

## Outcomes of MSC 94 and MSC 95

Submitted by IHB

### SUMMARY

Executive Summary: This document provides details of the outcomes of MSC 94 and MSC 95, which are relevant to WWNWS-SC

Action to be taken: Paragraph 3.

Related documents: MSC94/21 dated 26 November 2014, MSC95/22 dated 19 June 2015

1. MSC 94 was held at IMO Headquarters in London 17 – 21 November 2014. The following items are of relevance to WWNWS-SC:

a. The MSC approved and adopted the text of the mandatory International Code for Ships Operating in Polar Waters (the Polar Code) and a new chapter XIV to SOLAS on “Safety measures for ships operating in polar waters”. The IHO input reported in Reference A was accepted without change or comment. The Polar Code and Chapter XIV of SOLAS will have an adoption date of 1 July 2016 and will come into force on 1 January 2017 for new ships constructed after that date. Ships constructed before 1 January 2017 will be required to meet the relevant requirements of the Polar Code by the first intermediate or renewal survey, whichever occurs first, after 1 January 2018.

#### **GMDSS and Iridium Mobile Satellite System**

b. The MSC noted the approval by the IMO Sub-committee on Navigation, Communications and Search and Rescue at its first session (NCSR 1, see Reference B) of the High-level Review of the Global Maritime Distress and Safety System (GMDSS) and, due to the on-going detailed work, agreed to extend the planned output by an additional year to 2018. The MSC approved MSC.1/Circ.1310/Rev.1, the revised Joint IMO/IHO/WMO Manual on Maritime Safety Information (IHO Publication S-53), which will come into force on 1 January 2016.

c. It was agreed that the International Mobile Satellite Organization (IMSO) would undertake the technical assessment and system evaluation of the Iridium mobile satellite system as part of the process for it to be recognised as a mobile-satellite service provider of the GMDSS in accordance with IMO Resolution A.1001(25), as amended, and taking into account the guidance laid down in MSC.1/Circ.1414. The IMSO was directed to convene a Group of Experts and to provide the evaluation report to the NCSR. The IMO Secretariat was instructed to oversee the evaluation process. It was agreed that any additional concerns regarding the use of the Iridium system held by Member States, particularly those not covered by IMO Resolution A.1001(25), as amended, and MSC.1/Circ.1414, should be submitted to NCSR 2 for further consideration.

#### **Routing Measures and Charting**

d. The MSC also addressed various matters related to hydrography and nautical charting including those resulting from considerations at NCSR 1, which met in July (see Reference C).

The main items included adopting one new routing measure, traffic separation scheme and precautionary area covering the Strait of Gibraltar; amendments to the routing measures, traffic separation schemes and precautionary areas in the locations of Chengshan Jiao Promontory, Off Friesland, Off Tanger-Med, North Hinder to German Bight, Great North-East Channel and Jomard Entrance Papua New Guinea; amendments to the existing mandatory ship reporting system off Chengshan Jiao Promontory. The MSC revoked an area to be avoided in the region of the Great Barrier Reef. It was decided these measures would be implemented on 1 June 2015, which would be six months after adoption.

#### **e-Navigation**

e. MSC 94 approved the e-navigation Strategy Implementation Plan (SIP) endorsed by NCSR 1 (Reference B). The MSC supported the proposals contained in MSC 94/18/8 that sought the continued monitoring of the implementation of e-navigation by the IMO. This paper was co-sponsored by a number of IMO Member States, the IHO (Reference C) and a number of non-governmental international organizations. It received widespread support and was in line with the comments on e-navigation made by the IMO Secretary General during his opening address to the session.

f. The discussions on e-Navigation highlighted the existing heavy workload of the NCSR and the requirement to prioritise the tasks identified in the SIP to help the IMO focus its efforts. A way forward suggested by Singapore, which was supported by the MSC, detailed the following steps:

- Review the tasks listed in the SIP and reduce the number of outputs taking into consideration those tasks that have been completed or are near completion;
- Prepare each reviewed output in SMART terms (specific, measurable, achievable, realistic, time-bound) in accordance with the information required in Annex 3 of IMO Resolution A.1062(28);
- Prepare a comprehensive prioritized plan of work which includes the time required for the completion of each output; and
- Submit these results to MSC 95 for consideration and inclusion as planned outputs in the next biennial agenda (2016-2017) of the Committee.

g. Norway volunteered to coordinate discussions so that the solutions and tasks from the SIP can be presented to the next session of MSC in accordance with the guidance proposed by Singapore and endorsed by the Committee.

2. MSC 95 was held at IMO Headquarters in London 3 – 12 June 2015. The following items are of relevance to WNWWS-SC:

#### **Unsafe mixed migration by sea**

a. A number of UN agencies were invited by the IMO Secretary General to attend a half-day special meeting on the increasing challenges and difficulties being experienced by the maritime industry and regional search and rescue (SAR) authorities involved with the rescue of illegal migrants at sea around the world. Delegates called for action and it was agreed that the MSC should include an item on *Unsafe Mixed Migration by Sea* in its agenda and invite Member States to make submissions to MSC 96. The MSC also agreed to instruct the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) to place an unplanned output from the 2016-2017 biennium agenda on the agenda of its next meeting (NCSR 3) and to consider the guidance on large-scale rescue operations at sea developed by the shipping industry.

## **ECDIS**

b. The MSC approved the draft MSC Circular on ECDIS – *Guidance for good practice* which will be issued as MSC.1/Circ.1503.

## **GMDSS**

c. The MSC considered document MSC 95/19/10 submitted by the USA, which proposed the development of new generic performance standards for ship-borne Global Maritime Distress and Safety System (GMDSS) equipment to accommodate additional providers of GMDSS satellite services. It was agreed to include it in the 2016-2017 biennial agenda for the NCSR and the provisional agenda for NCSR 3 with a target completion year of 2016.

## **Routing Measures and Charting**

d. The MSC also addressed various matters related to hydrography and nautical charting resulting from considerations at the 2<sup>nd</sup> NCSR session (see Reference C). The main items included the adoption of two-way routes in the south-west Coral Sea, the establishment of a new area to be avoided in the south-west Coral Sea and the establishment of five new areas to be avoided in the region of the Aleutian Islands. It was decided that these measures would be promulgated as SN.1/Circ.331 and implemented on 1 January 2016, which would be six months after adoption.

e. The MSC considered document MSC 95/19/4 submitted by Denmark and the Netherlands, which proposed to amend the IMO Resolution A.572(14) – *General provision on ships' routing* to safeguard manoeuvring space for ships in the vicinity of multiple structures at sea. It was agreed to include this output in the 2016-2017 biennial agenda for the NCSR and on the provisional agenda for NCSR 3 with a target completion year of 2016.

## **E-navigation**

f. As announced in Reference D, the IHO co-sponsored with the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), the Comité International Radio-Maritime (CIRM), the International Chamber of Shipping (ICS), the Baltic and International Maritime Conference (BIMCO) and the Cruise Lines International Association (CLIA) a presentation on *An IGO/NGO view on e-Navigation*. The presentation was introduced at the end of the first day of the session. It reviewed the current status of e-navigation developments and urged the IMO to continue to take the lead in these on-going developments.

g. The MSC approved the draft MSC circular – *Guideline on Software Quality Assurance and Human-Centred Design for e-navigation* which had been endorsed by NCSR 2 (see Reference C). The circular will be issued as MSC.1/Circ.1512.

h. Noting the decisions of MSC 94 (see Reference A), the Committee considered document MSC 95/19/8 on implementing e-navigation to enhance the safety of navigation and protection of the marine environment, which included six proposed outputs. In this context the MSC also considered document MSC 95/19/14 submitted by the IHO (see References B and D). The MSC noted the concerns expressed by the IHO but broadly supported the proposals contained in MSC 95/19/8.

i. In particular, the Committee agreed the following proposed outputs:

- *Guidelines on standardized modes of operation* – it was agreed to include this as an output in the post-biennial agenda (2018-2019) of the MSC with NCSR assigned as the coordinating body;

- *Revised performance standards for Integrated Navigation Systems (INS)* – it was agreed to review resolution MSC.252(83) relating to the harmonization of bridge design and display information. The MSC agreed to include this output in the 2016-2017 biennial agenda of the NCSR and in the provisional agenda for NCSR 3 with a target completion year of 2017;
- *Guidelines and criteria for ship reporting systems* – it was agreed to review resolution MSC.43(64), as amended, relating to standardization and harmonized electronic ship reporting and automated collection of on-board data for reporting. The MSC agreed to include this output in the 2016-2017 biennial agenda of the NCSR and provisional agenda for NCSR 3 with a target completion year 2017;
- *General requirements for ship-borne radio equipment forming part of the GMDSS and for electronic navigational aids* – it was agreed to revise resolution A.694(17) relating to Built In Integrity Testing (BIIT) for navigation equipment. The MSC agreed to include this output in the post-biennial agenda (2018-2019) of the MSC with NCSR assigned as the coordinating body; and
- *Guidelines for the harmonized display of navigation information received via communications equipment* – it was agreed to include this output in the 2016-2017 biennial agenda for the NCSR and the provisional agenda for NCSR 3 with a target completion year of 2017.

j. The MSC did not accept the proposed output on “*Consideration of reports on development and implementation of Maritime Service Portfolios (MSPs) (and other e-navigation reports) from Member States and international organizations*” in its current form. The Committee recognized the importance of e-navigation and that the IMO should take a leading role and therefore invited member governments and interested parties to prepare a full justification for this output. Norway volunteered to coordinate this work and to submit a revised proposal for consideration at MSC 96.

k. The MSC agreed to amend the existing High-level Action 5.2.6 to read “*Development and implementation of e-navigation*” for inclusion in the High-level Action Plan for 2016-2017. The Directing Committee will invite the relevant IHO subordinate bodies to consider the further contribution of the IHO to this High-level Action.

### **Maritime Cybersecurity**

l. The MSC considered the issues of maritime cybersecurity and agreed to await the outcome of the industry guidance on maritime cybersecurity on board ships which is planned to be submitted to MSC 96. Member States and international organizations were urged to collaborate on proposals for guidance on maritime cybersecurity. It was noted that all stakeholders of the supply chain would have to incorporate a maritime cybersecurity regime. In due course, this may impact the provision of hydrographic services in relation to the operation of ECDIS and e-navigation within integrated systems, the development of services based on S-100 and the modernization of the GMDSS.

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

Annexes:

- A. Extract from MSC94/21.
- B. Extract from MSC95/22.

## 9 NAVIGATION, COMMUNICATIONS, SEARCH AND RESCUE

### REPORT OF THE FIRST SESSION OF THE SUB-COMMITTEE

#### General

9.1 The Committee approved, in general, the report of the first session of the Sub-Committee on Navigation, Communications, Search and Rescue (NCSR) (NCSR 1/28 and MSC 94/9) and took action as indicated hereunder.

#### Amendments to existing traffic separation schemes (TSSs)

9.2 In accordance with resolution A.858(20), the Committee adopted amendments to the following existing traffic separation schemes:

- .1 "In the Strait of Gibraltar";
- .2 "In the waters off the Chengshan Jiao Promontory"; and
- .3 "Off Friesland",

as set out in annex 14, for dissemination by means of COLREG.2/Circ.66.

#### Routeing measures other than TSSs

9.3 In accordance with resolution A.858(20), the Committee adopted the following new and amended routeing measures other than separation schemes, including revocation of the existing routeing measures other than traffic separation schemes:

- .1 amendment to the existing recommended directions of traffic flow in the precautionary area off Tanger-Med in the Strait of Gibraltar areas;
- .2 new areas to be avoided "Off Friesland";
- .3 amendments to the deep-water routes forming parts of routeing system "Off Friesland";
- .4 amendments to the mandatory route for tankers from North Hinder to the German Bight;
- .5 amendments to the existing two-way route in the Great North-East Channel;
- .6 new two-way routes and a precautionary area at Jomard Entrance, Papua New Guinea; and
- .7 revocation of the area to be avoided in the region of the Great Barrier Reef,

as set out in annex 15, for dissemination by means of SN.1/Circ.327.

#### Amendments to the existing mandatory ship reporting system

9.4 In accordance with resolution A.858(20), the Committee adopted resolution MSC.389(94) on *Amendments to the existing mandatory ship reporting system Off Chengshan Jiao Promontory*, as set out in annex 16, for dissemination by means of SN.1/Circ.328.

### **Implementation of the adopted routing measures and amended existing mandatory ship reporting system**

9.5 The Committee decided that the new, amended and revoked routing measures and the amended existing mandatory ship reporting system, detailed in subparagraphs 9.2 to 9.4 (annexes 14 to 16) be implemented six months after their adoption, i.e. on 1 June 2015 at 0000 hours UTC.

### **Consolidation of ECDIS-related IMO circulars**

9.6 The Committee endorsed the action taken by the Sub-Committee to forward the draft MSC circular on ECDIS-Guidance for good practice to the HTW Sub-Committee for review, in particular, the provisions related to ECDIS training and the use of simulators, for subsequent approval by the Committee.

### **E-navigation matters**

9.15 The Committee approved the e-navigation Strategy Implementation Plan (SIP), as set out in document NCSR 1/28, annex 7. In this context, the Committee noted the view expressed by the United Kingdom that it supported the approval of the SIP without prejudice to the discussions relating to the approval of an unplanned output to progress the work further on e-navigation under agenda item 18 (see paragraphs 18.16 and 18.17).

9.16 The Committee approved MSC.1/Circ.1494 on *Guidelines on Harmonization of test beds reporting*.

### **Guidelines for the onboard operational use of shipborne automatic identification systems (AIS)**

9.17 The Committee approved, with minor amendment, the draft Assembly resolution on *Revised guidelines for the onboard operational use of shipborne automatic identification systems (AIS)*, as set out in annex 17, and forwarded it to the Assembly for adoption.

### **Developments in maritime radiocommunication systems and technology**

9.18 The Committee had for its consideration the following documents:

- .1 MSC 94/9/2 (Secretariat), providing information on two alternative methodologies for the technical and operational assessment of the Iridium mobile satellite system and the delivery of an evaluation report for consideration by the NCSR Sub-Committee, evaluated either by a Group of Experts or by an independent body external to the Organization (e.g. IMSO); and
- .2 MSC 94/9/4 (United Kingdom and the United States), proposing that IMSO perform the technical and operational assessment on the application to recognize and use the Iridium mobile satellite system in the GMDSS.

9.19 The delegation of the Russian Federation expressed the view that IMSO should provide a list of experts that would undertake this work to ensure transparency.

9.20 After lengthy discussion, the Committee:

- .1 agreed that IMSO should undertake the technical and operational assessment of the Iridium mobile satellite system;
- .2 agreed that IMSO should provide a technical and operational assessment report for consideration by the NCSR Sub-Committee;
- .3 agreed that the scope of the evaluation was to assess compliance with the criteria set out in resolution A.1001(25), taking into account the guidance laid down in MSC.1/Circ.1414;
- .4 noted that IMSO would convene a Group of Experts and, in order to enhance transparency of the process, would make information available to Member States with regard to the selected experts who would carry out the technical and operational assessment; and
- .5 instructed the Secretariat to oversee the work of IMSO during the evaluation process.

9.21 In this regard, the delegation of France, supported by some delegations, expressed an additional concern on the increase of the State transmission costs for the broadcasting of maritime safety information and communications during search and rescue operations when new satellite service providers would also provide GMDSS services in future. The full text of the statement is set out in annex 29.

9.22 The Committee noted the information provided by the United States (MSC 94/9/3) in response to the concerns raised at NCSR 1 regarding the application to recognize and use the Iridium mobile satellite system in the GMDSS and instructed the Secretariat to forward it to IMSO for further evaluation.

9.23 In this context, the delegation of Spain expressed some additional concerns, which were supported by some delegations, as set out in annex 29.

9.24 Having noted the concerns expressed by the delegations of France and Spain (paragraphs 9.21 and 9.23 refers), the Committee considered that the issues were not all directly related to the assessment of compliance with the criteria set out in resolution A.1001(25) and should be submitted to the NCSR Sub-Committee for further consideration.

### **Review and modernization of the Global Maritime Distress and Safety System (GMDSS)**

9.25 The Committee noted that the Sub-Committee had approved the outcome of the High-level Review of the GMDSS (NCSR 1/28, annex 10).

9.26 The Committee, taking into account that the detailed review was still in an early stage and could not be finalized by NSCR 2, agreed to extend the planned output 5.2.5.2, First outline of the detailed review of the Global Maritime Distress and Safety System (GMDSS), by an additional year i.e. to 2018 and approved the revised Plan of work, as set out in annex 11 to document NCSR 1/28.

9.27 The Committee endorsed the action taken by the Sub-Committee, as an exceptional case, to receive the report of the Correspondence Group on the Review of the GMDSS two weeks beyond the deadline for bulky documents for NCSR 2, i.e. by 19 December 2014.

### **Joint IMO/IHO/WMO Manual on Maritime Safety Information**

9.28 The Committee approved MSC.1/Circ.1310/Rev.1 on the *Revised Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI)*, which will enter into force on 1 January 2016.

### **Radiocommunication and ITU matters**

9.29 The Committee endorsed the action taken by the Sub-Committee in requesting the Secretariat to convey the liaison statement on the revision of Recommendation ITU-R M.493-13 to ITU-R Working Party 5B (NCSR 1/28, annex 13).

9.30 The Committee approved the IMO position on WRC-15 agenda items concerning matters relating to maritime services (NCSR 1/28, annex 14) and instructed the Secretariat to convey it to ITU's Conference Preparatory Meeting, to take place from 23 March to 2 April 2015.

9.31 The Committee instructed the Secretariat to consult with IMO Member States present at ITU's Conference Preparatory Meeting on new issues not included in the IMO position as developed and approved by the Committee, and to take action, as appropriate, to protect IMO's interest.

9.32 The Committee endorsed the action taken by the Sub-Committee in requesting the Secretariat to convey the liaison statement on additional comments in relation to frequency bands identified by ITU-R for future assessment of the suitability for International Mobile Telecoms (IMT) (NCSR 1/28, annex 15) to ITU-R Joint Task Group 4-5-6-7.

### **Cospas-Sarsat services**

9.33 The Committee approved MSC.1/Circ.1210/Rev.1 on *Guidance on the Cospas-Sarsat International 406 MHz Beacon Registration Database (IBRD)*.

### **Harmonization of aeronautical and maritime search and rescue**

9.34 The Committee approved MSC.1/Circ.1182/Rev.1 on *Guide to recovery techniques*.

### **Polar Code**

9.35 The Committee recalled that the outcome arising from the Sub-Committee's consideration on Polar Code issues had been already dealt with under agenda item 3 (see paragraph 3.41).

## 11 NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE

### General

11.1 The Committee approved, in general, the report of the second session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) (NCSR 2/23 and MSC 95/11) and took action as indicated hereunder.

### Routeing measures other than traffic separation schemes (TSSs)

11.2 In accordance with resolution A.858(20), the Committee adopted the following new routeing measures. The establishment of:

- .1 two-way routes in the south-west Coral Sea;
- .2 an area to be avoided in the south-west Coral Sea; and
- .3 five areas to be avoided in the region of the Aleutian Islands;

for dissemination by means of SN.1/Circ.331.

### Implementation of the adopted routeing measures

11.3 The Committee decided that the new routeing measures detailed in paragraph 11.2 be implemented six months after their adoption, i.e. on 1 January 2016 at 0000 hours UTC.

### Harmonization of Guidelines related to Human Centred Design (HCD), Usability Testing, Evaluation and Assessment (UTEA) and Software Quality Assurance (SQA)

11.8 The Committee approved MSC.1/Circ.1512 on *Guidelines on Software Quality Assurance and Human Centred Design for e-navigation*.

### Performance standards for multi-system shipborne navigation systems

11.9 The Committee considered the draft Performance standards for multi-system shipborne navigation systems developed by NCSR 2, together with the comments in document MSC 95/11/1 (Norway).

11.10 In this context, the delegation of the Netherlands, supported by IALA and ICS, expressed the view that the text as prepared by NCSR 2 should not be amended. In its view, global coverage was not necessary since resilient position-fixing – being the reason behind this development – was only an issue in coastal areas and not in open seas. The Organization

had, for the benefit of the development of e-navigation, decided that for resilient Position, Navigation and Timing (PNT) a solution should be sought in non-GNSS systems. New terrestrial radio-navigation systems for this purpose were already under development, such as e-Loran and R-mode, which should not only provide for back-up in position-fixing, but also provide back-up for time synchronization. A number of other delegations supported the proposal by Norway and expressed their preference for the amendment as set out in paragraph 9.2 of document MSC 95/11/1.

11.11 Taking into account general support for the proposal by Norway, the Committee adopted resolution MSC.401(95) on *Performance standards for multi-system shipborne radionavigation receivers*, as set out in annex 17, with the following amendments:

.1 paragraph 3.3 is replaced by the following new text:

"Where terrestrial radionavigation system(s) signals are provided and used in the protected frequency bands, have the possibility to operate using terrestrial radionavigation system(s) signals provided in the protected frequency bands."; and

.2 first part of paragraph 1.6 by the following new text:

"Receiver equipment, capable of combining measurements from multiple GNSS and an optional terrestrial radionavigation system, ..."

### **Review of the GMDSS**

11.12 The Committee endorsed the action taken by the Sub-Committee, as an exceptional case, in authorizing the Correspondence Group on the Review of GMDSS to submit its report to NCSR 3 two weeks beyond the deadline for bulky documents (i.e. 11 December 2015).

### **Revision of Recommendation ITU-R M.493-13**

11.13 The Committee endorsed the action taken by the Sub-Committee in instructing the Secretariat to convey the liaison statement on the revision of Recommendation ITU-R M.493-13 to ITU-R Working Party 5B (NCSR 2/23, annex 6).

### **IMO position on relevant WRC-15 agenda items**

11.14 The Committee approved the IMO position on ITU's World Radiocommunication Conference (WRC-15), agenda items concerning matters relating to maritime services (NCSR 2/23, annex 7), and instructed the Secretariat to convey it to WRC-15 scheduled to take place from 2 to 27 November 2015.

11.15 The Committee authorized the Joint IMO/ITU Experts Group to submit any additional information on the IMO position on WRC-15 agenda items directly to ITU for consideration by the Conference.

11.16 The Committee instructed the Secretariat to consult with IMO Member States present at WRC-15 on new issues not included in the IMO position as developed and approved by the Committee, and to take action, as appropriate, to protect IMO's interest.

### **Revision of SAR.7/Circ.11 – List of IMO documents and publications which should be held by a Maritime Rescue Coordination Centre (MRCC)**

11.17 The Committee endorsed the action taken by the Sub-Committee to instruct the Secretariat to circulate SAR.7/Circ.12 on the list of IMO documents and publications which should be held by a Maritime or Joint Rescue Coordination Centre.

## **Amendments to the IAMSAR Manual**

11.18 The Committee approved MSC.1/Circ.1513 on *Amendments to the IAMSAR Manual*, taking into account ICAO's concurrence with the inclusion of the proposed amendments to the Manual, for inclusion in the 2016 edition.

## **Development of VHF Data Exchange System (VDES)**

11.19 The Committee noted with appreciation the information contained in document MSC 95/INF.12 (Japan, Sweden and IALA), informing on the current status of the development of the VHF Data Exchange System (VDES).

## **Protection of cable ships and repair operations for international submarine cables**

11.20 The delegation of the Marshall Islands, supported by others, taking into account its view of the urgent need for guidelines for cable ships and repair operations for international submarine cables, and referring to the relevant discussion at NCSR 2 (NCSR 2/23, paragraph 22.1 to 22.4), requested the Committee to instruct NCSR 3 to develop either a Unified Interpretation regarding rule 18 of the COLREGs or issue an SN circular.

11.21 After consideration, the Committee noted that the NCSR Sub-Committee had an existing agenda item on Unified interpretation of provisions of IMO safety, security, and environment-related conventions (planned output 1.1.2.3) and that the Marshall Islands could submit a document to NCSR 3 for consideration under this item.

## ***SUB-COMMITTEE ON IMPLEMENTATION OF IMO INSTRUMENTS (III)***

### **Biennial status report of the Sub-Committee and provisional agenda for III 2**

19.7 The Committee confirmed the Sub-Committee's biennial status report and the provisional agenda for III 2, as set out in annexes 19 and 20, respectively.

## ***SUB-COMMITTEE ON NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUE (NCSR)***

### **Revision of the General provisions on ships' routeing (resolution A.572(14))**

19.8 The Committee considered document MSC 95/19/4 (Denmark and the Netherlands), proposing to amend the "General provisions on ships' routeing (resolution A.572(14))", to safeguard manoeuvring space for ships in the vicinity of multiple structures at sea, and agreed to include in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on "Amendment to the General provisions on ships' routeing (resolution A.572(14)) on establishing multiple structures at sea", with a target completion year of 2016.

### **Revision of the Performance standards for EPIRBs operating on 406 MHz (resolution A.810(19)), and related parts in SOLAS chapter IV**

19.9 The Committee considered document MSC 95/19/5 (United States), proposing to amend resolution A.810(19) and SOLAS chapter IV to include the deployment of the Cospas-Sarsat Medium-altitude Earth-Orbiting Satellite Search And Rescue (MEOSAR) system and the issuance of a second generation 406 MHz Distress Beacon, and agreed to include in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on "Revised Performance standards for EPIRBs operating on 406 MHz (resolution A.810(19)) to include Cospas-Sarsat MEOSAR and second generation

beacons", with a target completion year of 2017. Regarding the proposal to amend SOLAS chapter IV, the Committee agreed to refer it to the discussions under output 5.2.5.2, "First outline of the detailed review of the Global Maritime Distress and Safety System (GMDSS)", on the understanding that the requirements of the new EPIRB should be discussed under the framework of the detailed review of the GMDSS. The Committee further agreed that the procedures defined in MSC.1/Circ.1481 and MSC.1/Circ.1500 should be observed during the development of the amendments related to the review of the GMDSS.

### **Improvement of the EPIRB to reduce inadvertent activation**

19.10 The Committee considered document MSC 95/19/9 (Islamic Republic of Iran), proposing an enhanced EPIRB to reduce the inadvertent activation of EPIRBs. However, the Committee, having considered the following views expressed during the discussions:

- .1 the matter was not directly related to safety;
- .2 the concern on the impact of more alarms for the crew; and
- .3 it was unclear the impact of these false alarms on the frequency of 406 MHz taking into consideration the increased use of these EPIRBs by pleasure crafts,

agreed not to include this proposed output in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3.

### **Revision of the Guidelines for preparing plans for co-operation between search and rescue services and passenger ships (MSC.1/Circ.1079)**

19.11 The Committee considered document MSC 95/19/7 (Denmark et al.), proposing to revise the *Guidelines for preparing plans for co-operation between search and rescue services and passenger ships* (MSC.1/Circ.1079), in particular related to passenger ships transiting many SAR regions, and to develop ways of improving and simplifying the system of distributing SAR plans for cooperation, and agreed to include, in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on "Revised guidelines for preparing plans for cooperation between search and rescue services and passenger ships (MSC.1/Circ.1079)", with a target completion year of 2017.

### **Development and implementation of e-navigation**

19.12 The Committee noted the decisions taken by MSC 94 (MSC 94/21, paragraphs 18.16 to 18.17), and considered document MSC 95/19/8 (Australia et al.) on implementing e-navigation to enhance the safety of navigation and protection of the marine environment, with six proposed outputs in the annex, and documents MSC 95/19/12 (Australia et al.), MSC 95/19/14 (IHO) and MSC 95/19/15 (IMPA), commenting on document MSC 95/19/8 (Australia et al.). The Committee discussed the proposals separately and the ensuing decisions are contained in paragraphs 19.12.1 to 19.12.6 below.

#### ***Guidelines on standardized modes of operation, S-mode***

19.12.1 The Committee considered document MSC 95/19/8, annex 1, proposing the development of *Guidelines on standardized modes of operation (S-mode)* for all navigational equipment, and documents MSC 95/19/12 and MSC 95/19/14, commenting on the proposal, and agreed to include, in the post-biennial agenda of the Committee, an output on "Guidelines on standardized modes of operation, S-mode", with two sessions needed to complete the item, assigning the NCSR Sub-Committee as the coordinating organ (see paragraph 19.41 and annex 23).

***Development of new modules to the revised Performance standards for Integrated Navigations Systems (INS) (resolution MSC.252(83))***

19.12.2 The Committee considered document MSC 95/19/8, annex 2, proposing the review of the *Revised performance standards for Integrated Navigation Systems (INS)* (resolution MSC.252(83)) relating to the harmonization of bridge design and display of information, and document MSC 95/19/14, commenting on the proposal, and agreed to include in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on "Additional modules to the Revised Performance standards for Integrated Navigations Systems (INS) (resolution MSC.252(83)) relating to the harmonization of bridge design and display of information"; with a target completion year of 2017.

***Revision of the Guidelines and criteria for ship reporting systems (resolution MSC.43(64))***

19.12.3 The Committee considered document MSC 95/19/8, annex 3, proposing to revise the *Guidelines and criteria for ship reporting systems* (resolution MSC.43(64)), as amended, relating to standardized and harmonized electronic ship reporting and automated collection of on board data for reporting, and agreed to include, in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on "Revised Guidelines and criteria for ship reporting systems (resolution MSC.43(64))", with a target completion year of 2017.

***Revision of the General requirements for shipborne radio equipment forming part of the GMDSS and for electronic navigational aids (resolution A.694(17)) relating to Built-In Integrity Testing (BIIT) for navigation equipment***

19.12.4 The Committee considered document MSC 95/19/8, annex 4, proposing the revision of the *General requirements for shipborne radio equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for electronic navigational aids* (resolution A.694(17)) relating to Built-In Integrity Testing (BIIT) for navigation equipment, together with document MSC 95/19/14, commenting on the proposal, and agreed to include, in the post-biennial agenda of the Committee, an output on "Revised General requirements for shipborne radio equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for electronic navigational aids (resolution A.694(17)) relating to Built-In Integrity Testing (BIIT) for navigation equipment", with two sessions needed to complete the item, assigning the NCSR Sub-Committee as the coordinating organ (see paragraph 19.41 and annex 23).

***Guidelines for the harmonized display of navigation information received via communications equipment***

19.12.5 The Committee considered document MSC 95/19/8, annex 5, proposing the development of *Guidelines for the harmonized display of navigation information received via communications equipment*, and document MSC 95/19/14, commenting on the proposal, and agreed to include, in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on "Guidelines for the harmonized display of navigation information received via communications equipment", with a target completion year of 2017.

***Consideration of reports on development and implementation of Maritime Service Portfolios (MSPs) (and other e-navigation reports) from Member States and international organizations***

19.12.6 The Committee considered document MSC 95/19/8, annex 6, proposing to consider reports on development and implementation of Maritime Service Portfolios (MSPs) (and other e-navigation reports) from Member States and other international organizations, including proposals to deal with the remaining non-prioritized potential e-navigation solutions, together with documents MSC 95/19/14 and MSC 95/19/15, commenting on the above proposal. The majority of the Committee was of the view that the proposal did not comply with the Committees' Guidelines (MSC-MEPC.1/Circ.4/Rev.4) but, recognizing the importance of e-navigation and that the Organization should take a leading role, invited Member Governments and other interested parties to prepare a full justification for this output in accordance with the information required in annex 3 to resolution A.1062(28), and submit it to MSC 96 for consideration. The delegation of Norway offered to coordinate the work with interested parties and submit a revised proposal for consideration at MSC 96.

**Development and implementation of e-navigation**

19.13 Taking into account the decision in paragraph 19.12.6, the Committee agreed to amend the existing the High-level Action 5.2.6 to read "Development and implementation of e-navigation" for inclusion in the High-level Action Plan for 2016-2017.

**Performance standards for ship-borne GMDSS equipment due to additional providers of GMDSS**

19.14 The Committee considered document MSC 95/19/10 (United States), proposing to develop a new generic performance standard for ship-borne GMDSS equipment to accommodate additional providers of GMDSS satellite services, and agreed to include in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on "Performance standards for ship-borne GMDSS equipment to accommodate additional providers of GMDSS satellite services", with a target year of 2016.

**Measures to protect the safety of persons rescued at sea**

19.15 The Committee recalled that it had agreed to move the output 5.1.2.2 on "Measures to protect the safety of persons rescued at sea" from the post-biennial agenda of the Committee to the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3 (see paragraph 21.16.3).

**Biennial status report of the Sub-Committee and provisional agenda for NCSR 3**

19.16 The Committee approved the Sub-Committee's biennial status report and the provisional agenda for NCSR 3, as set out in annexes 19 and 20, respectively.

**Urgent matters emanating from NCSR 3 to MSC 96**

19.17 The Committee, having noted that due to the close proximity of NCSR 3 to MSC 96 only urgent matters emanating from NCSR 3 would be considered by MSC 96, in accordance with the Committees' Guidelines (MSC-MEPC.1/Circ.4/Rev.4), agreed that the following issues emanating from NCSR 3 would be considered by MSC 96 as urgent matters, with the remainder being considered by MSC 97:

- .1 routing measures and mandatory ship reporting systems;

- .2 recognition of Galileo as a component of the WWRNS;
- .3 recognition of Iridium mobile satellite system as a GMDSS service provider;
- .4 performance standards for ship-borne GMDSS equipment to accommodate additional providers of GMDSS satellite services;
- .5 consideration of the outcome of the GMDSS Review and the continuation of the project in developing the modernization plan (NCSR 1/28, annex 11); and
- .6 measures to protect the safety of persons rescued at sea.

### **International Code for Ships Operating in Polar Waters (Polar Code)**

21.22 In considering matters related to the Polar Code, the Committee considered the following documents:

- .1 MSC 95/21/3 (Iceland, New Zealand and South Africa), calling upon governments and international organizations to provide information on incidents in polar waters to assist in assessing the potential scope of the Polar Code to non-Convention vessels operating in polar waters (phase 2 of the work on the Polar Code) as currently, the Polar Code only applied to cargo ships of 500 gross tonnage and above and passenger ships; and
- .2 MSC 95/21/11 (FOEI or Pacific Environment), commenting on document MSC 95/21/3 and providing information on recent incidents in Arctic and Antarctic waters involving non-SOLAS vessels considered useful for phase 2 of the development of the Code concerning non-SOLAS ships.

21.23 The Committee noted the information provided and encouraged Member States and international organizations to submit the information requested in document MSC 95/21/3 in support of the next phase of the work on the Polar Code, to the next session.

### **Foreign-flagged vessels calling at closed seaports in the territory of the Autonomous Republic of Crimea and the city of Sevastopol (Ukraine)**

21.24 The Committee noted the information provided in documents MSC 95/21/5 (Ukraine) and MSC 95/21/12 (Russian Federation). The delegations of Georgia, Ukraine and the United States, as well as Latvia, supported by Belgium, Croatia, Estonia, Finland, France, Germany, Greece, Iceland, Italy, Lithuania, Moldova, the Netherlands, Norway, Poland, Portugal, Slovenia, Spain, Sweden and the United Kingdom, made statements on the information provided, which are set out in annex 27. The delegation of Turkey also made a statement.

