

**12th CHRIS MEETING
Valparaiso, Chile, 23-25 October 2000**

REPORTS ON THE FOLLOWING IMO MEETINGS, LONDON, UK:

**MARITIME SAFETY COMMITTEE No 72 (MSC72), 17-27 MAY 2000 and
NAVIGATION SUB-COMMITTEE No 46 (NAV46): 10-14 JULY 2000**

(by Neil Guy, IHB)

The Meetings were important to the IHO in that certain Regulations of SOLAS Chapter V were to be processed as close to finalisation as possible. It was important that as many of the issues that were still in square brackets were resolved before the holding of MSC 73 in November 2000. The IHO was represented at both meetings by R/Adm Neil GUY who was assisted by Cdr Robert WARD of Australia during MSC 72 with the permission of the Australian Hydrographer.

The contentious issue of the term 'official' in Regulation 2 of SOLAS Chapter V was resolved during the MSC 72 Plenary Session of the first week of the Meeting. The fact that the indefinite article 'a' had been replaced by the definite article 'the' could not be considered as it was not in square brackets and was referred back to the IHO for possible resolution before MSC 73.

IHB Circular Letter 24/2000 was sent to Member States for voting on the wording of Regulation 2.2 of Chapter V of SOLAS. The Member states were requested to decide on the use of either 'a', which appeared in brackets in MSC72 documentation, and 'the' which was discussed at the special IHO Meeting on 18th March 2000. In addition a 'Footnote' was suggested as follows:

Refer to the appropriate resolutions and recommendations of the International Hydrographic Organisation concerning the use and transfer of data.

The results of the voting were: 90% were in favour of the use of 'a' with possibly minor amendments to the proposed 'Footnote' and 10% in favour of 'the'. Chile supported the use of 'the' with a different footnote and have subsequently submitted new wording to MSC 73 as follows: "In Regulation 2.2, the term 'Government' refers to the Coastal State Government, and the term 'Hydrographic Office or other relevant government institution' refers to the Coastal State Government's Hydrographic Office or other relevant government institution, where exists." The decision will therefore be made during MSC 73 during December 2000.

MSC 72 had a very comprehensive programme of other work that kept it fully occupied in drafting groups and committees until the final plenary session. Some items had to be held over to MSC 73 much time was taken up with the other issues related to Chapter V that do not have a hydrographic input. The most important aspect of MSC 72 which is of interest to IHO Member states is that MSC 72 approved the Draft revised Chapter V for adoption by MSC 73. This brings to an end many years of hard work. MSC 72 felt that the final textual considerations could be resolved before the time for adoption during MSC 73. The Amendments to SOLAS Chapter V are scheduled to come into force on 1 July 2002

The sinking of the Erika off the coast of Brittany was referred to in the opening address of the Secretary General and all Member States agreed that the IMO was the correct forum to consider the urgent initiatives for tanker safety that was required.

The Navigation Sub Committee Meeting no 46 was less contentious than in the past as most of the major issues had been addressed. In addition, the approval by MSC 72 of the Draft Amendments to SOLAS Chapter V left the sole outstanding item for IHO attention before MSC 73. Two issues of general interest to IHO Member States were the number of traffic separation schemes TSS that were considered as was the implementation of Automatic Identification Systems (AIS).

TSS for the southern Red Sea, the River Humber, Prince William Sound, Mandatory Ship Reporting Systems off Les Casquets and anchoring on the Flower Garden Banks, Gulf of Mexico were recommended. Unfortunately the merging of two documents on AIS submitted by IALA and ICS was not completed and would be considered at NAV 47.

In addition issues applicable to the High Speed Craft Code, Wing-In Ground (WIG) Craft, amendments to ship reporting systems, amendments to COLREGS, integrated bridge systems, world-wide radio navigation system (GNSS), and bridge alarms were considered.