

13th CHRIS MEETING
17-19 September 2001, Athens, Greece

**REPORT ON THE 74TH IMO MARITIME SAFETY COMMITTEE (MSC) AND THE 47TH
NAVIGATION SUB-COMMITTEE (NAV) MEETINGS HELD IN LONDON
ON 30 MAY-8 JUNE AND 2-6 JUNE, 2001**
(Neil Guy, IHB)

The 74th MSC meeting and the 47th NAV Sub-Committee Meetings were held in the IMO Headquarters in London from 30th May – 8th June and from the 2nd - 6th July respectively. RAdm Neil GUY represented the IHB at both Meetings.

74th Maritime Safety Committee Meeting

Much of the 74th MSC Meeting dealt with subjects unrelated to hydrography or charting but the sessions were monitored to ensure that matters pertinent to the IHO were not considered. When it was obvious that a session did not contain issues of concern to the IHO, time was spent on meetings with IEC, IALA other international organisations attending the Meeting.

In addition visits were made to the United Kingdom Hydrographic Office (UKHO) in Taunton and to the Headquarters of the Port of London Authority in Gravesend, London. The PLA visit was to establish the hydrographic survey procedures and methods employed by the PLA to provide digital data and subsequently the charting for the River Thames. During both visits information pertinent to both the work of the IHB and the IHO technical committees and working groups was obtained.

47th Navigation Sub-Committee Meeting

Outstanding issues relating to the adoption of the amended SOLAS Chapter V were finalised and 'guidelines' relating to the recording of events related to navigation, the automatic identification system (AIS) and the ownership and recovery of voyage data recorders were considered.

In the sessions dealing with navigational aids and related matters, world-wide radio navigational systems, a revision of Resolution A.815(19) on world-wide radio-navigation systems and the performance standards for bridge alarms were considered in Technical Working Groups, Drafting Groups or in the Plenary Meeting.

Two issues are of interest to the IHO Member States. One relates to the provision of specific paper and digital chart symbology to indicate the areas known as either Particularly Sensitive Sea Areas (PSSA) or Environmentally Sensitive Sea Areas (ESSA). The IHO Chart Standardisation Committee (CSC) has been considering the paper chart symbols for these areas for some time but unfortunately no request had been received from the IMO Marine Environment Protection Committee for the IHO to consider digital symbols for them. As it would require a new object or attribute catalogue to be established it will be difficult to introduce this before CSC have firstly decided on a symbol and then for it to be appropriate to update the S-57 Edition 3.1 Standard. The IMO Technical Working group was advised, however, that a safe interim solution would be for the areas to be demarked as 'Caution' or 'Restricted' areas and for there to be in accompanying text an explanation that it is a PSSA.

The second matter was raised by a paper submitted by Germany, which questioned the status to be accorded ECDIS when the revised Chapter V comes into force. It was stated that this could be the concern of other Maritime Safety Administrations around the world. Although the paper was withdrawn, attention was drawn to the fact that there are differences of opinion as to the status of ECDIS prior to the coming into force of the amended SOLAS Chapter V and, from this paper, whether ECDIS will meet the carriage requirements of the revised SOLAS Chapter V after it comes into force as well. There are those who believe that the approval of the IMO Performance Standard allows ECDIS to meet the carriage requirements prior to July 2002 and there are those, including the Secretariat of the IMO, who believe that the Performance Standard is meant for manufacturers to comply with and the concession for ECDIS to be equivalent to paper charts is only contained in the new Regulation X of the amended SOLAS Chapter V which will come into force in July 2002.

On this occasion it found difficult to be present in all the sessions where hydrographic matters were being discussed. As it would not be possible for more than one IHB member to attend the IMO Meetings it is IHB intention to request the assistance of IHO Member States for a suitable representative of their delegation to be considered as an IHO delegate as well. The IMO would have to be advised in advance, as no recognition will be given to the input of a delegate who is not formally registered as an IHO representative.
