

**10TH MEETING OF THE HYDROGRAPHIC SERVICES AND STANDARDS COMMITTEE
ROSTOCK-WARNEMÜNDE, GERMANY, 14-17 MAY 2018**

Paper for Consideration by HSSC

IMO activities affecting HSSC (including e-navigation)

Submitted by:	IHO Secretariat
Executive Summary:	This paper summarizes discussions and decisions taken by the IMO since HSSC-9 and related items that may be relevant to the work of HSSC.
Related Documents:	HSSC9-07.2A - <i>IMO activities affecting HSSC (including e-navigation)</i> IHO CL 5/2018 dated 18 January – Preparation for the 5th Session of the IMO NCSR 5 on Navigation, Communications, and Search and Rescue (NCSR). IHO CL 25/2018 dated 12 March - <i>Report on the 5th Session of the IMO Sub Committee on Navigation, Communications and Search and Rescue (NCSR 5)</i>
Related Projects:	HSSC Work Programme Maintenance of IHO Publications and Services related to ENC and ECDIS Development of the S-100 framework.

Introduction

1 The principal IMO activities since HSSC-9 that may affect the work of HSSC arose from the 5th session of the IMO Sub Committee on Navigation, Communications and Search and Rescue (NCSR 5 - February 2018). The IHO, as an accredited observer to the IMO, was formally represented by the Secretariat at the meeting. A number of representatives drawn from hydrographic offices also formed part of several national delegations.

2 As reported to IHO Member States in the relevant IHO Circular Letters (see related documents) IMO activities relevant to HSSC covered two main subjects:

- E-navigation;
- ECDIS matters;

E-navigation

Overview

3 Table 1 summarizes the status of agreed outputs related to the IMO e-navigation Strategy Implementation Plan (SIP).

*Table 1
Status of agreed outputs related to the implementation of the IMO e-navigation Strategy*

Output	Target date	Coordinating Body	Status
Additional modules to the Revised Performance standards for Integrated Navigation Systems (INS) (resolution MSC.252(83))	2019	NCSR	Approval of the proposed amendments to resolution MSC 252(83) postponed until completion of the related work on the Guidelines for the harmonized

Output	Target date	Coordinating Body	Status
relating to the harmonization of bridge design and display of information			display of navigation information received via communications equipment at NCSR 5 (February 2018)
Guidelines for the harmonized display of navigation information received via communications equipment	2018	NCSR	On-going
Guidelines on standardized modes of operation	2019	NCSR	Planned (2018-2019)
Guidance on definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs)	2019	NCSR	Planned (2018-2019) 2 nd meeting of the IMO/IHO Harmonization Group on Data Modelling to be held from 29 October to 2 November 2018

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

4 The NCSR 5 endorsed the draft *Interim Guidelines for the harmonized display of navigation information received via communications equipment* and the associated draft MSC Circular, for approval by the Committee.

5 In undertaking this work, the Navigation Working Group noted the interrelationship with the work on the *Standardized mode of operation (S-mode)* and the *Guidance on the definition and harmonization of the format and structure of Maritime Service within the Maritime Service Portfolio (MSP)*. The Working Group further noted that the proposal from Ukraine in document NCSR 5/6/1 (*Integration and presentation of available navigation-related information exchange via communication equipment by integrating VHF/MF/HF DSC into INS*), while addressing a crucial aspect, was only part of a wider solution needed to allow information received from any communications equipment to be routed onto navigation equipment. It was therefore agreed to consider incorporating the Ukraine proposal at a later stage, prior to finalizing the guidelines.

6 Due to the decision taken by MSC 98, the proposed unrelated amendments prepared under the output on the "Interconnection of NAVTEX and Inmarsat SafetyNet receivers and their display on Integrated Navigation Display systems" would be kept on hold for an unknown period of time.

Revised guidelines and criteria for ship reporting systems

7 The NCSR 5 invited Member States concerned to review the adopted mandatory ship reporting systems, as appropriate, for the purpose of reducing ships' reporting burden by utilizing automated ship reporting by electronic means, as specified in resolution MSC.433(98).

8 The provisions agreed by the NCSR 5 will now be submitted to the MSC for adoption at its 99th session in May 2018.

9 The NCSR 5 endorsed the opinion of the Expert Group, with respect to the challenges met in the course of their work, and:

- .1 invited Member States concerned to voluntarily submit to the Secretariat for advice, as appropriate, initial proposals at least 6 months in advance of the next session; and
- .2 urged Member States to adhere to the requirements and guidelines and provide necessary information in the document in their submissions.

10 A number of routing measures and mandatory ship reporting systems were approved and will be submitted to MSC for adoption at its 99th session in May 2018, full details are available in IHO CL 25/2018.

Interconnection of NAVTEX and Inmarsat SafetyNET receivers and their display on Integrated Navigation Display Systems

11 On hold, see paragraph 6.

Guidelines on standardized modes of operation

12 The NCSR 5 considered the document NCSR 5/7, submitted by Australia, the Republic of Korea, InterManager and the Nautical Institute, containing draft *Guidelines on the standardized modes of operation, S-mode*.

13 The NCSR 5 agreed that with the completion of the S-mode guidelines, a consequential revision to SN.1/Circ.243/Rev.1 on *Amended guidelines for the presentation of navigational related symbols, terms and abbreviations* was necessary. Hence the NCSR 5 agreed that the intersessional Correspondence Group should also be tasked with the revision of SN.1/Circ.243/Rev.1.

14 The NCSR 5 established, under the coordination of Australia, an intersessional Correspondence Group to continue the development of the draft *Guidelines on standardized modes of operation, S-Mode* under the associated terms of reference with the view of submitting to the next session of the NCSR 5 a report of the Correspondence Group's work, a consolidated draft S-Mode guidelines, and consequential draft amendments to SN.1/Circ.243/Rev.1.

15 The S-Mode Correspondence Group (CG) Coordinator provided a presentation to the 3rd ENCWG meeting (Wollongong, Australia - 16 to 18 April 2018), on the current status of work and this resulted in an ENCWG action to provide input to the CG and "to consider what additional ENC related icons are needed to be added to the S-Mode work."

Guidance on Maritime Service Portfolios

16 The NCSR 5 considered a number of document submissions and proposals covering the development of guidance on the definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs). It was agreed to retain the template for Maritime Service descriptions in the draft Guidance.

17 The representative of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) informed the NCSR 5 that they had already developed a draft descriptions of Maritime Services for Vessel Traffic Service (VTS) Services using the draft template. While it was noted that this was still work in progress, the NCSR 5 concurred that it would serve as a good example and tool for other domain coordinating bodies and therefore it was agreed to include the draft descriptions of the VTS Services.

18 The NCSR 5 agreed to invite domain coordinating bodies to submit the description of Maritime Services under their remit, using the draft template, to HGDM 2:

- IALA for Maritime Service No.1 (VTS Information Service (INS))
- IALA for Maritime Service No.2 (Navigational Assistance Service (NAS))
- IALA for Maritime Service No.3 (Traffic Organization Service (TOS))
- IHMA for Maritime Service No.4 (Local Port Service (LPS))
- IHO for Maritime Service No.5 (Maritime Safety Information Service (MSI))
- IMPA for Maritime Service No.6 (Pilotage service)
- IHO for Maritime Service No.11 (Nautical Chart Service)
- IHO for Maritime Service No.12 (Nautical Publications Service)
- WMO for Maritime Service No.13 (Ice Navigation Service)
- WMO for Maritime Service No.14 (Meteorological Information Service)
- IHO for Maritime Service No.15 (Real-time hydrographic and environmental information Service)

19 The IHO representative noted that MSI is not within the remit of the IHO; it was agreed that the IHO would contribute and support this domain through the WNWWS-SC but responsibility would remain with the IMO.

20 It was noted that for the following Maritime Services the domain coordinating bodies have not yet been identified:

- Maritime Service No.7 (Tug service)
- Maritime Service No.8 (Vessel Shore Reporting)
- Maritime Service No.9 (Telemedical Assistance Service (TMAS))
- Maritime Service No.10 (Maritime Assistance Service (MAS))
- Maritime Service No.16 (Search and Rescue Service)

21 The NCSR 5 agreed to establish a robust future process for the review of the received descriptions of Maritime Services, using the example templates, after finalization of the Guidance. In addition the NCSR 5 instructed the second meeting of the IMO/IHO Harmonization Group on Data Modelling (HGDM2) to consider development of a sustainable continuous review process, without a substantive role for the organs of the Organization as the resources were not available to support substantial additional tasking.

22 The NCSR 5 approved the revised terms of reference for the HGDM and agreed to the relaxation of the deadline for submissions from domain coordinating bodies in respect to submissions of Maritime Service descriptions.

23 As a result of the discussions on the prioritization of each e-navigation task, the NCSR 5 updated the IMO e-navigation Strategy Implementation Plan (SIP) and agreed to forward it to the Committee for approval as an MSC Circular.

ECDIS Matters

23. The IHO reported on the monitoring of ECDIS issues and Electronic Navigational Chart (ENC) coverage. The NCSR 5 noted that some items of MSC.1/Circ.1503 (ECDIS – Guidance for good practice) related in particular to operating anomalies will no longer be relevant for up-to-date ECDIS and noted the need to consider revising the Circular.

24. The NCSR 5 noted the information contained in document NCSR 5/22 (Secretariat) on the work undertaken by the 4th session of the NCSR 5 on the Implementation of IMO Instruments (III 4) to address the issue of non-compliant ECDIS using outdated editions of specifications from the port State control (PSC) perspective. Having noted that some ECDIS manufacturers still needed to upgrade their systems, III 4 had agreed to issue III.2/Circ.2 on Action to be taken by port States on the required updates of ECDIS. In approving III.2/Circ.2, III 4 had recognized, given that the deadline of the updates of ECDIS being 31 August 2017 had already been exceeded, that the circular, as an interim measure, would require a date of revocation. However, III 4 had been unable to determine a date of revocation of this circular due to the lack of information on when the required updating work of ECDIS would be completed.

25. After considering the documents submitted by Comité International Radio-Maritime (CIRM) (NCSR 5/22/2), IHO (NCSR 5/22/6) and International Chamber of Shipping (ICS) (NCSR 5/22/11), the NCSR 5 recommended III 5 to consider revoking III.2/Circ.2 as from 1 July 2018 and, bearing in mind that III 5 was scheduled to meet from 24 to 28 September 2018, invited the Committee to endorse this action.

Consequential work related to the new Polar Code

26. The NCSR 5 re-established the Correspondence Group on consequential work related to the Polar Code, under the coordination of Germany, and instructed it to prepare, on the basis of document NCSR 5/10 (*Consequential Work Related to the New Polar Code – Report of the Correspondence Group*), paragraph 5.3, a draft "General guidance for navigation and communication equipment intended for use on ships operating in polar waters", taking into account the table – *Overview action items according to*

carriage requirements – as set out in the annex to document NCSR 5/10, and the outcome of discussions at NCSR 5, MSC 99 and MSC 100, as appropriate; and to submit a report to NCSR 6 for consideration.

Action required of HSSC

27. The HSSC is invited to:

- a. **Note** this report;
- b. **Encourage greater representative of IHO Member States Hydrograph Offices at NCSR, particularly in view of the work being undertaken on MSP and the S-mode;**
- c. **Take any other actions** considered necessary.