

## Report of NCSR 6

Sub-committee on Navigation, Communication and Search and Rescue

16<sup>th</sup> – 25<sup>th</sup> January 2019

International Maritime Organization (IMO), London headquarters

### ITF delegation

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The Sub-committee on Navigation, Communication and Search and Rescue (NCSR) undertakes navigation and communication related issues such as ships' routing measures, ship reporting systems, the long-range identification and tracking (LRIT) system<sup>1</sup>, e-navigation<sup>2</sup> and carriage requirements and performance standards for navigational and communication equipment. In term of Search and Rescue (SAR), the Sub-committee deals with the Global Maritime Distress and Safety System (GMDSS) and service providers. With the advancement of information and communication technologies (ICT), the Sub-committee strives to provide the most appropriate standards to the global maritime sector.

The Sub-committee at this session considered and finalised the following agendas:

- Polar communication and navigation equipment guidance finalised;
- E-navigation further developed;
- LRIT of ships;
- Maritime Safety Information (MSI) and maritime services;
- New performance standards for EPIRBs;
- Modernizing the GMDSS;
- SAR at sea in general;
- New ship routing systems in Indonesia – the Sunda and Lombok Straits - approved; and
- VDR testing guidelines updated.

Three Working Groups (WG), one Drafting Group (DG) and one Expert Group (EG) were established at this session. Outcome of each Group, approved by plenary, are elaborated.

<sup>1</sup> SOLAS ships are obliged to transmit LRIT information for safe navigation and search and rescue pursuant to SOLAS Regulation V/19-1.

<sup>2</sup> Definition: *The harmonized collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment.*



## Working Group on Navigation

### Outcome of the Group

#### Polar communication and navigation equipment guidance

1. Draft guidance for *navigation and communication equipment intended for use on ships operating in polar waters* was finalised. Temperature, mechanical shock testing and how to address ice accretion and battery performance in cold temperatures are addressed.

#### E-navigation further developed

2. A draft MSC circular on *Guidelines for the standardization of user interface design for navigation equipment* was finalised. This Guidelines improves standardisation of systems, compatibility to every equipment and usability. Seafarers to monitor, manage and perform navigational tasks will enhance situation awareness and improve safety of navigation.

3. A draft amendments to *the Performance standards for the presentation of navigation-related information on shipborne navigational displays* (resolution MSC.191(79)), including radar equipment, electronic chart display and information systems (ECDIS) and integrated navigation systems (INS). The implementation date is 1 January 2024 and for all other navigational displays on the bridge is 1 July 2025.

4. The draft the Guidelines for *the presentation of navigational-related symbols, terms and abbreviations* (SN.1/Circ.243/Rev.2) which provide the appropriate use of navigation-related symbols and their presentation.

5. A draft MSC resolution on *Guidance on the definition and harmonization of the format and structure of Maritime Services in the context of e navigation* was drafted to ensure that Maritime Services are implemented internationally in a standardised and harmonised format.

6. A draft MSC circular on *Initial descriptions of maritime services in the context of e-navigation* was drafted. It includes the first intended draft of Maritime Service descriptions and an initial contribution for the harmonisation of their format and structure.

#### LRIT of ships

7. Draft amendments to on *Continuity of service plan for the LRIT system* (MSC.1/Circ.1376/Rev.3) and on *LRIT system – Technical documentation (Part I)* (MSC.1/Circ.1259/Rev.7) were completed.

### Further work

The development and harmonization work related to the definition and structure of maritime services in the context of e-navigation (including vessel traffic services (VTS) information service, maritime safety information (MSI) services, vessel shore reporting, ice navigation, SAR, pilotage and tug services, telemedical assistance, meteorological and hydrographic information, etc. will be considered.



## Working Group on Communications

### Outcomes of the Group

#### MSI and maritime services

1. A new mobile satellite services, Iridium, will be used in the Global Maritime Distress and Safety System (GMDSS) from 1 January 2020, and allow the broadcast of MSI3 to a defined geographical area through those newly recognized services, in addition to the existing Inmarsat services.

With the approval of Iridium, the consequential draft amendments, to be effective from 1 January 2020, to MSI related instruments are: *International SafetyNET Manual* (MSC.1/Circ.1364/Rev.1), *Promulgation of maritime safety information* (resolution A.705(17), as amended), *World-Wide Navigational Warning Service* (resolution A.706(17), as amended) and *IMO/WMO Worldwide Met-Ocean Information and Warning Service guidance document* (resolution A.1051(27)).

#### New performance standards for EPIRBs

2. The draft performance standards for float-free emergency position-indicating radio beacons (EPIRBs) operating on 406 MHz was finalised. Particularly, EPIRBs will be provided with an Automatic Identification System (AIS) locating signal.

#### Modernising the GMDSS

3. The modernisation aims to update the provisions, including allowing for the incorporation of new satellite communication services. The Sub-committee continued developing a set of draft amendments to SOLAS Chapter III *Life-saving appliances and arrangements* and IV *Radiocommunications* for adoption in 2022 and entry into force in 2024.

## Working Group on Search and Rescue

### Outcomes of the Group

1. The revised model course on *SAR Mission Coordinator* (IAMSAR Manual Volume II) was validated.
2. An updated SAR.7 circular on *List of documents and publications* which should be held by a Maritime or Joint Rescue Coordination Centre was approved.
3. A review of model courses 3.13 on *SAR Administration* (IAMSAR Manual Volume I) and 3.15 on *SAR On-scene Coordinator* (IAMSAR Manual Volume III) have been initiated.

### Further work

The ITF is a member of a Correspondence Group on model course 3.15 review.

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<sup>3</sup> includes navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships.



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**Insights to note**

The utmost profound connection with NSCR and maritime workers is that this sub-committee is a distinctive body which considers all matters from navigation to distress and SAR operations. Seafarers should realise that a rapid current of implementation of new technologies for such operations on board is happening to improve safety aboard. On the other hand, this transition will bring the recognition of e-certificates much faster as well as the updated education and training requirements for workers.

\*Aforementioned IMO documents can be provided if requested.