IAIN Officers Meeting and General Assembly  
October 27th, 2009  
Report on IMO Activities

General

As with many international organisations procedures for approval of resolutions, changes in routing, ship reporting etc. need to be strictly adhered to. This means however sometimes that quite some time is involved to finalize decisions on a certain subject. Changes in routeing and traffic separation schemes may for instance take at least 11 months to be effected. Some subject need considerable consideration before being adopted and may take longer. IMO’s specialized committees and sub-committees supported by an excellent secretariat guard this process and take care that due consideration is given to for instance technical work to update existing legislation or develop and adopt new regulations. IMO’s meetings are attended by maritime experts from 169 Member States, and three associate members together with those from interested intergovernmental and non-governmental organizations. IAIN is proud to have been associated for more than thirty years (since 1976) with the IMO and to be able to participate in the IMO committee and sub-committee meetings. The last report focussed on 2008/2009 activities. This report focuses on the Sub Committee on navigation (NAV) that was held from 27th July till 31st July in the IMO building in London, under the chairmanship of Mr Mike Sollosi. The meeting was attended by over 300. IAIN participated in the working groups on routeing of ships, ship reporting and related matters and E-navigation. Hereunder follow the main particulars.

NAV 55

Piracy and armed robbery against ships in waters off the coast of Somalia

Piracy and armed robbery was, given recent developments, an issue high on the agenda and featured prominently in the speech by the Secretary General at the opening of the session of the Sub-Committee. A draft circular prepared by the Secretary General on the establishment of an Internationally Recommended Transit Corridor (IRTC) was consequently approved. The circular recommends use of the IRTC by ships transiting the area. A representative of the navies operating in the Gulf of Aden gave a presentation on the established corridor as well as reporting requirements and operational aspects of participating ships.

AIS

During this session, several items regarding the preparation of the next World Radiocommunication Conference were discussed, mainly related to AIS. The Sub-Committee developed a new/revised SN circular on “Guidance on the Use of AIS Application Specific Messages” and discussed the future of the detection of AIS messages by using satellite systems.

Routeing of ships, ship reporting and related matters

Several different new or amended routeing measures and mandatory ship reporting systems were accepted for proposal to MSC, amongst which:

- New Traffic Separation Schemes at “Adlergrund” and “Słupska Bank” in the southern part of the Baltic Sea
- New Traffic Separation Schemes surrounding Gotland Island
- New Traffic Separation Scheme in the Black Sea in the area of south western coast of the Crimea
- Amendments to the existing Traffic Separation Schemes “Off Cape Roca” and “Off Cape S. Vicente”
• Amendments to the existing Traffic Separation Schemes “Off Porkkala Lighthouse”, “Off Kalbådagrund Lighthouse” and “Off Hankoniemi Peninsula” in the Gulf of Finland
• Establishment of a new two-way route in the waters north of Gotland Island
• Establishment of an Area To Be Avoided (ATBA) and two Mandatory No Anchoring Areas in the western North Atlantic Ocean, off the coast of the United States
• Routeing measures leading to the new Jazan Economic City Port (JEC Port) in the southern Red Sea (related to expected economic developments)
• Amendments to the existing Deep-water route leading to Ijmuiden

MSC was invited to adopt the above proposals with implementation generally to follow in six months after adoption. It was noted that amendments to the existing mandatory ship reporting system “In the Strait of Gibraltar” (GIBREP) led to some discussion between the governments of the UK, Spain and Morocco.

Revised performance standards for Voyage Data Recorders (VDRs)
A draft text of revised performance standards for VDR was prepared. Issues identified as requiring further consideration included amongst others: testing requirements and standard interconnection with ECDIS systems and electronic logs. Also the possibility of a longer retention period than 24 hours of the information obtained was identified as an issue requiring further consideration.

E-navigation.
One of the more important items discussed during the week was e-Navigation, including the development of an e-Navigation strategy implementation plan based on user needs. As mentioned previously e-Navigation in this framework to be defined as “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”. To maintain the proposed time schedule approved by MSC 86, the Sub-Committee agreed that the work on e-Navigation should be progressed between sessions by a correspondence group. Therefore, terms of reference for the group were developed and adopted. The group will be coordinated by Norway. The correspondence group was also requested to report to the three sub-committees involved (NAV, COMSAR and STW), starting with COMSAR 14 in March 2010. The reviewing of shipboard and shore-based user needs and the identification of the functions and services necessary to support them in a harmonized and holistic manner remains an important issue and was discussed during the session in one of the working groups. The working group completed the identification of the shipboard user needs and agreed that the result could form a preliminary basis. Regarding the land based side, identification of user needs turned out to be a more complex issue that needs to be studied more in detail. The Sub-Committee and its working group also started to give preliminary discussion to initial identification of the system architecture.

Guidelines for Bridge Alert Management
A draft resolution on Performance standards for Bridge Alert management was finalised and sent for adoption to MSC. Its purpose is to enable the bridge team to devote full attention to the safe operation of the ship through enhancement of the handling, distribution and presentation of alerts on the bridge. One and other to immediately identify any abnormal situation requiring action to maintain the safe operation of the ship

Elections and next meeting
At the end of the session, Mike Sollosi from the United States was re-elected as Chairman for the year 2010, and Mr. Raja Datuk Malik from Malaysia was re-elected as vice-Chairman. The meeting of NAV 56 is foreseen to be held from 26th till 30th July 2010.
In conclusion
The meeting was attended by the undersigned and Capt. Maarten Betlem. A particular word of thanks goes to those who gave additional time and effort. In this respect I would like mention Mr Kim Fisher in particular for sending a concise report on NAV 55, which is partly included in the above report. As mentioned before, 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.

Capt. Rein van Gooswilligen NIN
IAIN Representative at IMO
20th October 2009