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14 – INTERNATIONAL

14.1 – IMO

Report by the Secretariat on IMO NCSR 3 (29 February to 4 March 2016)

1. NCSR3

The Sub-committee on Navigation, Communication and search and Rescue (NCSR) held its second session from 29th February to 4th March 2016.

2. SATELLITE COMMUNICATIONS SYSTEMS

It was reported that Iridium has made significant progress towards achieving full compliance with resolution A.1001(25). There are areas where the company needs to make further preparations, such as maritime mobile terminals.

The US reports generally satisfied with the report, although they do have some comments. Their proposal for the way forwarded should be supported. The critical issue is that for Iridium and the US to address the remaining issues identified by IMSO, they have some assurance that recognition will be forthcoming. They will not make the sizable investments needed if there is great uncertainty as to recognition.

The sub-committee discussed the Iridium satellite communications system as a possible service provider for GMDSS. A large number of delegations spoke in favour of a two-step process towards full compliance, but the sub-committee noted that there are some technical questions need to be solved.

Several MS highlighted that the modernisation of GMDSS should be seen in connection with e-navigation and put on the agenda.

3. SATELLITE POSITIONING SYSTEM

The EU commission proposes to include the GALILEO system with the GNSS system. This was strongly supported by the MS.

4. SUBJECTS RELEVANT FOR E-NAVIGATION

4.1. Revised guidelines and criteria for ship reporting systems (RES MSC 43(64))

The Republic of Korea and China proposed several subjects and technical elements to be considered and included in a revised guideline. Norway submitted a concept for a testbed, in order to gain experience before making a new guideline. This submission on a testbed was strongly supported, and papers from the Republic of China and the Republic of Korea will be included in the testbed review.

4.2. Guidelines for the harmonized display of navigation information received via communications equipment

IHO submitted a document to comment on to the development of the Guidelines for the harmonized display of navigation information received via communications equipment.

It focuses on the requirement of developing a Common Maritime Data Structure (CMDs) based on the IHO S-100 data model. IHO outlines that the S-100 is the framework that must be used to achieve



harmonized display of navigation information received via communication means or collected information onboard.

There is an ongoing Joint Technical Commission for Oceanography and Marine Meteorology (JCOMM) between IOC, WMO and IALA, which is working with the S-100 development and the integration to the e-navigation concept among other concepts.

The work is scheduled to end in 2017.

Norway submitted a document, emphasizing the need for simplification of data exchange and integration of new and existing equipment to enable globally harmonized maritime services and a common data structure onboard.

The paper addresses standardization on board and ashore, to prevent complexity and incompatibility between systems.

5. LRIT

Several documents regarding the status and audits on the LRIT system were submitted.

The EU commission suggested to modify the requirement to audit the International LRIT Data Exchange on an annual basis. The document argues that do not require an annual audit as the performance could be checked through other means:

The main IDE performance requirements (99.9% in a year, 95% in 24 hours) can be verified through the individual DC audits and by the IDE sending each journal on a monthly basis. Additional annual auditing of the IDE would therefore be unnecessary. Discontinuing the annual audit would reduce the administrative burden for both the IDE operator and the LRIT Coordinator. IMSO argued the opposite.

The MS outside the EU supported IMSO.

The committee did not change the requirements regarding the IDE audit.

Brazil submitted a paper suggesting a technical modification to reduce the cost for LRIT and to make it more cost-efficient. The principle for achieving cost reductions for LRIT was broadly supported. The subcommittee decided to ask Brazil to investigate the alternative further and deliver concrete calculations next year.

6. GALILEO RECOGNITION AS A COMPONENT OF THE WWRNS

NCSR received further information on the development of Galileo from the European Commission and proposed that the Maritime Safety Committee (MSC) should accepted Galileo as a component of the WWRNS at its next meeting (assuming the offer letter for Galileo is provided prior to that meeting).

7. UPDATES TO THE INTEGRATED NAVIGATION SYSTEMS (INS)

A correspondence group was set up to develop additional modules to the Integrated Navigation Systems (INS) performance standards (PS). The revision is to include two new modules related to the harmonization of bridge design and the harmonised display of information, including information from communications systems. China will lead the correspondence group.

8. RESILIENT PNT GUIDELINES

Germany and Finland submitted draft Guidelines on the data processing unit for resilient positioning, navigation and time (PNT) with a view of seeking further work during the week. The draft was not considered in detail; rather the topic was referred to a correspondence group with the aim of completing the document before NCSR4. Germany will lead the correspondence group and would welcome participants.



9. GMDSS AND NAVDAT

NCSR discussed the use of Iridium as a satellite service provider for GMDSS distress messages. There was considerable discussion on the use of Iridium, especially as it seems there is a frequency allocation issue (secondary service in some locations) and the potential to interfere with users of adjacent bands across some European/Asian countries.

The communications working group was invited to draft performance standards for shipborne GMDSS equipment to accommodate additional providers of GMDSS satellite systems. Again considerable discussion was held on whether the appropriate approach should be to consider PS for new equipment, capable of working with all service providers, rather than limiting the PS to only equipment associated with new providers (i.e. leaving Inmarsat equipment to continue using the current PS). A draft PS was partially developed and the Sub-Committee requested clarification from MSC on the way forward.

NAVDAT is mentioned in the GMDSS reports with one approach suggesting that the requirement is amended to read “NAVTEXT or NAVDAT equipment”. It was discussed whether this should be “and/or” but it was felt that this option would require mariners to have both systems installed, leading to additional costs. However, it was not clarified how this would work moving forward; as these two systems are incompatible there seems a risk (if this wording is used) that some mariners will have NAVDAT equipment when operating in NAVTEXT only service areas.

GMSS modernization was due to be completed by 2020, however it was raised at the meeting that IMO procedures require that all supporting documents need to be completed before SOLAS documentation is amended. As such, more work is needed and GMDSS modernization is not expected until 2024. This extension may allow for NAVDAT to be further developed, along with the potential for the maritime cloud to be included or considered.

10. INTERFERENCE CAUSED BY LEDS

An information paper was submitted by France on the potential of LED lights to cause interference to vessel radionavigation and communication systems.

The IALA Secretariat would like to note its appreciation to Dr Alan Grant and to Mr. Jon Leon Ervik for participating on behalf of IALA.

11. THE COUNCIL IS REQUESTED TO

Note the report on IMO NCSR3.