

## Outcomes of MSC 93

Submitted by IHB

### SUMMARY

Executive Summary: This document provides details of the outcomes of MSC 93, which are relevant to WWNWS-SC

Action to be taken: Paragraph 2.

Related documents: MSC 93/22 dated 30 May 2014

1. MSC 93 was held at IMO Headquarters in London 14 – 23 May 2014. The following items are of relevance to WWNWS-SC:

a. The MSC approved in principle the proposed text of the mandatory Code for Ships Operating in Polar Waters (the Polar Code) prepared by the Polar Code Working Group (PCWG). In particular the text in document MSC 93/10/11, submitted by the IHO and cosponsored by Australia and New Zealand (see reference), was accepted with minor amendments. The submission made reference to the poor state of charting in the Polar Regions and the additional precautions necessary to mitigate some of the risks. The text was inserted into the Polar Code Preamble and Part 1-B chapter 9 addition guidance, as follows:

#### Preamble

3. *The Code acknowledges that the Polar Waters impose additional navigational demands beyond those normally encountered. In many areas, the chart coverage may not currently be adequate for coastal navigation. It is recognized even existing charts may be subject to unsurveyed and uncharted shoals.*

#### Part 1-B Chapter 9 Additional Guidance

10.2 *As the chart coverage of polar waters in many areas may not be adequate for coastal navigation, mariners should:*

*.1 exercise care to plan and monitor their voyage accordingly, taking due account of the information and guidance in the appropriate nautical publications;*

*.2 be familiar with the status of hydrographic surveys and the availability and quality of chart information for the areas in which they intend to operate;*

*.3 be aware of potential chart datum discrepancies with GNSS positioning;*

*.4 aim to plan their route through charted areas and well clear of known shoal depths, following established routes whenever possible.*

10.3 *Any deviations from the planned route should be undertaken with particular caution. For example, and when operating on the continental shelf:*

*.1 the echo-sounder should be working and monitored to detect any sign of unexpected depth variation, especially when the chart is not based on a full search of the sea floor;*

*.2 independent cross-checking of positioning information (e.g. visual and radar fixing and GNSS) should be undertaken at every opportunity. Mariners should ensure to report to the relevant charting authority (Hydrographic Office) any information that might contribute to improving the nautical charts and publications.*

b. It was also agreed to include the second phase of the planned output on the Polar Code, related to non-SOLAS ships, on the agenda for the second session of the IMO Sub-Committee on Ship Design and Construction (SDC 2), noting the importance of continuing the discussion and taking into account the work completed so far.

c. The MSC also addressed various matters related to hydrography and nautical charting including those resulting from the 59<sup>th</sup> session of its Sub-Committee on Safety of Navigation (NAV 59) that took place in September 2013. The main items included adopting three new routing measures and traffic separation schemes covering the Pacific coast of Panama, the approaches to Puerto Cristobal, Panama, and the Great Barrier Reef and Torres Strait; amendments to the Off Ushant TSS were approved. The MSC revoked the area to be avoided and mandatory no anchoring area at El Paso deep-water port in the Gulf of Mexico. It was decided these measures would be implemented on 1 December 2014, which would be six months after adoption.

d. The MSC noted the progress being made on e-Navigation matters, the endorsement by the NAV 59 of the preliminary draft of the e-Navigation Strategy Implementation Plan and the re-establishment of the correspondence group to progress that work intersessionally. Despite the strong support shown at the NAV 59 for an intersessional meeting on e-Navigation, the MSC did not accede to the request. Additionally the MSC approved an MSC.1/Circ on the Policy on the use of AIS Aids to navigation. The Committee also agreed to include in the 2014-2015 biennial agenda of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) an unplanned output on 'Recognition of Galileo as a component of the WWRNS' with a target completion date of 2016.

2. The Sub-Committee is invited to note the information provided and take action as appropriate.