

# NAUTICAL INSTITUTE BRANCH NEWSLETTER

JULY 2014



This newsletter is aimed at the Branch Committees to keep 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.

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

What we publish in Seaways, voice at IMO and how we offer professional services is based upon our Members and therefore our Branches. Good Branch input allows us to be regarded and effective as a well informed and international representative body for modern maritime professionals and branch feedback is essential for this

## 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.

### **Overweight/Mis-declared Contents Containers**

While SOLAS has addressed the issue of container weights by imposing an obligation on the shipper to provide accurate container weights via regulation VI/2, it does not require a container to be weighed. It allows for the cumulative weights of the cargo packages and items, including the mass of pallets, dunnage and other securing material to be calculated and when added to the tare weight of the container, this will give the certified calculated weight.

This is not much improvement on the previous regulation and the NI IMO Committee has considered that this issue and the issue of misdeclaration of contents should be looked at in more detail to become a project for the IMO work. Accordingly, The NI is developing a paper (in conjunction with others) with the concerns on how this will be implemented and verified to submit to IMO next year. Branches are encouraged to consider this as a topic for their technical meetings on how the weighing of containers is being carried out in their region.

### **Elimination of the Master/Mate two watch system.**

The NI has prepared a paper and working with a Flag State to put to the Maritime Safety Committee later this year. Branches may be interested that the IMarEST, after having read previous NI documents on this subject are now conducting a survey among their members on fatigue effects on engineers. Branches may wish to hold joint meetings with their branch of the IMarEST on this topic.

## OTHER PROJECTS AND WORK IN PROGRESS

### **Environmental Awareness**

Port reception facilities (prf) and garbage management is still an ongoing issue of concern, particularly since the updated MARPOL Annex V came into force in 2013. Continuing input from branches on the current situation in their region is welcomed. Data on the available prf for the reception of ship-borne waste can be accessed from the IMO GISIS website: <http://gisis.imo.org/Public/>

### **Marine Spatial Planning**

Marine Spatial Planning (MSP) is becoming an increasingly important issue for the shipping sector already, with sea areas being restricted for marine traffic. Maritime professionals need to engage with other users of ocean space from both a sea and shore perspective, and to take part in international, regional and local MSP debate, to ensure that the needs of the sector are taken into full consideration. Branches are encouraged to participate in any debates in their local area, or even host their own. See also the [MSP Forum](#) on the NI website.

### **ECDIS**

Implementation of mandatory carriage of ECDIS continues and on 1<sup>st</sup> July 2014 entered into force for all existing passenger vessels and new cargo ships above 3000gt. The industry group guidance documents – one for generic training, and one for familiarisation will continue to be available for download on the [ECDIS forum](#) website. Printed versions are available from NIHQ for distribution at branch events. It should be noted that many shipping companies are now including the guidance in their SMS.

We would be interested to receive information from branches regarding what their Flag Administration's accept as hours of training for ECDIS generic courses based on the Model course 1.27. (2012 edition)

### **S-Mode**

Following the first session of the new NCSR (Navigation, Communication, Search & Rescue) sub-committee at IMO, S-mode was formally adopted into the e-navigation Strategic Implementation Plan (SIP), which will be sent to the Marine Safety Committee as a finished document. The NI will now start establishing actual features that need to be in S-mode, and branches are encouraged to hold debates on what these are - for both ECDIS and Radar.

### **Navigational Audits**

Over the years we have been aware that lessons learned from training on bridge resource management for best practice on navigation are not always transposed into the shipboard environment. We have also been informed that a good navigational audit can rectify those weaknesses. However, there are vast discrepancies on how a navigation audit is carried out. We would like to identify those best practices for navigation audits and input from branches would be very helpful to us in compiling a best practices document.

*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)