature in dark ink, appearing to be 'A. Maratos', written over a horizontal line.

Vice Admiral Alexandros MARATOS
President