Officers’ meeting
International Association of Institutes of Navigation
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Toulouse, France

An update on IMO activities by Captain Rein van Gooswilligen
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General
In 2008 IMO celebrates the 50th anniversary of the entry into force of the convention that established the organization. The IMO Convention was adopted 60 years ago on 6th March 1948 at a conference held in Geneva, under the auspices of the United Nations, which also set up a Preparatory Committee of 12 Members, charged with functioning until the first regular meeting of the IMO Assembly. Over its fifty years of operations, IMO’s membership has risen from these 12 to 167 Member States and three Associate members, which includes virtually all the nations of the world with an interest in maritime affairs. Many Non Governmental Organisation (NGOs) are represented at IMO, IAIN is proud to have been associated as one of these NGOs for more than thirty years (since 1976) with the organisation. IAIN’s presence at IMO since 1976 has always been closely related to its objectives. That is uniting national and multinational institutes and organisations which aim to foster human activities particularly at sea plus a contribution to the development of the science and practice of navigation and related information techniques. Within this framework during 2008 IAIN activities centred around NAV 53, MSC 82 and STW39. Hereunder follow the particulars.

NAV 53
From 23rd July till 27th July IMO’s Sub Committee for the Safety of Navigation (NAV) met in the Royal Horticultural Society in Vincent Square in London, due to the renovation of the IMO building, under the chairmanship of Mr Kees Polderman. The meeting was attended by
2approximately 350 participants of 66 member states and 26 international organisations (NGOs). IAIN participated in the working groups on routeing of ships, ship reporting and related matters and e-Navigation.

**Routeing of ships, ship reporting and related matters**
The following 22 submissions were (with minor alterations) accepted for submission for approval by MSC 83, amongst which:

- Ships’ routeing system for the Galapagos Area to be Avoided and PSSA (submitted by Ecuador)
- Establishment of a new Traffic Separation Scheme and amendments to Existing Traffic Separation Schemes in the Approaches to Hook of Holland and at North Hinder (submitted by the Netherlands)
- Amendments to routeing measures other than traffic separation schemes in the Approaches to Hoof of Holland and at North Hinder (submitted by the Netherlands).
- Traffic Separation Schemes and Two-way routes off the southwest coast of Iceland and Areas to be Avoided off the south and southwest coast of Iceland (submitted by Iceland).
- Amendments to the existing Traffic Separation Scheme “In the Sound” (submitted by Denmark and Sweden).
- Recommendation on navigation through the entrances to the Baltic Sea; Amendments to resolution MSC.138(76) (submitted by Denmark and Sweden).
- Submission to propose an amendment intended to standardize reporting under the three mandatory ship reporting systems in the Channel: Off Ushant (OUESSREP), Off Les Casquets (MANCHEREP) and Dover Strait/Pas de Calais (CALDOVREP). Submitted by France and the United Kingdom).
- Routeing Measures other than Traffic Separation Schemes (TSSs); Consequential amendments to IMO Ships’ Routeing arising out of amendments to the traffic separation scheme “In the Strait of Dover and Adjacent Waters” (submitted by the United Kingdom.
- Routeing Measures other than Traffic Separation Schemes (TSSs) Consequential amendments to IMO Ships, Routeing arising out of the mandatory ship reporting system in the Dover Strait/Pas de Calais (submitted by the United Kingdom)
- Amendments to the traffic separation scheme in the Strait of Dover and Adjacent Waters; In vicinity of the Foxtrot 3 Station (submitted by Belgium, France and the United Kingdom).
Brazil submitted a proposal regarding the establishment of an Area to be Avoided and modifications to the breadth of the Safety Zones around Oil Rigs located off the Brazilian Coast – Campos Basin. Before the working group was established this proposal met with observations regarding possible legal aspects related to the modifications of the breadth of the safety zones around oil rigs. One of the delegations proposed that (also with windfarms in mind) guidelines should be developed about this subject by IMO. Another delegation proposed that if the proposal by Brazil was adopted a sunset clause should be implemented to review the need for such extended zones. The chair referred the item to the working group underlining that the working group would only look at operational aspects but that if legal matters arose to mention this was to be treated as an exception pending a proposal for guidelines to be developed by IMO. The proposal for an ATBA by Brazil with regard to the Campos Basin was accepted. However the working group could not agree as to the proposal for extension of the safety zones over 500 metres. The working group was of the opinion that this should be made a high priority item to be put on the agenda and to be taken up by a correspondence group. It was indicated however that such an agenda item and correspondence group needed proper justification in a proposal to MSC before being adopted by the NAV subcommittee. Brazil announced its intention to submit the item to MSC.

INS and IBS performance standards
The performance standards were further refined to be presented to MSC 83 for approval. The deadline for the program items guidelines for IBS and functional requirements for Bridge Alert Management has been extended for two years. At the same time it has been requested to develop proposals for a modular concept for future functional requirements for navigation equipment.

e-Navigation
A submission by ICS underlined that progress on this item be user driven rather than technology driven. The UK drew attention to the vulnerability of satellite signals and the need for a back up system. A working group considered these items and the work that was done by a correspondence group and agreed on the specific definition, that “e-Navigation is the harmonized collection, integration, exchange, presentation and analysis of maritime information onboard and ashore by electronic means to enhance berth to berth navigation and related services, for safety and security at sea and protection of the environment”. Core objectives were identified as well as key outcomes. It was however considered premature
to do recommendations on architecture, to address the development of a S (standard)-mode and to do a gap analysis. A proposal by Japan related to the concern for accidents with fishing vessels was incorporated in the programme. S-mode or Standard mode (an issue raised by the Nautical Institute) was acknowledged as an important development. In general the vulnerability of GNSS systems was recognised as an important issue. It was however seen as premature to identify the most appropriate solution at this time. NAV 53 re-established the working group and instructed it submit a document to COMSAR 12 raising specific questions that should be dealt with by COMSAR and prepare a comprehensive report to be submitted to NAV 54.

Colregs
A unified interpretation of Colreg 2 was approved by at MSC 82. Japan raised concern about the retro fitting of lights IACS made clear that most vessels have duplication of navigation lights (IACS mentioned specifically that lights shall be duplicated on all vessels). Also a proposal regarding review of the colregs was received from Italy regarding the right of way of commercial vessels over pleasure craft. The initiative for this submission in particular its purpose to prevent accidents between ships and subsequent casualties was acknowledged in general. The International Sailing Federation (ISAF) however indicated in a separate submission the consequences of ambiguity in defining a commercial ship and a pleasure craft. It indicated that without a mandatory universal means of identification application of these rules would seem impossible to apply. During the meeting the delegations of Italy and ISAF were allowed to present their submissions. No other interventions were at that time allowed (taking into account that the meeting had met its closing time for the day at that moment). The item was forwarded to MSC 83 for later implementation in the NAV 54 agenda. It would seem that proper discussion then will have to take place.

MSC 83
SC 83 was held in Copenhagen from 3rd to 12th October 2007 under the chairmanship of Mr. Neil Ferrer from the Philippines who was elected as Chairman for both 2007 and 2008 respectively at the opening and closing of the session. The adoption of proposed amendments to SOLAS relating to the provision of mobile satellite communication services in the Global Maritime Distress and Safety System (GMDSS), further development of goal-based standards for new ship construction and discussion of maritime security issues. The undersigned was in attendance on behalf of IAIN.
**LRIT**

Long Range Identification and Tracking (LRIT) was again prominent in the debate concentrating a.o. on financial issues and the hosting of LRIT's IDE (International Data Exchange). The USA offered to host (on an interim basis) the IDE. A proposal for the establishment, operation and maintenance of IDE and a Data Centre was discussed but ultimately withdrawn after discussion within the working group. The Marshall Islands graciously offered the possibility of location of such facilities and co-ordination. An overwhelming majority supported IMSO to take this latter task. The organisation assuming the function at no cost to the Parties. Serious concern was raised however over billing policy issues. MSC approved MSC.1/Circ.1219 on interim LRIT Technical specifications and other matters including guidance on setting up and maintaining the Data Distribution Plan. The LRIT system must be ready to commence data exchange - under new, already agreed, SOLAS Chapter V amendments - by 1\textsuperscript{st} January 2008.

**Security arrangements for non-SOLAS vessels**

MSC discussed several submissions on the enhancement of the security of ships other than those already covered by SOLAS chapter XI-2 and the ISPS code. A correspondence group coordinated by the UK was established to:

- define the scope, taking into account scenarios related to the threat to non-SOLAS ships, threat posed by non-SOLAS ships to SOLAS ships and threat posed by non-SOLAS ships to port facilities, off- and onshore facilities
- categorise the types of non-SOLAS ships that the guidelines are intended for and prioritise if possible given different national perceptions of risk, the development of guidelines
- prepare draft guidelines, including a list of possible security measures and best practices, for non-SOLAS ships categorised as requiring such guidelines including procedural and physical measures (as appropriate)
- identify what additional guidance, if any, might be offered to ISPS code compliant ships and port facilities in relation to the interface with non-SOLAS ships

**Review of STCW convention/security-related training**

MSC 83 approved the scope of the comprehensive review of the STCW Convention and STCW Code review as well as the list of topics to be reviewed, addressing such items as maritime security; competence-based training programmes for personnel on board tankers, including LNG carriers; hours of work; training of ratings; and innovative training
methodologies, including distance and e-learning. MSC endorsed proposed draft amendments to the STCW Convention relating to regulation VI/1 and sections A-VI/1 and B-VI/1, addressing the basic security-related training, and security-related familiarization training, for seafarers without designated security-related duties and for all shipboard personnel, respectively; and propose a new regulation VI/6 and new sections A-VI/6 and B VI/6, addressing the standards of competency, and security-related familiarization training, for seafarers with designated security-related duties. Draft amendments to be reviewed by the Sub Committee on Standards of Training and Watchkeeping (STW), in conjunction with the comprehensive review of the STCW Convention and the STCW Code. MSC also decided that seafarers serving on ships which are not required to comply with SOLAS chapter XI-2 and the ISPS Code should be required to undertake basic security-related training or instruction.

ColRegs
MSC approved a draft Assembly resolution associated to adopted proposed amendments to the International Regulations for Preventing Collisions at Sea, 1972, as amended, relating to the revision of Annex IV concerning the use of distress signals. It was decided that if COMSAR 11 suggested any substantial changes to the draft Assembly resolution, these could be conveyed to MSC 84 for adoption.

NAV items
The NAV 53 report was discussed and accepted. Revised ECDIS performance standards were initially adopted, but sent back to NAV after an intervention on common data displays and common controls. Several new issues were sent to NAV 54 (to be held in July 2008) concerning amongst others:
- Minimising wrong AIS transmissions
- Guidance on the application of AIS binary messages
- SOLAS Regulation V/22 - Navigation bridge visibility
- Pilot transfer arrangements

Goal Based Standards
MSC agreed to establish a correspondence group to develop a Safety Level Approach to Goal Based Standards. A plan for a pilot project was approved using the Common Structural Rules (CSR) of the International Association of Classification Societies (IACS) as its basic materials. This project (to be led by the USA) is to be specifically concerned with trial application of the Tier III verification process in combination with the set
goal-based standards (Tier I) and associated functional requirements (Tier II).

**General cargo ship safety**
It was agreed that there was an urgent need to consider the safety of general cargo ships, taking into account the current safety level of this type of ship, and that more detailed information, analysis of the cause of accidents involving general cargo ships and related FSA studies are needed to facilitate the identification of the problem areas of such ships, so that there can be consideration of the appropriate measures to be taken, bearing in mind the variety of ship types covered by the category of general cargo ships. A working group on general cargo ship safety will be established at MSC 85, to consider general cargo ship safety.

**STW 39**
The meeting of the sub committee on standards for training and watchkeeping was held from 3rd March until 7th March 2008 under chairmanship of Admiral Brady from Jamaica in the Royal Horticultural Society in Vincent Square in London, due to the renovation of the IMO building. In attendance were the undersigned and Ms Aline de Bievre on behalf of IAIN. During the meeting the committee established working groups the comprehensive review of the STCW Convention and STCW Code and the review of the principles for establishing safe manning levels of ships.

**Comprehensive Review of the STCW convention and the STCW code**
One of the most important item on the agenda was the comprehensive review of the STCW convention and the STCW Code. In essence the first major review since the 1995 STCW Conference. A large number (more than 50) submissions were received. Amongst others proposals on standards of competence for the training of personnel serving on different types of tankers, proposals for simplifying and harmonizing the requirements for personnel serving on passenger and ro-ro passenger ships. The working group on the comprehensive review of the STCW Convention and STCW Code did however not meet before the 3rd day of the meeting due to the discussion of the amount of submissions that needed to be introduced and discussed in plenary. As a result some chapters under review were still under discussion on the last day of session. It was decided that intercessional working groups were to be held to facilitate discussion on the topics being raised. Hereunder follow some of the items more in detail

**Harmonisation of ILO and IMO regulations**
Proposals to harmonize chapter VIII of the STCW Convention and the STCW Code with ILO’s consolidated Maritime Labour Convention of 2006. With reference to this subject it was pointed out by several delegations that the ILO and IMO approach to such regulations had been different. That is IMO with safety in mind and ILO also with social aspects in mind. It was also mentioned that if such harmonization was to take place it was to be done with the welfare of the seafarers in mind.

**Mandatory alcohol limit.**
There was broad support for a mandatory alcohol limit. It was also requested to also include drugs and medicine. It was however acknowledged that the ship is not only the work place but also the home of the seafarer. Furthermore it was mentioned that, whatever was discussed, it was not the intention to criminalize the seafarer. Finally it was recognised that issues of control and enforcement would be difficult to tackle.

**Training and assessment**
A proposal to create an approved register of training courses was discussed. It was mentioned that such information should be readily available rather than on request. Under this subject the USA entered a submission for Bridge Resource Management to be made compulsory. It was underlined in submissions by several organisations that training is needed for ECDIS. A remark was made however that it should be kept in mind that NAV is still discussing mandatory carriage of ECDIS. It was furthermore mentioned that at present only 6% of the ships is equipped with ECDIS. A submission by the secretariat on validation of model training courses was discussed regarding the model course programme. Remarks were made that there were too many familiarization trainings and the they were too detailed. A proposal by Cyprus/Netherlands/ Sweden to develop a model course relating to basic training in marine environment awareness met with general approval. The model course programme item was consequently sent back to the correspondence group for reconstruction. IFSMA proposed in a separate paper standardisation for new/innovative methods of learning (including distance learning).

**Medical standards**
The development of international standards of fitness for all seafarers and a standard format medical fitness certificate met with general approval. Such proposal was done by IHMA with work for the improvements in health and medical follow-up of all employees in the maritime industry in mind. The International Maritime Health Association (IMHA) with the
international coordination of maritime health initiatives in mind will assist in the development of such draught international standards for medical certification by providing maritime medical expertise.

**Celestial navigation**
A proposal by Norway was discussed to delete celestial navigation from the navigation courses. This met with negative response from some delegations. The general feeling was summed up by the chairman for it to be retained in the course. It was however pointed out that new ships are not compelled to carry the necessary equipment (sextant) for the measurement and calculation. The item was referred to the working group. Due to some misunderstanding the item was consequently not discussed and will be referred to a intercessional working group of STW to be held late 2007/early 2008.

**Ship safety representative**
Considerable time ago ITF started an initiative to encourage preventive efforts on board ships. ITF intended that the organisation of the ship should be built up in a way so that the daily management should also be responsible for the working environment and safety work. ITF proposed at this session that a safety representative should be elected among the common seafarers who in co-operation with the management of the ship should form the working environmental committee on board. ITF underlined that this was not to be an additional crew member. The proposal met with general approval.

**Issuing of certificates.**
STW considered a summary of reports on fraudulent certificates and the activities to prevent unlawful practices. A report to the subcommittee showed that over the past years more than 100 cases of fraudulent certificates have been reported. The general impression seems to be that the problem does not seem to diminish. IMO’s Secretary General Admiral Mitropoulos already underlined in his opening speech the serious implications such practices may have for safety, security and environmental protection

**In conclusion**
As mentioned earlier the above and other IMO meetings were attended by the undersigned, Ms Aline de Bievre and Dr Phil Belcher FRIN. A particular word of thanks goes to those the latter two for giving much needed time and effort. IAIN’s delegation acts with IAIN’s purpose and goals in mind. With this in mind members are invited to send any relevant information of input to the undersigned or other members of the
delegation. Members who want to be more actively involved, either by attending meetings and/or participating in working or correspondence groups, are also invited to contact the undersigned. One and other preferably well in advance of meetings so that the presence can be announced in time to IMO’s secretariat.