**INTERNATIONAL HYDROGRAPHIC
ORGANIZATION**

**ORGANISATION HYDROGRAPHIQUE
INTERNATIONALE**

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88th SESSION OF THE INTERNATIONAL MARITIME ORGANIZATION's (IMO) MARITIME SAFETY COMMITTEE (MSC88)

References: a) IHB CL 27/2010 dated 29 March 2010 (Outcome of COMSAR14)
            b) IHB CL 48/2010 dated 04 August 2010 (Outcome of NAV56)

Dear Hydrographer,

1   The 88th session of the IMO Maritime Safety Committee (MSC88) was held at the IMO Headquarters in London from 24 November to 03 December 2010. Vice Admiral Alexandros MARATOS and Mr. Steve SHIPMAN represented the IHO. Captain Vaughan NAIL RN, Chairman of the Hydrographic Services and Standards Committee, attended on Thursday 25 November when the UK made a presentation entitled "ECDIS Anomalies and Safety Implications".

Reports of NAV56 and COMSAR14

2   The reports of NAV56 (NAV56/20) and COMSAR14 (COMSAR14/17 – non-urgent items only), both of which are available from the IHO web site, were considered during the meeting. The urgent matters from COMSAR 14 were considered at MSC87 in May 2010 and reported in CL 34/2010. After consideration of these reports MSC88 took the following actions that have relevance to the IHO:

    .1   Approved nine Traffic Separation Schemes (TSS) and associated recommended routes and deleted one existing TSS;
    .2   Approved four new/amended routeing measures;
    .3   Approved three new/amended Ship Reporting Systems;
    .4   Approved the draft SN Circular on Guidelines for safety zones and safety of navigation around offshore installations and structures;
    .5   Approved the revision to the SN Circular on the Maintenance of Electronic Chart Display and Information System (ECDIS) software (SN.1/Circ.266/Rev1) and authorised the IMO Secretariat to issue further revisions following notification by the IHO of updated information on the latest relevant IHO Standards;
    .6   Approved the draft MSC Circular on Guidance on procedures for updating shipborne navigation and communication equipment;

3   During the discussion on COMSAR14 the MSC also considered two documents (MSC88/8/1 and MSC88/INF.4) from the United Arab Emirates proposing that the Thuraya Satellite system should be considered during the COMSAR work programme "Scoping exercise to establish the need for a review of the elements and procedures of the GMDSS". Whilst it was accepted that there would be a need for further study into the implementation of Regional Satellite Systems such as Thuraya it was agreed that COMSAR should consider this matter under its current work programme.

Policy and symbols for Aids to Navigation (AtoN)

4   Under Agenda Item 23 on new work programme Items the MSC considered document MSC88/23/10 submitted by Japan and the United States proposing an extension of the NAV work programme " New symbols for AIS aids to navigation" to become "Development of policy and new symbols for AIS aids to navigation". This followed a submission made by the IHO at NAV56 regarding Virtual AtoN, as reported in Reference B. The revised name was approved by the MSC and the completion date remains as 2013.

IMO/WMO Worldwide Met-ocean Information and Warning Service (WMIWS)

5   The World Meteorological Organization (WMO) submitted a document (MSC88/23/9) proposing the adoption of an IMO Assembly resolution on an IMO/WMO Worldwide Met-ocean Information and Warning Service (WWMIWS). This resolution would complement the existing resolution A.706(17), as amended, on the IMO/IHO Worldwide Navigational Warning Service (WWNWS). The MSC supported the proposal and forwarded the draft resolution to the fifteenth session of the Communications and Search and Rescue Sub-Committee (COMSAR 15) in March 2011 to finalise the text.

IALA Maritime Buoyage System (1982)

6   The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) submitted document MSC88/25/5 providing information on an amendment to the IALA Maritime Buoyage System (1982) which had been adopted at the XVIIth IALA Conference. A copy of the "Revised IALA Maritime Buoyage System" booklet can be obtained through the IALA web site www.iala-aism.org.

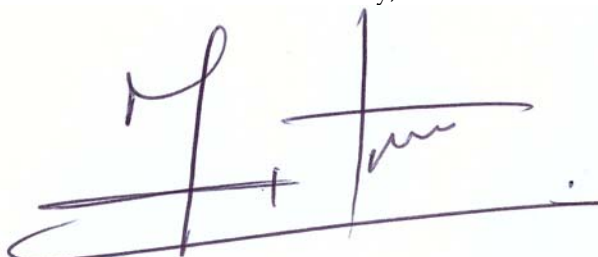Operating anomalies identified within ECDIS

7   Japan, Norway, the United Kingdom, the International Chamber of Shipping (ICS), and the International Federation of Shipmasters' Associations (IFSMA) submitted document MSC88/25/6 on "Operating anomalies identified within ECDIS". This matter was also the subject of a lunchtime presentation made by the United Kingdom and referred to in paragraph 1 above. The IHO made a verbal intervention supporting the paper. The IHO drew attention to the speedy response that IHO Member States' Hydrographic Offices had already made in response to the identification of an encoding issue in Electronic Navigational Charts (ENC). The IHO also stated that whilst Hydrographic Offices are encoding new features recognised by IMO, such as Archipelagic Sea Lanes and ECDIS manufacturers may address identified errors and updates in the latest editions of ECDIS software, there was no requirement for such software upgrades to be incorporated in ECDIS already type approved and fitted in ships. The Committee was also informed that the IHB is planning to hold a workshop in February 2011 where relevant organizations will be invited to discuss the matters raised in document MSC88/25/6 and develop some proposals as to how they may be addressed.

8   The MSC decided to issue an MSC Circular bringing the matters raised in document MSC88/25/6 to the attention of Administrations and in particular inviting all concerned to provide information on any anomalies detected in sufficient detail to allow analysis. The MSC also invited submissions to the next session of the MSC on proposals for addressing such issues in the future.

MSC88 Report and MSC89 dates

9   The full report of MSC 88 (MSC88/26) will be posted on the IHO web site as soon as it is released by the IMO. The 89th session of the MSC will be held at IMO Headquarters in London from 11 – 20 May 2011.

On behalf of the Directing Committee
Yours sincerely,

Vice Admiral Alexandros MARATOS
President