

**INTERNATIONAL MARITIME ORGANISATION****REPORT to World Sailing on IMO NCSR 7 (Navigation, Communications, Search Rescue)**, London 15-24 January 2020.

Attended by Alan Green and Elena Matzaridou.

The official IMO report NCSR 7/WP.1 is on the IMO website. The following highlights items of interest to World Sailing. Para numbers refer to the IMO Report.

**2.3 2.4 Lost containers at sea** “presented a real danger for international shipping”. Member states and international organizations were invited to submit proposals for a relevant new output to MSC 102. *(MSC 102 is 13-22 May. If the unplanned output timescale applies this means a submission must be lodged by ca 12th February. David has done work on this and might wish to comment).*

**3.3 Proposed revisions to TSSs** at Great Barrier Reef, Torres Strait; off Norway, Poland, Ushant - sent to Experts Group for consideration and finalization. *(Usually these revisions don't affect WS but we might want to copy MNAs. Note that the Experts Group is a new creation chaired by Mr G Detweiler of USA).*

**4 LRIT** – no interest to WS

**5 Indian Regional Navigation Satellite System IRNSS** to be recognized as part of the worldwide radionavigation system.

**6 Japanese Regional Navigation Satellite System QZSS** to be recognized as part of the worldwide radionavigation system.

**7 Revision of Guidelines for VTS** agreed that services including VTS beyond the territorial seas of a coastal State may be established on the basis of voluntary participation: legal advice being sought –Annexed Guidelines include: “4.5 A VTS may be established beyond the territorial seas of a coastal State to provide information and advice on the basis of voluntary participation.” *(I was not sure how contracting governments will decide which may operate a VTS over which piece of international water – watch this space!)*

**8 Descriptions of Maritime Services** in the context of e-navigation – *(nothing of concern for WS)*

**9 NAVTEX** coordinating panel chair is now N Salter of UK. Service providers requested to ensure transmissions did not over-run their allocated 10-minute slots, also to ensure NAVTEX is not used for “inappropriate messages”. NAVTEX service now available in Canada.

**Integration of Iridium** into the GMDSS and dissemination of MSI, was well advanced. *(Good for oceanic sailors as many use Iridium phones)*

**10 Safety of Non-SOLAS ships in Polar waters.** Submissions had been entered by CAN CHILE FRA Marshall Islands NZL NOR FOEI WWF and the Pacific Environment, Antarctic and Southern Ocean Coalition. *(Nothing finalized though a number of essentially commonsense measures were proposed to extend to ships of a specific minimum tonnage (may be 500 grt, well above the WS likely maximum). A correspondence group is to progress this under NZL whose lead official is Ian Lancaster. I spoke with Ian who assured me that the thrust of their submission is to strongly encourage practical pragmatic measures, using the status of “Code” meaning guidelines wherever possible, though some measures may be called for as mandatory under SOLAS Chapter V all ships on all voyages. I also spoke to Rakesh Pandit (UK) who would like to keep in touch with WS on this, and to Vladimir Kuzmin, expected to be the RUS representative on the correspondence group and who also would like to keep in touch with WS. In the immediate term I offered my email address to Ian Lancaster as WS representative and am willing to co-ordinate WS input to the correspondence group, if WS would like me to do this. I took the view that there is much more concern over fishing vessels in Polar waters than there is for the occasional yacht).*

**11 Revision of SOLAS Chapters III & IV for GMDSS modernisation**

*(Elena notes: As per my previous email, during the Group’s discussion on item 11, there was a consideration regarding the participation of Non-SOLAS ships to GMDSS. The Chair stressed that this matter should be revised and generally updated and he assigned a task to France and Germany to prepare a draft to this direction. However this discussion is not reflected/recorded on WP5).*

**12 AIS MOB devices** using AIS1 and AIS2 frequencies but without DSC alerting – A decision at NCSR 6 was confirmed making the status of this equipment that of an AMRD (Autonomous Marine Radio Device).

**12.13 Electromagnetic interference (EMI) from LED lighting** systems etc.

*(Elena notes: With interest to World Sailing, this item raised great considerations to the Group. See attached copy of paragraphs 52-58 of WP5 report, describing these considerations in detail. The Chair of NCSR Sub-Committee invited Member States and organisations to submit contributions of this issue to the Experts Group 16, taking place 6-10 July 2020).*

**12.23 Interference with L-band** comms *(Not an issue of concern to WS)*

**16.4, 16.6 Autonomous distress tracking (ADT) of a/c in flight** – a new system to enable distressed aircraft to locate/alert ships (Location of an Aircraft in Distress Repository – LADR) via GMDSS - Sub-Committee noted urgent need for an electronic document defining maritime SAR regions and contact points. *(Of only passive interest to WS – one hopes!)*

18.4 **battery validity dates** for survival craft portable 2-way VHF – agreed interpretation of annex to NCSR 7/18/1- essentially that **expiry date** = (date of manufacture of the cells within the battery + shelf life). The interpretation is specific to this equipment but the principle is the same as that commonly used in other marine equipment to determine battery life.

20.10 **NCSR 8 (next meeting of NCSR)** expected 10-19 February 2021

22.20 **AOB** – noted a preliminary report from a WMO/IMO international **symposium on Extreme Maritime Weather**: towards Safety of Life at Sea and a Sustainable Blue Economy - held 23-25 October 19. *(In my view WS should maintain close interest in developments in ocean wave, ice, and weather forecasting discussed at this symposium. In 2020 the International Association of Oil and Gas Producers IOGP plans to hold a seminar on Tropical Cyclones, and the WMO/IMO symposium on Extreme Maritime Weather may be repeated in 2021. Perhaps we can persuade one or another oceanic sailing weather routers –eg, in the UK, Chris Tibbs, – to attend and report to WS.)* (see NCSR 7/INF.12.)

22.23 **AMVER** (NCSR 7/INF.19) annual report noted. *(AMVER – Automated Mutual assistance Vessel Rescue – has been in operation for 61 years, run by the US Coastguard. The AMVER HQ collects daily positions from ships that participate voluntarily and can give an immediate SURPIC (plot of nearby AMVER ships) to assist an SAR authority. In one of the round-the-world races with which I was involved the MRCC concerned used such a SURPIC and as a result a tanker diverted and effected a prompt rescue in a remote part of the Southern Ocean. Although there are now other ways to find out the whereabouts of vessels that might assist a casualty, AMVER remains a valuable resource.)*

**Extract from WP5 report – see 12.13 above** noted by Elena.

52 The Group considered documents NCSR 7/12/1 and NCSR 7/12/9 relating to the electromagnetic interference (EMI) effects of light-emitting diode (LED) lighting systems and the impact on maritime safety.

53 The Group noted with great concern that not only LED lighting systems could cause EMI, but that any other electronic device equipped with a switch-mode power supply could potentially cause interference. In that respect, the outage of GPS receivers on board vessels has already been reported.

54 The Group further noted that also electronic devices which might not fall under maritime regulation could cause EMI, e.g. power supplies for the personal devices of seafarers, such as laptop computers.

55 The delegation of the United States advised that, under the auspices of RTCM, a dedicated committee had been created (SC137), dealing with LED interference. Currently, that committee was in the process of collecting information and gathering relevant technical standards (such as ETSI standards) in order to study the situation on a worldwide basis and to prepare a regulatory solution. The delegation also offered to provide further information to the meeting of EG 16.

56 During the ensuing discussion, the Group noted the view that in practice it might be difficult to obtain authoritative measuring results on board vessels, and that legal implications might result from this.

57 The Group also noted the proposal that the current standards regime, as laid down in the IEC standards, needed further consideration in order to not duplicate provisions which might already exist.

58 However, the Group agreed that the current situation needed to be improved and concluded that interested parties should submit relevant contributions to EG 16.

*end*

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