



REPORT

International Association of Drilling Contractors
Offshore Division

4th Session of the Sub-Committee on Navigation Communications and Search and Rescue 6 – 10 March 2017

The fourth session of the Navigation Communications and Search and Rescue Sub-Committee was held at the IMO Headquarters from 6-10 March 2017, chaired by Mr. R. Lakeman (Netherlands). The Vice-Chair, Mr. N. Clifford (New Zealand), was also present.

The session was attended by delegations from Members and Associate Members; by representatives from the United Nations Programs, specialized agencies and other entities; by observers from intergovernmental organizations with agreements of cooperation; and by observers from non-governmental organizations in consultative status; as listed in document NCSR 4/INF.1. For the full report of items considered at this session please see document NCSR 4/29 *Report to the Maritime Safety Committee*. IADC Representation was not present at this session.

SUMMARY OF ITEMS OF INTEREST:

Routing Measures and Mandatory Ship Reporting Systems

The following Amendments to TSS, areas to be avoided (ATBA), and recommended routes were proposed and approved by the Sub-Committee to go into effect on 1 January 2018 as follows:

- United Kingdom's request for amendment to the existing Long Sand Head two-way route and adjacent SUNK Inner precautionary area comprising the Northern approaches to the Thames Estuary
- Japan's request to establish a recommended route off the western coast of Izu O Shima Island
- Costa Rica's request to establish an ATBA in Bahia De Coronado and a two-way route in Golfo Dulce, both off of the country's Pacific coast
- Philippines request to establish an ATBA and adjacent two-way routes with a precautionary area to protect the Tubbataha Reefs natural Park Particularly Sensitive Sea Area (PSSA) in the Sulu Sea

Revised Guidelines and Criteria for Ship Reporting Systems

Due to perceived administrative burdens associated with records and daily reporting as required by SOLAS Chapter V Regulations 11 & 28, a "test bed" exercise was conducted by Norway and Singapore, since the convening of NCSR 3, to demonstrate automated capabilities that could be employed to streamline compliance with these regulations. A working group was convened to deliberate on the details/finding of the test bed exercise. The resulting output of the working group yielded draft *Revised Guidelines and Criteria for Ship Reporting Systems* intended to supersede

MSC.43(64), MSC.111(73) and MSC.1898(79). Revisions include the option for automated functions to satisfy SOLAS Chapter 5 requirements. The Sub-Committee approved draft guidelines for recommended adoption at MSC 98. As per Chapter 11 of the MODU Code, all units should comply with SOLAS Chapter 5.

Draft Modernization Plan of the Global Maritime Radio-communication Systems and Technology

NCSR 3 established a correspondence group (CG) to further consider the Modernization of GMDSS. The report of the CG proposed three outputs to progress the work of this effort:

- Revision of SOLAS Chapters III and IV
- Revision of *Criteria for the provision of mobile satellite communication systems in the Global Maritime Distress and Safety System (GMDSS)*(A.1001(25) and MSC.1/Circ.1414)
- Develop performance standards for the digital Navigational Data System (NAVDAT)

The Sub-Committee agreed with these CG recommendations which resulted in the NCSR 4 drafting group producing a draft Modernization Plan and draft output addressing the revision of SOLAS Chapter III and IV. The Sub-Committee endorsed these drafting group results for adoption at MSC 98. Once adopted, detailed work will progress beginning at NCSR 5 and likely run for 2-3 years. MODU Code Chapters 11 & 12 reference adherence to SOLAS Chapters III and IV as applicable.

Unified Interpretation of Provisions of IMO Safety, Security, and Environment Related Conventions

The following unified interpretations (UIs) were considered by the Sub-Committee at this session:

- Annual testing of the VDR, S-VDR, AIS and EPIRB
 - The Sub-Committee agreed to circulate this UI as an MSC.1 circular for adoption by the Committee which establishes a “time window” by which such testing is required to be completed – within the period allowed by annual/periodical/renewal survey/inspection
- Application of COLREGS with respect to the placement of sidelights
 - The Sub-Committee endorsed the draft UI for adoption by the Committee that further clarify vertical and horizontal placement of sidelights as an interim measure until such time as an amendment to the COLREGS (Annex I/9(a)(i) and I/10(a)(i)) could be affected.