

NCSR 6 REPORT

Sixth session of the Sub-Committee to be held at IMO Headquarters, 4 Albert Embankment, London, SE1 7SR, from Wednesday, 16 to Friday, 25 January 2019

The Secretary General opened the Meeting and his full address is at although there were no specific points to note for IFSMA:

<http://www.imo.org/en/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings>

1. Agenda Item 1 - Adoption of the agenda

- a. The Following Groups will be formed
 - i. WG1 Navigation Working Group – Agenda Items 4, 7, 8, 10. Paul Owen agreed to attend this WG on behalf of IFSMA to cover Agenda Item 12.f below. **The Report of the WG is at NCSR 6/WP.4** for details and includes a brief report on 12.f below which was importantly linked with IFSMA intervention in support of CAMMS AIS/AMRDs report to IFSMA. IFSMA will coordinate a joint Paper with ITF on Proliferation of AIS and its further regulation for MSC101. A number of Nations are considering co-sponsoring along with ICS, IALA, CIRM et al. The use of AMRDs will be significant to try and halt the unfettered explosion of AIS for use in areas for which it was never intended, as being reported by Members of CAMMS and others.
 - ii. WG2 Communications Working Group – Agenda Items 9, 11, 12, 14, 15. This is a Radio Communications Technical Group and not of interest for IFSMA other than for the IALA Paper 6/12/5 and 6/12/9. IALA and CIRM have both agreed to look after our interests in support of CAMMS concerns over AIS/AMRDs on Fishing nets/year – see i. above. Importantly, WG1 and WG2 had a combined meeting to agree on this issue. **The Report of WG2 can be found at NCSR 6/WP.5** for details and also includes a report of the joint WG1 and WG2 meeting is at Paras 36 – 40.
 - iii. WG3 SAR Working Group – Agenda Items 14, 16, 17. **The Report of the WG is at NCSR 6/WP.6** for further details. There were no significant issues to report for IFSMA.
 - iv. EG Experts Group on Ships' Routing – Agenda Item 3 – **Report of the EG is at NCSR 6/WP.7** for further details - see Sub Para 3.h below.
 - v. DG Drafting Group to be decided – Agenda Item 9 – **This Group was subsumed into WG2 and nothing significant to report.**

2. Agenda Item 2 - Decisions of other IMO bodies

- a. NCSR 6/2 and – Sec – Outcome of MSC 99, C 120
- b. Outcomes will be introduced during the relevant Agenda Items.
- c. **Nothing Significant to report for IFSMA**

3. Agenda Item 3 - Routing measures and mandatory ship reporting systems

- a. NCSR 6/3 – Sec - Early submission of proposals for ships' routing systems and ship reporting systems – **The proposed Circular was based on the decisions taken at NCSR 5. This is an excellent idea that will reduce the time of the WG**

and that of Plenary to consider the Measure.

- b. NCSR 6/3/1 – France and UK - Consequential amendments arising from the termination of the existing voluntary ship reporting system MAREP in the English Channel and Dover Strait. **IFSMA Can support this as there are now Mandatory reporting Systems in place making for improved Safety in the English Channel and Dover Straits.**
- a. NCSR 6/3/2 – France - Revocation of SN/Circ.232 on Traffic separation scheme off Ushant, associated inshore traffic zone, and Passage de Fromveur, Chenal du Four, Chenal de la Helle and Raz de Sein. **IFSMA should have no objection to this proposal.**
- b. NCSR 6/3/3 – Indonesia - Establishment of a new traffic separation scheme and associated routing measures in the Sunda Strait, Indonesia. **Forwarded to the EG for further consideration and finalisation.**
- c. NCSR 6/3/4 – Indonesia - Establishment of a new traffic separation scheme and associated routing measures in Lombok Strait, Indonesia. **Forwarded to the EG for further consideration and finalisation.**
- d. NCSR 6/3/5 – Brazil – Proposal for the establishment of an area to be avoided off the Brazilian southeast coast – **Brazil will submit a revised proposal at NCSR 7.**
- e. NCSR 6.Inf 2 – Canada – Information on the nationally established traffic separation scheme (TSS) within the internal waters of Canada - Vancouver and approaches traffic separation scheme, off the Strait of Georgia – **Useful Information**
- f. NCSR 6.Inf 7 – Japan – Result of the questionnaire survey on the recommended route "off the western coast of Izu O Shima Island" – **Info only**
- g. NCSR 6.Inf 19 – Indonesia – Datum reference status and provision of modern nautical charts covering Indonesian archipelagic sea lanes
- h. **The Chair of the EG submitted his report. The EG had recommended the acceptance of all the Routing Measures submitted, including some modifications by the submitting Nations, and recommended they all be forwarded to MSC 101 for adoption. See NCSR 6/WP.7 for further details.**

4. Agenda Item 4 - Updates to the LRIT system – WG1

- a. NCSR 6/4 – Sec – Developments on LRIT since NCSR 5. **Nothing significant to report for IFSMA**
- b. NCSR 6/4/1– IMSO – Summary audit reports of LRIT Data Centres and the International LRIT Data Exchange - **Nothing significant to report for IFSMA**
- c. NCSR 6/4/2 – IMSO – Performance of the LRIT system and recommendations by the LRIT Coordinator - **Nothing significant to report for IFSMA**
- d. NCSR 5/4/3 – Brazil – Test results, analysis and suggestion for the implementation of amendments related to the change of periodic rate of transmission feature -**Nothing significant to report for IFSMA.**
- e. NCSR 5/4/4 – IMSO – Draft amendments to MSC.1/Circ.1412/Rev.1 - **Nothing significant to report for IFSMA.**
- f. NCSR 5/Inf.6 – EC– Status of the International LRIT Data Exchange system
- g. NCSR 5/Inf.16 – IMSO - Scale of charges to be levied by the LRIT Coordinator during 2018 - **Above 2 Papers Information only. Nothing significant for IFSMA**

5. **Agenda Item 5 - Application of the "Indian Regional Navigation Satellite System (IRNSS)" in the maritime field and development of performance standards for shipborne IRNSS receiver equipment**
 - a. No Papers submitted and nothing significant to report.

6. **Agenda Item 6 – Revised 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 (2.20)**
 - a. No Papers submitted and nothing significant to report.

7. **Agenda Item 7 - Guidelines on standardized modes of operation, S-mode – WG1**
 - a. NCSR 6/7 – Aus – Report of the Correspondence Group – Nothing Significant for IFSMA in the CG Report. The name of the Guidelines has been changed from *Guidelines on standardized modes of operation, S-Mode*, to the *Guidelines for the standardization of user interface design for navigation equipment*. This report forwarded to the WG for consideration.
 - b. NCSR 6/7/1 – Aus and IEC – Comments on document NCSR 6/7 – Icons for control of chart display functions – This paper will be forwarded to the WG for further consideration.
 - c. NCSR 6/7/2 – CIRM and Nautical Institute – Comments on document NCSR 6/7 – Proposes that “Where appropriate and practical, a brief explanation of the purpose of an icon should be easily obtainable by the user.” – This was supported and forwarded to the WG for inclusion in the Guidelines.
 - d. NCSR 6/7/3 – ICS - Comments on document NCSR 6/7 – Forwarded to the WG
 - e. NCSR 6/Inf.13 – Republic of Korea – Practical user interface test methods for standardization and improvement of navigation equipment

8. **Agenda Item 8 - Develop guidance on definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs) - WG1**
 - a. NCSR 5/8 – Sec – Report of the second meeting of the IMO/IHO Harmonization Group on Data Modelling (HGDM) -This is work initiated through the e-navigation concept. It has the potential to provide bridge crews with access to useful and important information, but it, if not carefully controlled, could lead to more reporting for them. There are 16 Maritime Services being processed now, and at the moment, I think it looks promising. Emphasis is placed on what will be sent from VTS, port and the like, some will be automated to/from ship/shore and that is positive.
 - b. NCSR 6/8/1 - IMHA - Requirement for telemedicine services – A good idea and supported
 - c. NCSR 6/8/2 – IHMA – Input from IHMA on Maritime Service 4 – IFSMA supported the proposal to retitle "Local Port Services" as "Port Call Support Service" to avoid conflict with existing usage.
 - d. NCSR 6/8/3 – Japan - Comments on document NCSR 6/8 – Nothing to report for IFSMA at this stage.
 - e. NCSR 6/INF.18 – China – Ship-side e-navigation testbed - Info only and Nothing significant to report for IFSMA

9. Agenda Item 9 - Updating of the GMDSS master plan and guidelines on MSI (maritime safety information) provisions WG2/DG – There was nothing of significance to report for IFSMA in any of these Papers.

- a. NCSR 6/9 – Sec - Introduction of the new GISIS GMDSS Master Plan module
- b. NCSR 6/9/1- IHO – Outcome of the tenth session of the IHO World-Wide Navigational Warning Service Sub-Committee (WWNWS-SC)
- c. NCSR 6/9/2 – the Chair, International SafetyNET Coordinating Panel, WMO and IHO - Review of International SafetyNET Coordinating Panel terms of reference and authorization and certification process
- d. NCSR 6/9/3 – Chairs of IHO World-Wide Navigational Warning Service Sub-Committee (WWNWS-SC) and Joint WMO-UNESCO IOC Technical Commission for Oceanography and Marine Meteorology (JCOMM) World-Wide Met-Ocean Information and Warning Service Committee (WWMIWS-C) - Revision of Promulgation of maritime safety information (resolution A.705(17), as amended)
- e. NCSR 6/9/10- IMSO – Comments on document NCSR 6/9/3 (revision of resolution A.705(17))
- f. NCSR 6/9/4 – the Chair of WWNWS-SC - Revision of IMO/IHO World-Wide Navigational Warning Service guidance document (resolution A.706(17), as amended)
- g. NCSR 6/9/5 – WMO - Revision of IMO/IHO World-Wide Navigational Warning Service guidance document (resolution A.706(17), as amended)
- h. NCSR 6/9/12- USA – Comments on documents NCSR 6/9/3, NCSR 6/9/4 and NCSR 6/9/5
- i. NCSR 6/9/11- IMSO – Comments on document NCSR 6/9/5 (revision of resolution A.1051(27))
- j. NCSR 6/9/6- UK – Fleet Safety addition to the International SafetyNET Manual (MSC.1/Circ.1364/Rev.1)
- k. NCSR 6/9/7- Chair of the International NAVTEX Coordinating Panel - Promulgation of Maritime Safety Information – NAVTEX Service
- l. NCSR 6/9/8- WMO – Update on the Worldwide Met-Ocean Information and Warning Service (WWMIWS)
- m. NCSR 6/9/9- USA – Development of an Iridium EGC Manual
- n. NCSR 6/INF.17 – USA – Development of an Iridium EGC Manual

10. Agenda Item 10 - Consequential work related to the new Polar Code WG1

- a. NCSR 5/10 – Germany – Report of the Correspondence Group Draft general guidance for navigation and communication equipment intended for use on ships operating in polar waters – **The report was accepted by the Sub Committee apart from the proposal to include the use of Echo Sounders with a forward looking capability and the inclusion of Ship Security Alert Systems (SSAS) as requested in Para 23.3 and 23.4. The Paper was forwarded to the Working Group for preparation of the Guidelines.**

11. Agenda Item 11 - Revision of SOLAS chapters III and IV for Modernization of the Global Maritime Distress and Safety System (GMDSS), including related and

consequential amendments to other existing instruments **WG2 – Nothing of significance to report for IFSMA in the below Papers which will all be forwarded to the WG for consideration. The papers were not introduced in Plenary but discussed if delegations had pertinent comments.**

- a. NCSR 6/11 – USA - Report of the Correspondence Group on the Modernization of the GMDSS
- b. NCSR 6/11/4 – Japan – Comments on the Report of the Correspondence Group on the Modernization of the GMDSS
- c. NCSR 6/11/5 – UK - Comments on the Report of the Correspondence Group on the Modernization of the GMDSS
- d. NCSR 6/11/6 – Germany - Comments on the Report of the Correspondence Group on the Modernization of the GMDSS
- e. NCSR 6/11/1 – Germany – First draft revision of resolution A.806(19)
- f. NCSR 6/11/2 – France – Comments on the report of the 14th meeting of the Joint IMO/ITU Experts Group on Maritime Radiocommunication Matters
- g. NCSR 6/11/3 – IMSO – Considerations on current practice and the history of charging exemptions for certain classes of maritime radio traffic

12. Agenda Item 12 - Response to matters related to the Radio-communication ITU-R Study Group and ITU World Radio-communication Conference - **WG2 (and WG1 for sub para 12.f below)**

- a. NCSR 6/12 – Sec - Report of the fourteenth meeting of the Joint IMO/ITU Experts Group on Maritime Radio-communication matters. Including information on Revision of SOLAS chapters III and IV for Modernization of the Global Maritime Distress and Safety System (GMDSS), including related and consequential amendments to other existing instruments (agenda item 15) **Nothing significant to report**
- b. NCSR 6/12/1 – Sec – Liaison statement from ITU-R WP 5B Characteristics and protection criteria for aeronautical and maritime systems – **Nothing significant to report for IFSMA**
- c. NCSR 6/12/2 – Sec – Liaison statement from ITU-R WP 5D Possible interference of terrestrial mobile communications with L-band maritime satellite communications **Nothing Significant to report for IFSMA.**
- d. NCSR 6/12/3 –Sec – Liaison statement from ITU-R WP 4C Adjacent band compatibility studies of IMT-Advanced systems in the mobile service in the band below 1 518 MHz with respect to MSS systems operating in 1 518-1 559 MHz. **Nothing Significant to report for IFSMA.**
- e. NCSR 6/12/4 – Sec – Liaison note from IALA – Proposed agenda items for WRC-23
- f. NCSR 6/12/5 – IALA – Differentiation between an Aid to Navigation, Mobile Aid to Navigation and Autonomous Maritime Radio Device. **IFSMA intervened in support**

Thank you Chair. IFSMA is in strong support of line taken by IALA in this Paper. IFSMA is increasingly being informed by its members that in recent years we have seen the enormous proliferation of AIS or AMRDs on Fishing Buoys and nets in various parts of the world as well as the generation of false Fishing Vessels operating in the vicinity of these Fishing buoys or nets which is not only causing

confusion to the mariner, but increasingly causing dangerous situations which actually would not otherwise exist without AIS or AMRDs. The use of these beacons needs to be controlled and better regulated. Whilst the confusion they cause can often be avoided by better use of raw radar and visual lookout, this is often not the case in poor weather and high clutter environments.

- g. This intervention was supported by a number of delegations including China and France et al and will be taken into account at the Working Group. There will be a combined meeting of Working Group 1 and 2 to discuss this issue on Fri 18th – a good result! I also spoke to the chair of the Working Group who understand my Intervention and will ensure it is taken into consideration.
- h. **Note that IFSMA Sec Gen will work with Captain George Quick (CAMMs and ITF) to develop a Paper for a new output at MSC 101 in June 2019 if we can get a National Delegation to sponsor. If not we will issue an Information Paper to raise awareness of the issue.**
- i. **Report from WG1 relevant to this Item**
 - i. Working Group 1 (Navigation) met with Working Group 2 (Communications) at 09:00 on Friday 18th January to jointly consider the question of Autonomous Maritime Radio Devices (AMRD). The problem identified, for example, is that these devices are often fitted by fishermen to their nets so they can more easily locate their nets later, the difficulty is that these AMRD devices can also be picked up by the mariner with the potential to cause considerable confusion in high density fishing areas. The matter was referred to IMO by the ITU-R Working Party 5B. See IMO Paper NCSR 6-12-9, in particular the final page of this document where it is intended to separate AMRD into two groups, A & B, where Group A devices would be visible to the mariner and Group B would not. In particular the NCSR Working Groups debated the final note in the paper which reads “Note: For certain applications Group B AMRD can be elevated to Group A under different conditions and scenarios as determined by Administrations”. IFSMA supported the Canadian intervention and stated that the mariner needs to know which AMRD to expect when entering an area, and for Administrations to decide unilaterally which devices to elevate to Group A was not satisfactory.
- j. NCSR 6/12/6 –Sec – Liaison statement from ITU-R WP 5B Problem related to freeform numbering of location aid devices (AIS-SART, MOB, EPIRB-AIS) **Nothing Significant to report for IFSMA.**
- k. NCSR 6/12/7 – Sec – Liaison statement from ITU-R WP 5B Draft revision of Recommendation ITU-R M.493-14 – Digital selective-calling system for use in the maritime mobile service **Nothing Significant to report for IFSMA.**
- l. NCSR 6/12/8 – Sec - Liaison statement from ITU-R WP 5B Revision of Recommendation ITU-R M.1371-5 – Technical characteristics for an automatic identification system using time division multiple access in the VHF maritime mobile frequency band. **To be sent to WG1 for the combined meeting. Nothing Significant to report for IFSMA.**
- m. NCSR 6/12/9 – Sec – Liaison statement from ITU-R WP 5B Autonomous

maritime radio devices (AMRD) This Paper will also go to WG1 for consideration for the combined meeting. See IALA Paper above.

- n. These Papers will all be referred to WG2 for consideration and preparation of a liaison Statement and WG1 where indicated for the coordinated meeting on Fri 18th.

13. Agenda Item 13 - Measures to protect the safety of persons rescued at sea

- a. No Papers submitted under this Item and nothing significant to report.

14. Agenda Item 14 - Developments in GMDSS satellite services (NCSR 6/14/2 only)

WG2 - Nothing significant to report for IFSMA in the Papers

- a. NCSR 6/14 – IMSO – Interoperability issues between recognized mobile satellite systems in the GMDSS
- b. NCSR 6/14/1 – Cospas Sarsat Secretary – Status of the Cospas-Sarsat Programme
- c. NCSR 6/14/2 – IMSO – Considerations on monitoring MSI broadcasts over satellite systems
- d. NCSR 6/14/3 – China – Status and plans of BDMSS for recognition and use in GMDSS
- e. NCSR 6/INF.3 – IMSO – Interoperability issues between recognized mobile satellite systems in the GMDSS

15. Agenda Item 15 - Revised Performance Standards for EPIRBs operating on 406 MHz (resolution A.810(19)) to include Cospas-Sarsat MEOSAR and second generation beacons WG2

- a. NCSR 6/15 – USA - Proposal to update resolution A.810(19)
- b. Nothing significant of interest to report for IFSMA – Technical in nature. The USA stated that there were some errors in their Paper which did not reflect some amends discussed in previous meeting and would therefore submit a revised Paper to the Working Group for consideration. It was agreed that this would be forwarded to WG2 for consideration.

16. Agenda Item 16 - Further development of the provision of global maritime SAR services WG3 - These are Information Papers only and nothing significant of interest to IFSMA

- a. NCSR 6/Inf.11 – Italy – Mediterranean maritime search and rescue conference
- b. NCSR 6/Inf.17 – IMRF – Summary report on the activities of IMRF

17. Agenda Item 17 - Guidelines on harmonized aeronautical and maritime search and rescue procedures, including SAR training matters WG3

- a. NCSR 6/17 – Sec – Report of the twenty-fifth meeting of the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue, Including information on: Revision of SOLAS chapters III and IV for Modernization of the Global Maritime Distress and Safety System (GMDSS), including related and consequential amendments to other existing instruments (agenda item 11); Revised Performance Standards for EPIRBs operating on 406 MHz (resolution A.810(19)) to include Cospas-Sarsat

MEOSAR and second generation beacons (agenda item 15); Further development of the Global SAR Plan for the provision of maritime SAR services (agenda item 16); and Amendments to the IAMSAR Manual (agenda item 18) **Nothing of interest to report for IFSMA from this Meeting nor in the Papers below unless otherwise indicated. All the Papers to be forwarded to the SAR WG for further consideration.**

- b. NCSR 6/17/1 – Sec – Report of the Review Group on the draft revised model course 3.14 on SAR Mission Coordinator (IAMSAR Manual, Volume II)
- c. NCSR 6/17/2 – Sec – Draft revision of the SAR.7 circular – List of documents and publications which should be held by a Maritime or Joint Rescue Coordination Centre
- d. NCSR 6/17/3 – USA – Update on implementation of the Global Aeronautical Distress and Safety System (GADSS) functions
- e. NCSR 6/17/4 – Turkey – Comments on the Report of the twenty-fifth meeting of the ICAO/IMO Joint Working Group on Harmonization of Aeronautical and Maritime Search and Rescue. **2 new interesting search Patterns which will be sent to the SAR WG for consideration**
- f. NCSR 5/Inf.8 – IALA – Information on the detection by night vision devices of Marine Aids to Navigation fitted with light emitting diode (LED) light sources

18. Agenda Item 18 - Amendments to the IAMSAR Manual WG3

- a. **No documents submitted and nothing significant to report.**

19. Agenda Item 19 - Unified interpretation of provisions of IMO safety, security, and environment-related conventions

- a. NCSR 6/19 – IACS – Ships intended to operate in low air temperature in polar waters – capabilities of survival craft and rescue boat communication equipment – **A Paper of interest and relevant for Agenda Item 10 and WG1 – This Paper should be forwarded to WG1 for consideration and inclusion in the Polar Code and Guidelines.**
- b. NCSR 6/19/1 – CIRM – Battery validity dates for survival craft portable two-way VHF radios – **This Paper was forwarded to WG2 for consideration on how to proceed with this recommendation and whether it should have a wider application e.g Batteries in EPIRBs etc.**

20. Agenda Item 20 - Biennial Agenda and Provisional Agenda for NCSR 6 - No Paper submitted.

21. Agenda Item 21 - Election of Chair and Vice-Chair for 2019

- a. Greece proposed, seconded by Columbia, that the current chair since 2016, Mr. Ringo Lakeman (Netherlands), be re-elected and
- b. United Arab Emirates proposed, seconded by Morocco, that the current Vice-Chair since 2016, Mr. N. Clifford (New Zealand), be re-elected.

22. Agenda Item 22 - Any other business – Nothing of significance for IFSMA in the below Papers for this Agenda Item

- a. NCSR 6/22 – Sec – Liaison statement from ITU-T Study Group 20 Requirements

- of smart management of supply services in smart port
- b. NCSR 6/22/1 – IACS – Testing of float-free recording medium capsules – **This Paper was supported and sent to WG1 for detailed discussion and provide advice to Plenary as appropriate.**
 - c. NCSR 6/22/2 – IEC – Progress on standards development by IEC
 - d. NCSR 6/22/3 – Ukraine – Conduct of search and rescue operations in the maritime areas adjacent to the temporarily occupied Autonomous Republic of Crimea and the city of Sevastopol, Ukraine
 - e. NCSR 6/22/4 – Russian Federation – Comments on document NCSR 6/22/3
 - f. NCSR 6/Inf.9 – Germany – Information on the twenty-fifth meeting of the Baltic/Barents Sea regional cooperation on matters relating to NCSR (BBRC)
 - g. NCSR 6/Inf.10 – IMPA – Improved safety of pilot transfer arrangements
Results of Safety Campaign/Survey
 - h. NCSR 6/Inf.14 – USA – Report on the activities of the Amver Program

23. Agenda Item 23 - Report to the Maritime Safety Committee

- a. **Nothing significant to report other than in the specific points highlighted above in the Agenda Items.**