

# **IALA report on IMO NCSR 10**

**10 – 19 May 2023, IMO HQ, London UK**

## **1. Summary**

The 10th session of the IMO NCSR was held at IMO HQ London from 10 to 19 May 2023, chaired by Mr N. Clifford (New Zealand), supported by the vice-chair, A. Schwarz (Germany). The IALA delegation was headed by the Minsu Jeon, Thomas Southall, and Stefan Bober.

IALA had submitted five papers and all of the documents were considered and acted upon during the meeting.

- NCSR 10-7 - Harmonization of identifiers using maritime resource names (IALA)
- NCSR 10-7-1 - Proposals for new and updated Maritime Services descriptions (IALA)
- NCSR 10-21 - Amendments to the guidance to the Auditor's Manual for the IMO Member State Audit Scheme (IALA)
- NCSR 10-INF.2 - New revision of IALA Guideline G1117 on VHF Data Exchange System (VDES) Overview (IALA)
- NCSR 10-INF.10 - IALA workshop on Digital maritime communication (IALA)

IALA representatives made a presentation on the harmonisation of the maritime resources and it was well accepted by some of the member states and international organisation. The file can be found at IMO DOCS\_NCSR10\_VP.IALAPres - Harmonization Of Identifiers Using Maritime Resource Names (Mrn) (IALA).

## **2. Maritime Services description**

Under the agenda on consideration of description of maritime services in the context of e-Navigation, there were contribution from FAL committee and 3 input papers including one from IALA and two from WMO submitted to the meeting.

IALA submitted a proposal (NCSR 10-7-1) to amalgamate the MS 1,2 and 3 into one VTS service and adding a new description on aids to navigation in the list of descriptions and the draft for the revision of MSC.1/Circ.1610 has been finalised. WMO proposals have been adopted to the draft. The updated MS 8 will be transferred to FAL for further consideration.

- MS 1 – Vessel traffic service (VTS) - Revised
- MS 2 – Aids to navigation services (AtoN) - New
- MS 3 – deletion
- MS 8 – Vessel shore reporting – for FAL review

## **3. Maritime Resource Names (MRN)**

NCSR noted the document from IALA (NCSR 10/7) highlighting the need for harmonization of identifiers in the maritime domain using maritime resource names and encouraging maritime stakeholders, including IMO Member States, to apply maritime resource names in areas of their own domains. And the meeting

noted a proposal for the development of an MSC circular to provide guidance to Member States on the use of maritime resource names, invited interested Member States and international organizations to submit detailed proposals to a future session.

And IALA representatives made a presentation at the plenary on 11 May and it was well accepted by many of the participants.

#### **4. IMSAS auditor's manual update**

NCSR considered the input paper from IALA (NCSR 10/21) on proposed amendments to the guidance related to VTS and AtoN contained in the Auditor's Manual for the IMO Member State Audit Scheme (Circular Letter No.3425 and corrigendum, annex 3, part 1).

NCSR noted the information provided by IALA and the Secretariat that III 9 would be considering the draft III Code Implementation Guidance for finalization (documents III 8/9 and III 9/9) and there would be the opportunity during III 9 to look at the IALA proposal for inclusion therein. Accordingly, the Group reviewed the draft text of the guidance material set out in the annex to document NCSR 10/21 and confirmed the accuracy of technical contents therein, with the exception of a few minor editorial issues which should be addressed by the Secretariat when this was conveyed to III 9 and finalized.

#### **5. ECDIS Route exchange**

NCSR approved, for adoption by MSC, a revision of resolution MSC.530(106) on Performance standards for electronic chart display and information systems (ECDIS) introducing new ECDIS functionalities for a standardized digital exchange of ships' route plans between ships and shore-based authorities.

The implementation of the new functionalities will be aligned with the implementation dates set out in the ECDIS Performance Standards which introduced, in particular, the application of new IHO Data Standards and product specifications (S-98, S-100 and S-101) with regard to ECDIS equipment installed on or after 1 January 2029 and, optionally, for equipment installed after 1 January 2026 and before 1 January 2029.

#### **6. Amendments to SOLAS IV and V and performance standards on VDES**

NCSR10 considered the development of amendments to SOLAS IV and V and performance standards on VDES as instructed by MSC 103.

NCSR 10 agreed that amendments to SOLAS chapter V should be prioritized for finalization at NCSR 11 while undertaking in parallel a technical, regulatory and operational analysis of VDES and its communication component. If needed future work could continue by expanding the scope to introduce the system for wider application including the communication components under GMDSS, with a view to further development of amendments and associated guidelines for 2032 SOLAS amendment. Concerns were raised by MSI providers (WMO and IHO) that, having to make another new system available for MSI when there was no imminent prospect of VDES being used by coastal States would not be appropriate. It was noted that IMO should be proactive in ITU's WRC for the work to secure the maritime community's need and requirements over VDES as a communication tool within the scope of chapter IV.

A correspondence group, under the coordination of Japan has been established to undertake a technical, regulatory and operational analysis of VHF data exchange system (VDES) and its communication

component. The CG shall prepare draft amendments to SOLAS chapter V, taking into consideration the possible substitution of the mandatory carriage requirement of AIS by the AIS component of the VDES and develop draft amendments to SOLAS chapter IV if time permits.

## **7. Revision of ITU-R M.1371-5**

The Group considered, in consultation with navigation and search and rescue experts, the report of the Correspondence Group on the Revision of Recommendation ITU-R M.1371-5. The tasks on navigational Status (mainly editorials), inclusion of MAtONs in AIS Message 21, a new single slot AIS AtoN message and a text message for AIS SART, MOB and EPIRB when manually deactivated was agreed. Information regarding persons on board and an extended ship data message was considered not be necessary.

Amendments to the existing list of ship types in message 5 may be considered by the NCSR 11, based on contributions to be received. The VDES capability indicator as well as the discussion on implementing ASMs were considered premature and will be considered after IMO has progressed the work on the introduction of VDE.

## **8. NAVDAT**

Draft "performance standards for the reception of maritime safety information and search and rescue related information by MF and HF digital navigational data system (NAVDAT).

NCSR10 had a general consideration of the NAVDAT system, mainly on its anticipated impact over the existing shore-based infrastructure. The existing system (i.e. NAVTEX) and the new proposed system (i.e. NAVDAT) were expected to co-exist for a long time. The provision of the NAVDAT service by coast stations would be optional. The inclusion of the frequencies for NAVDAT in Radio Regulation App. 15 is on the agenda for WRC-23.

The draft performance standards on NAVDAT should be re-considered at NCSR 11 based on the outcome of WRC-23. All matters related to the implementation of the NAVDAT system will be considered at a later stage, in collaboration with interested parties (e.g. IHO, WMO, RCCs, etc.).

## **9. IMO position on relevant ITU WRC-23 agenda items**

NCSR10 updated the draft IMO position on WRC-23 agenda item 10 to suggest the inclusion of "digital voice in VHF radiotelephony" and "VDES R-mode" in the preliminary agenda for WRC-31. The need to establish two study questions in the ITU-R Study Group 5 for the 2024-2027 study cycle in order to facilitate studies on these two issues were highlighted.

NCSR 10 invite Member States and international organizations to submit relevant proposals for a new output to MSC 108 for "digital voice in VHF radiotelephony" and "VDES R-mode", in order to ensure timely commencement of the necessary work.

## **10. Availability of radio equipment in compliance with the revised performance standards set out in resolutions MSC.511(105) and MSC.512(10)**

Information were provided by IEC and CIRM concerning the expected delays in the availability of radio equipment in compliance with the revised performance stand for VHF, MF/HF and Inmarsat C GMDSS equipment, originally planned for 1 January 2024. NCSR 10 proposes to MSC 107 to delay the deadline for

updating VHF, MF/HF and Inmarsat C radiocommunication equipment to 1 January 2028. MSC.1/Circ.1460/Rev.3 on Guidance on the validity of radiocommunications equipment installed and used on ships to extend the deadline for updating VHF radiocommunication equipment needs to be revised accordingly.

This will affect the availability of the VDES frequencies, which are now delayed to 1 January 2028.

#### **11. Security standards for preventing the tampering of AIS transponders**

NCSR10 discussed the issue of unlawful practices associated with the fraudulent registration and registries of ships, including manipulation of AIS data transmissions and tampering of AIS transponders.

It was noted that ships with no registration obtaining Maritime Mobile Service Identity (MMSI), some ships were deliberately using fraudulent MMSIs to handle cargoes from sanctioned countries and those ships change the MMSI entry in their AIS equipment very frequently, making it difficult to detect them. The meeting recalled several IMO instruments which could be reviewed to prevent AIS manipulation and also recognized the draft IALA Guideline on VHF Data Link (VDL) integrity monitoring of signals and the development of VDES which could provide a capability of preventing hacking through far more secure information communication Protocol.

It was agreed that NCSR10 should further explore the ways which could provide the enhancement of information security of AIS signals, making them more resilient and reliable, and invite interested Member States and organizations to consider submitting a new output proposal, as a matter of urgency.

#### **12. Generic performance standards for shipborne satellite navigation system receiver equipment**

The new generic GNSS performance standard task aims for integrating performance standards of all existing recognized satellite-based radionavigation systems. However, due to the absence of the representation of a recognized satellite navigation system, The Correspondence Group was therefore unable to further advance the integration into a single document. NCSR 10 agreed to the extension of the target completion year of this output to 2024 and alteration of the scope of the output to develop a draft recommendation on generic performance standards for shipborne satellite navigation system receiver equipment.

#### **13. Conclusion**

The 10th session of IMO NCSR saw productive discussions and decisions on key maritime safety and navigation issues. From the harmonization of identifiers using MRN to amendments, the maritime service, IMSAS to SOLAS IV and V, this meeting has paved the way for future developments.