



# INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS

## MEMORANDUM

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FROM: Alan Spackman, Vice President, Offshore Technical and Regulatory Affairs

SUBJECT: Report on the 57<sup>th</sup> session of the IMO Sub-Committee on Safety of Navigation

DATE: 14 July 2011

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The 57<sup>th</sup> session of the International Maritime Organization's Sub-Committee on Safety of Navigation (NAV 57) was held from 6 to 10 June 2011, under the Chairmanship of Mr. J.M. Sollosi (United States). The session was attended by delegations from 67 Member nations, 1 Associate Member, 1 United Nations specialized agency, and 27 intergovernmental and non-governmental organizations. IADC was not represented at this meeting.

The following is a summary of issues discussed during the meeting that may be of interest to members of the offshore industries:

### **Ship routing and associated measures**

Numerous proposed new or amended traffic separation schemes, Areas to be Avoided and recommendatory or mandatory ship reporting systems were approved, several of which are in areas of oil and gas development, e.g., the Gulf of Campeche. In general, the Maritime Safety Committee (MSC) was invited to adopt these proposals with implementation generally to follow in six months after adoption.

### **Revised performance standards for Voyage Data Recorders (VDRs)**

The Sub-Committee endorsed the draft MSC resolution on the adoption of revised performance standards for VDRs, with a view to approval by MSC. It is intended that the revised standard apply to units installed on or after 1 July 2014.

ISO was asked to consider whether any modifications might be needed to standard ISO 22472 and IEC to consider whether any modifications might be needed to standard IEC 61996-1.

### **Report by the International Hydrographic Organization (IHO)**

The IHO reported that:

- Of the 154 States with coastlines, there are only six States, and Antarctica, where five or more Electronic Navigation Charts (ENCs) remained to be produced in order to match corresponding paper chart coverage at medium scale.
- For the top 800 ports (by total gross tonnage), only eight coastal States had yet to produce ENCs that matched the coverage provided by paper charts of those same ports.
- Of the 169 IMO Member States and 159 Contracting Governments to SOLAS, only 80 were members of the IHO. For the most part, many coastal States are relying on a relatively small number of IHO Member States to create and maintain their paper chart and ENC coverage – most often with little or no direct support from the State being charted. In IHO's view, this is an unsustainable situation.

### **Strategy for E-Navigation**

The Sub-Committee invited the MSC to approve the proposed joint plan of work for the Radiocommunications and Search and Rescue (COMSAR), Navigation (NAV) and Standards of Training and Watchkeeping (STW) Sub-Committees for the period 2012–2014 and extend the target completion date for the work programme item "Development of an e-navigation strategy implementation plan" to 2014.

The Correspondence Group, coordinated by Norway<sup>1</sup>, on e-navigation was re-established to undertake the following tasks:

- .1 using the agreed overarching e-navigation architecture as a framework, further develop the detailed architecture of both the ship and shore sides, as appropriate, taking into account the outcomes of the gap analysis;
- .2 consider the development of Maritime Service Portfolios to achieve harmonization, modernization, integration and simplification on board and ashore, taking into account the use of the IHO's S-100 standard, and recommend the approach to be taken;
- .3 further develop and complete the gap analysis with a view to finalization at NAV 58;
- .4 further develop the draft Strategy Implementation Plan;
- .5 consider the development of guidelines for usability evaluation of navigational equipment during the preparation of the Strategy Implementation Plan, and recommend the approach to be taken;
- .6 further progress the preparation of cost benefit and risk analysis processes.

### **Clarification of SOLAS regulation V/22 (Navigation bridge visibility)**

There was considerable discussion and debate on the requirement for an unobstructed view of the sea surface over a specified arc of visibility either side of the bow. After having decided that an arc of 90° either side of the bow was impractical, the Sub-Committee considered whether an arc of 60° could be achieved. Some delegations were of the opinion that an arc of 10° was sufficient for the safe operation of the ship. Without a consensus of opinion or clear, unambiguous resolution of this matter, the Sub-Committee agreed to retain the original value, *i.e.* 10° degree either side of the bow.

There was general agreement to accept the text on the horizontal field of vision from the bridge wings and the steering station as well as the parallel body of the ship being visible from the bridge wings.

On the matter of the height of the lower edge of bridge windows, it was agreed to retain the performance based requirement "shall not obscure the forward view". A similar approach was agreed regarding the upper edge. It was further agreed that this was to apply only to forward facing windows.

There was general agreement to accept the prohibition of polarized and tinted windows.

Sub-Committee agreed that at least 50% of front windows should be required to be fitted with the means to maintain a clear view. The Sub-Committee was of the opinion that the windows in front of the main steering station should be fitted with a means to maintain a clear view, and that the arc of visibility shall extend over an arc from right ahead to at least 60° on each side of the ship.

It was further agreed that the earliest date of implementation would be 1 July 2014.

The draft revised text of regulation V/22 was forwarded to the MSC for approval and adoption, as appropriate.

### **New symbols for AIS Aids to Navigation**

The Sub-Committee agreed to establish a Correspondence Group, coordinated by Japan<sup>2</sup>, to progress this issue.

### **Unified Interpretation regarding navigation sidelights**

The International Association of Classification Societies (IACS) had identified a difficulty encountered by IACS regarding navigation light arrangements described in Annex I/9(a)(i) and Annex I/10(a)(i) of the Convention on the International Regulations for Preventing Collisions at Sea (COLREG) 1972, as amended. IACS had also proposed a solution for the consideration of the Sub-Committee on the Application of the provisions of Annex I/9(a)(i) and Annex I/10(a)(i) of the COLREG.

The Sub-Committee endorsed a draft MSC circular, based on the IACS submission, on Unified Interpretations of COLREG 1972, as amended, for approval by the MSC.

The Sub-Committee noted that the current unified interpretation or any possible unified interpretation on vertical sectors would not address the problem raised by IACS. This was because there was no technical specification or regulation for visibility of sidelights that was susceptible of interpretation to address that issue. This revealed potential need for amending the existing COLREG related to visibility rather than intensity of sidelights. Although COLREGs addressed visibility requirements in Rule 22 and intensity requirements in paragraph 8 of Annex I, no particular requirements could be identified that sufficiently covered the questions

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raised by IACS. Thus, particular emphasis in the review process of the COLREGs should be placed on the identification of the aspects of large ships as seen from small ships in close proximity.

#### **Development of performance standards for inclinometers**

MSC 88 had agreed to include, in the agenda for NAV 57, an unplanned output on "Development of performance standards for inclinometers", with a target completion year of 2012.

The Sub-Committee established a Technical Working Group, to prepare the draft text of the performance standards. In doing so the Group considered that further consideration was needed whether an Electronic inclinometer:

- .1 should provide an indication of the acceleration forces due to rolling that could be expected at the place of installation;
- .2 might optionally provide a warning for parametric and/or synchronous roll detection;
- .3 might optionally provide a warning for indicating that a set heel angle had been exceeded; and
- .4 should also be capable of operating from the ship's main and emergency source of electrical power.

The Sub-Committee invited members to submit proposals on the draft performance standards for Electronic inclinometers to NAV 58 with the view to finalizing the performance standards at that session.

The Secretariat was asked to advise the Sub-committee on Stability and Load Lines and on Fishing Vessels Safety (SLF) of the work being undertaken by the Sub-Committee and request any advice on appropriate criteria for alarming functionality of inclinometers.

It was also recognized that it would have to address provisions in the draft performance standard relating to power supplies at NAV 58.

#### **Work program**

The proposed planned outputs for the Sub-Committee are as follows:

<b>Description</b>	<b>Number</b>	<b>Parent</b>	<b>Coordinating</b>	<b>Involved</b>	<b>Target</b>
Consideration of IACS unified interpretations	1.1.2.2	MSC	NAV		Ongoing
Radiocommunication ITU-R Study Group matters	1.1.2.10	MSC	NAV		2011
ITU matters	1.1.2.17	MSC	NAV		Ongoing
Routing of ships, ship reporting and related matters	5.2.4.1	MSC	NAV		Ongoing
Amendments to resolution A.572(14), as amended	5.2.4	MSC	NAV		2013
Development of policy and new symbols for AIS aids to navigation	5.2.4.13	MSC	NAV		2013
Development of performance standards for inclinometers	5.2.4	MSC	NAV	STW	2012
Development of an e-navigation strategy implementation plan	5.2.6.1	MSC	NAV	COMSAR STW	2014
Casualty analysis	12.1.2.2	MSC	FSI	NAV	Ongoing

#### **Required Boarding Arrangements for Pilot – Revised Poster**

The Sub-Committee endorsed a draft MSC circular on Pilot transfer arrangements with a view to approval by the MSC.

#### **Establishment of the Arctic Regional Hydrographic Commission**

The IHO reported on the establishment of the Arctic Regional Hydrographic Commission. At an inaugural meeting held in Ottawa, Canada, on 6 October 2010, the Arctic littoral States: Canada, Denmark,

Norway, the Russian Federation and the United States formally established the Arctic Regional Hydrographic Commission (ARHC) by adopting and signing the Statutes of the Commission, which is intended to facilitate regional coordination and cooperation with respect to hydrographic surveys, production of nautical charts and documents, training, technical cooperation and hydrographic capacity building projects.

#### **Clarification in relation to carriage requirements for speed log devices for ships of 50,000 gross tonnage and upwards**

It was agreed that there was only a need to clarify in the section on "construction and installation" for ships which were required to carry speed logs measuring speed through the water and speed over the ground, that these speed logs should be provided by two separate devices.

The Sub-Committee decided that devices to measure and indicate speed and distance installed on ships constructed on or after 1 July 2014 should conform to the proposed amended performance standards.

The Sub-Committee endorsed the draft MSC resolution on amendments to performance standards for speed and distance measuring equipment, with a view to approval by MSC 90.

The Sub-Committee further decided to prepare a MSC circular, informing interested parties on the clarification of SOLAS regulation V/19.2.9.2 that both regulations were fulfilled by two separate devices, *i.e.* one speed and distance measuring and indicating device capable of measuring speed through water and one separate speed and distance measuring and indicating device capable of measuring speed over the ground in forward and athwartships direction. The circular clarified that amendments to performance standards were adopted and would apply to ships constructed on or after 1 July 2014.

The Sub-Committee endorsed the draft MSC circular on clarification of SOLAS regulations V/19.2.3.4 and V/19.2.9.2, for approval by the MSC.

#### **Arrangements for the next session**

The 58<sup>th</sup> session of the Sub-Committee is tentatively scheduled to be held from 2 to 6 July 2012.

It is anticipated that Working and Drafting Groups will be established on the following subjects:

- Ships' routing;
- Technical matters;
- e-Navigation; and
- Development of policy and new symbols for AIS Aids to navigation

#### **Elections**

The Sub-Committee unanimously re-elected Mr. J.M. Sollosi (United States) as Chairman and Mr. Kostiantyn Billiar (Ukraine) as the new Vice Chairman for 2012.

The complete report of the Subcommittee is posted to the IADC website at:

<http://iadc.org/committees/offshore/IMO.html>

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