

BRIEFING NOTES FOR NCSR 1

The first session of the IMO's new Sub-Committee on Navigation, Communications, Search and Rescue (NCSR 1) met from 30 June to 4 July 2014. There is a considerable amount of work for this new committee to cover and it is onw that is likely to be of most interest to ISAF.

NCSR 1 - WORKING AND DRAFTING GROUPS

The following Working and Drafting Groups were established and ISAF delegates aimed to participate in these:

Working Groups

WG	Subject	Agenda Items
1	Search and Rescue	18, 19, 20, 21, 23, 27
2	Ships' Routeing	3, 23
3	Technical matters	13, 15, 16, 17

Drafting Groups

DG	Subject	Agenda Items
1	E-navigation	9
2	LRIT	8

NCSR 1 – AGENDA

The agenda shows each agenda item and the current target completion date for the output as detailed in the IMO's high level action plan.

Agenda Item	Title
	<p>Opening of the Session under the chairmanship of Mr. C. Salgado (Chile), who was unanimously elected as Chairman for 2014. The Vice-Chairman, Mr. R. Lakeman (Netherlands) was unanimously elected as Vice-Chairman for 2014 at the opening of the session and was also present.</p> <p>The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link: http://www.imo.org/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings</p>
1	Adoption of the agenda. The Sub-Committee adopted the agenda (NCSR 1/1)
2	Decisions of other IMO bodies. The Sub-Committee noted the decisions and comments pertaining to its work made by MSC 92, FSI 21, DE 57, FAL 38, C 110, A 28, SDC 1, HTW 1, MEPC 66 and MSC 93, as reported in documents NCSR 1/2, NCSR 1/2/1, NCSR 1/2/2 and NCSR 1/2/3, and took them into account in its deliberations when dealing with the relevant agenda items.
3	Routeing of ships, ship reporting and related matters. A number of amendments to TSS and routing schemes were noted by NCSR1 but did not require any decision in principle.

Agenda Item	Title
	The Sub-Committee established the Ships' Routing Working Group under the chairmanship of Mr. R. Lakeman (Netherlands)
4	<p>Consideration of ECDIS matters related to the implementation of the carriage requirements in SOLAS regulations V/19.2.10 and V/19.2.11</p> <p>Given that no further work had been identified in relation to this agenda item, the Sub-Committee agreed to invite MSC to delete the planned output under this item from its biennial agenda.</p>
5	<p>Consolidation of ECDIS-related IMO circulars</p> <p>The Sub-Committee considered a proposal to consolidate existing ECDIS-related information contained in seven separate circulars into one circular.</p>
6	<p>Consideration of the application of the satellite navigation system "BeiDou" in the maritime field</p> <p>The Sub-Committee considered the update provided by China on the status of BeiDou Navigation Satellite System (BDS) and further information for consideration of recognizing BDS as a component of WWRNS.</p> <p>After some discussion related to the recognition of BDS, the Sub-Committee agreed that China had provided the necessary information and to advise MSC to recognize BDS as a future component of the WWRNS and approve a draft Assembly resolution to that effect</p> <p>This work item has now been deleted from the biennial agenda of NCSR.</p>
7	<p>Development of explanatory footnotes to SOLAS regulations V/15, V/18, V/19 and V/27</p> <p>It was agreed that no further work should be developed under this item and that it should be deleted from the agenda</p>
8	<p>Consideration of LRIT-related matters</p> <p>Nothing further to report of interest to ISAF</p>
9	<p>Development of an e-navigation strategy implementation plan</p> <p>Nothing further to report of interest to ISAF</p>
10	<p>Development of performance standards for multi-system shipborne navigation receivers</p> <p>NCSR considered providing draft performance standards for shipborne receiver equipment capable of using either a single radio navigation system or a combination of radio navigation systems; this was broadly supported and those present were invited to submit comments and proposal for NCSR2.</p>
11	<p>Revision of the Guidelines for the on board operational use of shipborne automatic identification systems (AIS)</p> <p>This agenda item was originally progressed by NAV 59 and was passed to NCSR1 for review and finalisation. After a brief discussion, the Sub-Committee decided to refer the finalization of the draft circular to the Drafting Group on the finalization of draft circulars and resolution. The full draft report is still awaited.</p>
12	<p>Developments in maritime radio communication systems and technology</p> <p>MSC 92 had considered matters related to the application of the Iridium mobile-satellite system for recognition and use in the GMDSS and agreed to refer the matter to the NCSR Sub-Committee for evaluation of detailed information under this</p>

Agenda Item	Title
	<p>agenda item.</p> <p>The majority of the delegations supported the evaluation of Iridium for recognition as satellite service provider of the GMDSS and recommended that further technical analysis be undertaken.</p> <p>However, there were those who highlighted other concerns, such as: incompatibility of satellite systems and of equipment requirements under SOLAS chapter IV; additional requirements and equipment for SAR authorities and RCCs, the limitation of the network architecture with regard to the number of accesses to land stations which could affect the effective dissemination of information; and the costs associated with equipment acquisition and transmission of MSI related messages.</p> <p>After an in-depth discussion, NCSR agreed to invite MSC to consider and decide on an independent body to produce a technical and operational assessment of the information of the proposal and provide a report to the NCSR Sub-Committee for evaluation.</p>
13	<p>Review and modernization of the Global Maritime Distress and Safety System (GMDSS)</p> <p>NCSR is considering the definitions of Sea Areas A3 and A4 as more mobile satellite communication systems become available and an option of establishing separate sea areas for satellite systems with regional (A5) and global (A6) coverage. There is a need to approve a definition of sea areas that as simple and understandable as possible.</p> <p>NCSR also considered the need for:</p> <ul style="list-style-type: none"> • all equipment working in the GMDSS to be type approved in order to ensure the integrity of the GMDSS; • further studies of AIS functionality for alerting purposes.
14	<p>Further development of the GMDSS master plan on shore-based facilities</p> <p>NCSR received an update on NAVTEX activities and developments. NCSR considered it of utmost importance that international shipping should be able to determine with ease which NAVTEX stations they should select to receive Maritime Safety Information for a specific area. A full report is available on request.</p>
15	<p>Consideration of operational and technical coordination provisions of maritime safety information (MSI) services, including the development and review of related documents</p> <p>NCSR endorsed the draft MSC circular on the Revised Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI), this sets out the organization, standards and methods which should be used for the promulgation and reception of maritime safety information.</p>
16	<p>Consideration of radio communication ITU-R Study Group matters</p> <p>The following items were considered under this item all of which will be considered by the Technical Working Group at further sessions:</p> <ul style="list-style-type: none"> • the revision of Recommendation ITU-R M.1371-4 on AIS; • finalization of a new recommendation on characteristics of a digital system for broadcasting maritime safety and security-related information from shore to ship in the maritime HF frequency band; • maritime survivor locating systems and devices (man overboard systems), providing an overview of systems and their mode of operation; • AIS VHF data link loading;

Agenda Item	Title
	<ul style="list-style-type: none"> • a system for digital voice communication on MF/HF radio channels of the maritime mobile service for shore-to-ship/ship-to-shore applications; • ongoing consideration of amendments to Recommendation ITU-R M.493-13 on Digital Selective-Calling (DSC) System for use in the Maritime Mobile Service.
17	<p>Consideration of ITU World Radio Communication Conference matters</p> <p>NCSR endorsed the IMO position to be taken at WRC15 in 2015. This among other things will look at</p> <ul style="list-style-type: none"> • retaining 'leap seconds' • regulatory provisions and spectrum allocations to enable possible new Automatic Identification System (AIS) technology applications and possible new applications to improve maritime radio communication • homing signal characteristics for the satellite EPIRB required by SOLAS chapter IV.
18	<p>Consideration of developments in Inmarsat and Cospas-Sarsat</p> <p>NCSR agreed that, during this period, Inmarsat had continued to provide a sufficient quality of service to meet its obligations under the GMDSS.</p> <p>NCSR noted the extension of the closure date for Inmarsat B services until 30 December 2016, which would also apply for Inmarsat M and Inmarsat Mini-M services</p>
19	<p>Development of guidelines on harmonized aeronautical and maritime search and rescue procedures, including SAR training matters</p> <p>NCSR briefly considered the report of the twentieth session of the ICAO/IMO Joint Working Group and noted:</p> <ul style="list-style-type: none"> • The discussion with regard to AIS-SARTs and other devices using AIS technology, including AIS-MOB, and that a proposal would be prepared for consideration by the next session of the JWG • Information provided by the United States on the termination of its shore-based MF communications network from 1 August 2013. • The discussion relating to Electronic Visual Distress Signalling Devices (EVDSD) and that a proposal of a way ahead would be prepared for consideration by the next session of the JWG. <p>The twenty-first session of the JWG was scheduled to take place from 15 to 19 September 2014, at IMO headquarters in London.</p>
20	<p>Further development of the Global SAR Plan for the provision of maritime SAR services, including procedures for routing distress information in the GMDSS</p> <p>This item will concentrate on developing options on how the distribution and communication of SAR information might be improved.</p>
21	<p>Development of amendments to the IAMSAR Manual</p> <p>The latest opportunity to endorse amendments for inclusion in the 2016 edition of the IAMSAR Manual would be NCSR 2, since MSC 95 needed to approve the amendments one year before they would become applicable on 1 June 2016.</p>
22	<p>Development of measures to protect the safety of persons rescued at sea</p> <p>Information was provided on the tragic accidents which happened on 3 October 2013 when a boat carrying migrants from Libya to Italy sank off the Italian island of</p>

Agenda Item	Title
	Lampedusa, with 155 survivors and more than 360 deaths, and on 11 October 2013 when another boat sank within the territorial waters of Malta and at least 34 individuals were later confirmed dead. As a result the IMO Secretariat reactivated the discussion on the development of a draft regional agreement, and an informal meeting between the Member States involved in previous discussions was convened on 20 November 2013. MSC now waits for progress on the matter to be made on a regional basis.
23	<p>Development of a mandatory Code for ships operating in polar waters</p> <p>This item refers to additional equipment required for commercial shipping operating in ice conditions and is not applicable to ISAF</p>
24	<p>Consideration of IACS unified interpretations</p> <p>Nothing of interest to report for ISAF.</p>
25	<p>Biennial agenda and provisional agenda for NCSR 2</p> <p>Date of NCSR2 9 to 13 March 2015.</p>
26	<p>Election of Chairman and Vice-Chairman for 2015</p> <p>NCSR unanimously re-elected Mr. C. Salgado (Chile) as Chairman and Mr. R. Lakeman (Netherlands) as Vice-Chairman for 2015.</p>
27	<p>Any other business</p> <p>NCSR noted the information provided by the United Kingdom on the proliferation of counterfeit nautical charts and publications and providing information and advice on identifying such rogue and potentially unsafe products. Suspect charts and publications can be identified by comparing them against official versions, where variations may be spotted in the look, feel and weight of the product, the colour tone and strength of the ink, the folds on charts and the height and binding quality of publications.</p>

STUART CARRUTHERS
17 SEPTEMBER 2014