

This is the second in the series of newsletters to the branches, keeping you informed of the technical projects and work in progress within the Nautical Institute. It also keeps the branches informed of the future discussions at IMO with which the NI is expected to be involved.

Branches are encouraged to consider these projects when compiling their programmes for future technical meetings. The branch database on-line can also be consulted to see a summary of the technical subjects other branches have been engaged in.

## IMO WORK IN PROGRESS

At IMO the NI delegation uses the feedback from the Sea-Going Correspondence Group (SGCG), workshops, seminars and input from branches to contribute to the debates.

### **Entry Into Enclosed Spaces**

This subject was debated at the Sub-committee on Dangerous Goods, Solid Cargoes and Containers (DSC) in September. An update on the outcome of this meeting was published in November 2011 Seaways.

The NI is working with Mines Rescue Marine to host seminars for senior management and seafarers to demonstrate the issues of entry and rescue in enclosed spaces aboard ships and will include four elements – safety, training, culture, and design. Branches are encouraged to raise this issue locally.

Associated with the entry into enclosed spaces debate is the mandatory carriage of oxygen meters. This component of the NI paper was endorsed by all delegations to the DSC sub-committee, however, how to include this under SOLAS has still to be discussed and input is requested for the next DSC sub-committee meeting in September 2012

### **Two – watch system (Master/Mate)**

The elimination of the two watch (Master/Mate) system is included in the NI Strategic Plan 2011 – 2015. Branches are encouraged to use their technical meetings to discuss this issue and submit reports to NIHQ – particularly with reference to accidents/incidents as a result of the two watch system

---

We would particularly invite branches to contribute to our involvement in the correspondence groups at IMO. Two of these are:

**GMDSS Scoping Exercise:** The GMDSS already provides for exchange of information vital for maritime safety and for certain general communications. E-navigation initiatives will create the need for additional communications capabilities. The project is intended to allow the evolution of maritime communications to meet these needs and improve service through the introduction of modern technologies. The correspondence group has finished the initial stage of drafting a work plan, which will be submitted to the Sub-committee on Radiocommunications and Search and Rescue (COMSAR) in February, with a view to

beginning work on the high level review of the GMDSS after approval by the Maritime Safety Committee (MSC) in May 2012

**Virtual Aids to Navigation:** The group will initially focus on policy issues prior to chart symbology development. This will include issues relating to policy matters, limitations on use, training of seafarers and limitations of displays – including information overload. Work has started on this issue, beginning with the definition of an AIS-AtoN.

## OTHER PROJECTS AND WORK IN PROGRESS

### **Environmental Awareness**

Port reception facilities and garbage management is still an ongoing issue of concern and continuing input from branches on the current situation in their region is welcomed.

We are working on a project, together with Global Maritime Education and Training (GlobalMET) and the World Wildlife Foundation (WWF) to raise mariners' awareness of when they are operating in particularly sensitive areas which are not legally designated as a special area. This will initially consist of a poster chart of the North Atlantic featuring the Sargasso Sea. Input from branches on other ideas is welcome.

### **ECDIS**

Mandatory carriage of ECDIS implementation begins to phase in this July. During 2011, an industry group, chaired by The Nautical Institute and comprised of leading international shipping organisations held a series of meetings and concluded that clearer guidance was needed with respect to identifying best practices for ECDIS training. A guidance document on issues of training and competency for ECDIS has been produced and will be issued shortly. We intend to make the NI a leading organisation for ECDIS related issues and the ECDIS Forum on the website will reflect this (<http://www.nautinst.org/en/forums/ecdis/index.cfm>). Branches are encouraged to include ECDIS issues in their technical meetings.

### **Pilot to Berth Passage Planning**

In our planned publication Bridge Team Operations we will include a chapter on P2B passage planning. The Belgian Branch has developed a questionnaire and used it with pilots and shipmasters on the River Scheldt. Preliminary results were delivered at a seminar in Antwerp in December. Other branches are encouraged to participate in this project to give input from pilotage in different regions.

### **Ship/port Interface**

A successful Command Seminar in Bristol in November on the 'chain' of ship/port interface highlighted the diverse operations required to bring a ship successfully into port and load/discharge her cargo. The interest shown subsequently has led us to continue working on this project and to develop the ideas, discussion and debate that took place in Bristol. Branches may wish to take this further in their own regions in planning future technical meetings

## NI GOVERNANCE REVIEW

Your attention is drawn to the NI Governance Review article in January 2012 SEAWAYS. Members are encouraged to attend the AGM and 40<sup>th</sup> Anniversary Gala Ball in May to learn more about this important change in the governance of the Institute

*For further information or to discuss how branches could address any of these topics please contact Harry Gale, Technical Manager ([hg@nautinst.org](mailto:hg@nautinst.org)) or John Dickinson, Head of Delegation IMO ([jmd@nautinst.org](mailto:jmd@nautinst.org))*

[WWW.NAUTINST.ORG](http://WWW.NAUTINST.ORG)