

RSAHC 6-16 IMO Brief

1. 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”.
2. MSC 94 approved the e-navigation Strategy Implementation Plan (SIP) endorsed by NCSR 1. The MSC supported the proposals that sought the continued monitoring of the implementation of e-navigation by the IMO in line with the comments on e-navigation made by the IMO Secretary General during his opening address to the session.
3. The following steps were agreed and Norway volunteered to coordinate discussions so that the solutions and tasks from the SIP can be presented to the next session of MSC:

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.

4. At the recent e-Navigation Underway Conference, held in the Baltic Sea ferry *Pearl Seaways* hosted by the Danish Maritime Authority, it was agreed a priority for the e-Navigation project is to start to put the pieces in place to enable some maritime services to be delivered as part of the embryonic e-Navigation environment. Vessel reporting is one of these priority items, and MSI is another. The ISO standards-based IHO S-100 data exchange standard is an underpinning element of e-Navigation in ensuring that the information will be interoperable with all the other related information in the e-Navigation digital information environment.

5. The IMO NCSR Sub-Committee approved the establishment of a number of new and amended routes, precautionary areas and amendments to the existing traffic separation schemes and routeing measures. These provisions, which were passed to the MSC 94, were all adopted in November 2014 and will be implemented not less than six months after this adoption.

6. The IHO made an intervention noting that not all submissions followed the guidance laid out in MSC.1/Circ.1060, as amended. The Sub-Committee reminded IMO Member States to consider the state of hydrographic survey and nautical charts in areas covered by proposed new or amended routeing measures. The Sub-Committee also noted that the MSC circular invited Governments who do not have the necessary hydrographic information, to seek assistance from the relevant charting authority, either directly or through the IHB. Further, the Sub-Committee reminded Governments that these considerations should take place at a very early stage in the preparation of submissions on routeing measures.

7. The Sub-Committee noted a submission from the UK on the proliferation of counterfeit nautical charts and publications. The paper provided information and advice on identifying such potentially unsafe products and encouraged Member States to follow whatever measures they considered appropriate.

8. The meeting is requested to:

- a. Note this report;
- b. Take any other action deemed appropriate.