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e della mobilità sostenibili
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del Corpo delle Capitanerie di porto

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A Ministero dello Sviluppo Economico

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Argomento: **Resoconto dei lavori della 9^a sessione del Sotto-Comitato NCSR – Londra 21 – 30 giugno 2022.**

In riferimento ai lavori della 9^a sessione del Sotto-Comitato citato in argomento, a cui personale del Reparto VI ha partecipato per gli argomenti di propria competenza, si è provveduto a redigere un rapporto di resoconto informativo che si invia per opportuna informazione.

A tal riguardo, altresì, ed in relazione alla:

1. tematica trattata nella lettera prot.70217 in data 15 giugno 2022 (*che si allega per immediato riferimento*), concernente le criticità che si stanno concretizzando a bordo del naviglio mercantile che utilizza sistemi di illuminazione a diodi ad emissione luminosa (LED); e
2. determinazione assunta dal Sotto-Comitato NCSR (esplicitata nel resoconto in allegato) in cui è stato ritenuto che, per superare le criticità dell'utilizzo di sistemi di illuminazione a LED, sia sufficiente, al momento, l'applicazione dei criteri contenuti nella COMSAR/Circ.32 /Rev.1 (di prossima adozione) ed un'informativa a tutte le parti rilevanti;

questo Reparto, in qualità di Amministrazione di bandiera, ha diramato una circolare informativa, indirizzata a tutti gli stakeholders, ove vi è evidenziata la posizione assunta a livello IMO per mitigare i rischi derivanti dall'utilizzo dei sistemi di illuminazione a diodi ad emissione luminosa (LED).

Si resta a disposizione per qualsiasi ulteriore necessità di chiarimento al riguardo.

Il Capo Reparto
Amm. Isp. (CP) Luigi GIARDINO

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Resoconto del Sotto-Comitato NCSR 9

<u>Item</u>	<u>Descrizione</u>	<u>Output</u>
<u>Item 8</u>	<u>Guidelines on places of refuge for ships</u>	NCSR 9 finalized a draft revision of the “Guidelines on places of refuge for ships in need of assistance” to incorporate experiences and developments since its adoption in 2004. Seeking to improve upon guidance adopted in 2003, the revised guidelines incorporate lessons learned and an improved organization structure to provide clarity in the roles of the ship’s master, the salvor and the Coastal State as parties involved with ships in need of assistance: • expected actions of the ship’s master and the managing company after a maritime incident have been revised in greater detail to acknowledge and support compliance with the ISM Code. • for situations in which the master has relinquished command of a vessel to a salvor, the revised guidelines detail additional responsibilities of the salvor in communicating vessel condition and salvage plans to the relevant Coastal Authority. • for Coastal States or a designated Competent Authority, revised guidance is provided on the assessment of received alerts, regional/international cooperation in providing safe refuge for distressed ships, and management of information for media / key interest groups. • the role of the classification society is acknowledged in the revised guidelines, for support in risk assessment to preserve hull integrity, stability and preventing environmental pollution.
<u>Item 6</u>	<u>Non-SOLAS ships in polar waters</u>	NCSR 9 finalized draft amendments to SOLAS Chapter XIV and the Polar Code to mandate navigation and voyage planning requirements to non-SOLAS ships operating in polar waters, with entry into force on <u>1 January 2026</u>. The requirements are applicable to: • fishing vessels of 24 metres and above, • pleasure yachts of 300 GT and above not engaged in trade, and • cargo ships of 300 GT and above but below 500 GT. For ships flying the flag of an Arctic state, these regulations will apply when the voyage is beyond the outer limit of the territorial sea of that Arctic state. Additionally, because of the lack of SOLAS certification framework applicable to these types of ships, the NCSR 9 agreed that the certificate showing compliance with the newly introduced requirements of the Polar Code part I-A, chapters 9-1 and 11-1 should be left to discretion of the flag Administration.

The draft amendments are expected to enter into force on 1 January 2026, subject to approval and adoption by the MSC.

<u>Item 9</u>	<u>Modernization of the GMDSS</u>	NCSR 9 approved revisions of the following COMSAR circulars: • Harmonization of GMDSS requirements for radio installations on board SOLAS ships (COMSAR/Circ.32/Rev.1) • GMDSS Coast Station Operator's Certificate (CSOC) syllabus (COMSAR/Circ.33/Rev.1) It was agreed to consequentially revoke COMSAR/Circ.16, COMSAR/Circ.17, COM/Circ.110, COM/Circ.110/Corcc.1 and COM/Circ.117, from 1 January 2024. The revised and revoked COMSAR circulars will be forwarded to MSC 106 (November 2022) for endorsement. NCSR 9 furthermore agreed to the following draft MSC circulars: • GMDSS operating guidance for ships in distress situations (superseding COM/Circ.108); • Procedure for responding to DSC distress alerts by ships (superseding COMSAR/Circ.25); • Guidance on distress alerts (superseding COMSAR/Circ.45); • Guidance on alerting of search and rescue authorities (MSC.1/Circ.892/Rev.1).
<u>Item 10</u>	<u>BeiDou Message Service System (BDMSS) in the GMDSS</u>	NCSR 9 considered the International Mobile Satellite Organization's (IMSO) assessment report of the Chinese BeiDou Message Service System (BDMSS) for use in the GMDSS and noted that BDMSS could meet the criteria for the provision of mobile satellite communication systems in the GMDSS, as per resolution A.1001(25), subject to further confirmation and verification on-site. A comprehensive list of outstanding issues was approved, comprising technical, operational and implementation issues to be addressed before China Transport Telecommunication Information Group Co., Ltd. (CTTIC) could be integrated into the GMDSS as a recognized mobile satellite service provider. IMSO was invited to submit a report to MSC 106 (November 2022) regarding the on-site verification and the status of each outstanding technical and operational issue, as the basis for MSC's consideration of recognition of the BDMSS in the GMDSS.
<u>Item 10</u>	<u>Maritime Safety Information in the GMDSS</u>	NCSR 9 finalized a draft second revision of the NAVTEX Manual (MSC.1/Circ.1403/Rev.1). The manual describes the structure and operation of the NAVTEX service, which is an international direct-printing service for promulgation of MSI and urgent safety-related messages to ships.

		The draft revision is expected to become effective on 1 January 2023, subject to approval by MSC 106 (November 2022).
<u>Item 11</u>	<u>Criteria for the provision of GMDSS services</u>	NCSR 9 considered a revision of resolution A.1001(25) on “Criteria for the provision of mobile satellite communication systems in the Global Maritime Distress and Safety System (GMDSS)” to take into account experience gained. The work will continue in a correspondence group until NCSR 10 (May 2023).
<u>Item 12</u>	<u>EMI effects of LED lighting systems and other sources of EMI on board vessels</u>	NCSR 9, noted the consideration of EG 17 on this matter, in particular the view of the Group that the additional amendments incorporated into the draft revision of COMSAR/Circ.32, in particular sections 5 and 6, provided sufficient information and guidance at this stage for the detection and avoidance of interference caused by LED lighting systems and other sources of EMI on board vessels. NCSR 9 encouraged administrations to advise ship-owners, shipbuilders, maintenance technicians, inspectors and others on the potential risk of unintentional RF interference from LED systems and also of the adoption of RTCM Standard 13700.0, which could also be used to prevent RF interference from LED systems.
<u>Item 15</u>	<u>Guidance on the training on and operation of emergency personal radio device in multiple casualty situation.</u>	NCSR 9 finalized a draft “Guidance for ships carrying large numbers of crew or passengers in the event of a multiple casualty evacuation”. This circular provides guidance to crew on characteristics of EPRDs, and guidance to be given to passengers regarding the appropriate use of EPRDs so that the activation of many EPRDs in the same area does not prevent search and rescue services from locating signals effectively. This guidance is recommended to be included and addressed in the safety management system pursuant to the ISM Code of ships that could require a multiple casualty evacuation.
<u>Item 16</u>	<u>Electronic Chart Display and Information Systems (ECDIS)</u>	NCSR 9 finalized a draft second revision of the “ECDIS guidance for good practice” (MSC.1/Circ.1503/Rev.1) to improve the unified implementation of ECDIS type approval when approving ECDIS’s software and relevant updates. The revision also removes obsolete references to the Data Presentation and Performance Check (DPPC) dataset of IHO in relation to anomalies. NCSR 9 finalized a draft revision of the “ECDIS performance standards” (resolution MSC.232(82)) to include references to the IHO product specifications S-98, S-100 and S-101 into the current performance standards to allow for the introduction of the next technical generation of Electronic Navigational Charts (S-101 ENC).

		The revised performance standards will be applicable to ECDIS equipment installed on or after 1 January 2029. In a transitional period, from 1 January 2026 to 1 January 2029, ECDIS equipment may conform to either the current performance standards (resolution MSC.232(82)) or the newly introduced ECDIS performance standards based on S-101.
<u>Item 18</u>	<u>Electronic inclinometers</u>	NCSR 9 finalized draft SOLAS amendments to make electronic inclinometers for the measurement of heel angles compulsory for container ships and bulk carriers of 3,000 gross tonnage and upwards. Provision of this device will allow the Voyage Data Recorder (VDR) to record roll motion information for the purpose of incident investigation. It will additionally provide critical stability information to the navigational officer on board each ship, which may help to prevent shifting or loss of cargo in heavy weather. This new regulation will not apply to cargo ships occasionally carrying cargoes in bulk, and general cargo ships carrying containers on deck. Additionally, the Sub-Committee determined that electronic or mechanical back-up systems for inclinometers would not be needed, as they were not considered as critical equipment for safety of navigation but rather, an operational one. The draft requirements are not intended for cargo ships occasionally carrying cargoes in bulk and general cargo ships carrying containers on deck.
<u>Item 4</u>	<u>Long-Range Identification and Tracking System (LRIT)</u>	NCSR 9 agreed on the following draft amendments to improve the performance of the LRIT system for identification and tracking of ships: • <i>“Revised Performance standards and functional requirements for the long-range identification and tracking of ships”</i> (resolution MSC.263(84), as amended); • <i>“Long-range identification and tracking system – Technical documentation (Part I)”</i> (MSC.1/Circ.1259/Rev.8); • <i>“Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information”</i> (MSC.1/Circ.1307); • <i>“Continuity of service plan for the LRIT system”</i> (MSC.1/Circ.1376/Rev.4).
<u>Item 23</u>	<u>Pilot transfer arrangements</u>	NCSR 9 agreed to update a footnote in SOLAS regulation V/23.2.3 to refer to the updated ISO standard 799-1:2019 “Ships and marine technology – Pilot ladders”.

Conclusioni principali

<u>Guidelines on places of refuge for ships</u>	Linee guida, finalizzate dal NCSR 9, sono inviate ad MSC 106 per approvazione ed adozione, prima di essere inviate all'Assemblea.
<u>Non-SOLAS ships in polar waters</u>	Gli emendamenti al Capitolo XIV della SOLAS ed al Polar Code, finalizzati dal NCSR 9, sono inviati ad MSC 106 per approvazione. Questi emendamenti, per la parte riferita alle navi da carico di stazza lorda inferiore alle 500 GT – ma superiore alle 300 – una volta approvati dovranno essere regolamentati in ambito nazionale ¹ .
<u>Modernization of the GMDSS</u>	Le linee guida, finalizzate dal NCSR 9, sono inviate ad MSC 106 per approvazione ed adozione e dovranno essere debitamente considerata con gli emendamenti del Capitolo IV della SOLAS adottati ad MSC 105 (Modernizzazione del GMDSS).
<u>EMI effects of LED lighting systems and other sources of EMI on board vessels</u>	Il Sotto-Comitato ha esortato gli Stati Membri ad informare tutte le parti coinvolte relativamente alle criticità derivanti dall'uso delle luci LED (<i>MISE con lettera prot. 70217 in data 15 giugno 2017 ha informato gli ispettori e Account Authority in merito</i>).
<u>Guidance on the training on and operation of emergency personal radio device in multiple casualty situation.</u>	Linee guida, finalizzate dal NCSR 9, sono inviate ad MSC 106 per approvazione ed adozione.
<u>Electronic Chart Display and Information Systems (ECDIS)</u>	Linee guida e performance standard, finalizzati dal NCSR 9, sono inviati ad MSC 106 per approvazione ed adozione.
<u>Electronic inclinometers</u>	Emendamenti, finalizzati dal NCSR 9, sono inviati ad MSC 106 per approvazione ed adozione. La data di applicazione degli emendamenti è fissata al 1° Gennaio 2026 (<i>intermedia rispetto a quella del four-cycle adottato da MSC</i>).
<u>Long-Range Identification and Tracking System (LRIT)</u>	Linee guida, finalizzate dal NCSR 9, sono inviate ad MSC 106 per approvazione ed adozione.

Roma, 5 luglio 2022

¹ Circolare Titolo: Sicurezza della Navigazione - Serie Generale n.163/2021 del 26.01.2021.-