

14th CHRIS MEETING
Shanghai, China, 15-17 August 2002

REPORT OF INTERNATIONAL MARITIME ORGANISATION MEETINGS
MARITIME SAFETY COMMITTEE MEETING (MSC) 75
AND
NAVIGATIONAL SUB-COMMITTEE MEETING (NAV) NO 48

MSC 75

This meeting was held in the IMO from 15th May until 24th May 2002. The IHO was officially represented by Mr Ole BERG (Denmark) from 15th August until 21st August and R/Adm Neil GUY from 22nd August until 24th August

The main item of interest for the IHO was the joint submission by the IHO and IALA on the integrated presentation of navigational information on bridge equipment (MSC 75/6/5) . A similar paper on the same subject was submitted by Denmark, Germany, The Netherlands and Sweden (MSC/6/2).

The back ground to these the IHO/IALA paper was a request from CIRM to the two international organisations to initiate a higher profile to the problem. A joint power-point presentation was prepared and presented at a number of related conferences and meetings by either CIRM, IALA or the IHB. It was also suggested that a joint paper should be prepared and submitted to MSC 75 to ensure that the subject received the appropriate attention. In both papers (MSC 75/6/2 and MSC 75/6/5) it was suggested that the HgE or a similar harmonisation group should be tasked to review the operational aspects of the report being prepared by IEC WG 13 before it was considered by a NAV or MSC Plenary Session.

The main reason for the sudden need for harmonisation was the acceptance of AIS as mandatory. AIS can be displayed on both radar and ECDIS and this has resulted in an accelerated demand for harmonisation. AIS standards have been largely developed by IALA under the aegis of the IMO.

ICFTU expressed appreciation that consideration was to be also given to the operational aspects. The papers were referred to NAV 48 for consideration.

NAV 48

The NAV 48 Meeting was held in the IMO from 8th July until 12th July. The IHO was represented by R/Adm Neil GUY. The papers mentioned (MSC 75/6/2 and MSC 75/6/5) above were scheduled to be discussed during the Plenary Session of NAV 48 when IEC reported back on the progress that has been made to date.

Informal discussions took place between Germany, the other States concerned, the IHO, IALA, CIRM, the Chairman of IEC TC 80 WG 13 and the Secretary of IEC TC 80 on the subject of the papers submitted. Prior to the IEC report back all parties agreed to suspend the recommendation that a harmonisation group should be constituted within IMO with the proviso that IEC TC 80 WG 13 representation was extended. IALA, the main party involved in AIS for instance, is not represented on WG 13 at all. During the report of IEC to NAV a n invitation was therefore extended to all interested parties to participate at WG 13 level.

Recommendation

Subsequent discussions with the Chairman of WG 13 and the Secretary of IEC TC 80 on the best manner in which to proceed has indicated their preference for official ‘rapporteurs’ to be appointed by the two main IHO WGs involved, C&SMWG and TSMAD. These repporteurs would then be expected to present both the considered IHO viewpoint and also carry back to their WGs and to CHRIS the ongoing deliberations taking place within WG13.

It is therefore recommended that CHRIS consider any recommendations received from C&SMWG and TSMAD for the appointment of official ‘ rapporteurs’ to WG 13.

Large Passenger Ship Safety.

A US paper (NAV 48/12) on the safety of large passenger ships was presented to NAV. In it the US asked that eight tasks relating to the prevention of groundings and collisions of existing and future large passenger vessels be evaluated.

These tasks were:

- Task 1 The awareness of water depth and squat issues
- Task2 A review of the availability of international aids to navigation for vessels operating in remote areas.
- Task 3 Review pilot and bridge team interface management issues
- Task 4 Review bridge team resource management measures
- Task 5 Quality and availability of hydrographic information for operation in remote areas.
- Task 6 Voyage planning issues.
- Task 7 Reliability of equipment issues
- Task8 Need for requiring modern navigation equipment to avoid collisions and groundings.

It is obvious that Task 5 is of direct interest to the IHO and it it’s recommendations the US specifically requests:

“Invite the IHO to investigate how the quality and availability of hydrographic data in remote areas can be improved.”

The IHB on behalf of the IHO gave an assurance that such a report would be made to NAV 49. A presentation had just been made by the IHB on 4th July 2002 to a Meeting in Cambridge of the International Association of Antarctic Tour Operators (IAATO) on the subject of the dangers of passage being taken through waters of Antarctica where the density of soundings was low.

The three major areas identified by the Chairman of the relevant IMO Working Group indicated that the two polar regions and the area around Greenland were the priority areas. The IHB has access to data on the density of both polar regions and it is hoped that the Danish Hydrographic Service would be able to assist with the analysis of the waters around Greenland.

It can be noted that there was vast change in the priority given to hydrographic matters during this meeting due, no doubt, to the coming into force of the revised SOLAS Chapter V. The implications for the IHO generally are appreciated within the SPWG Chair Group and a meeting will be held with senior IMO staff on 9 August 2002.