

IAIN delegate to IMO – Report 2019/20:

IAIN's delegation to IMO has sought to follow the broad principles of IMO, as the "United Nations specialised Agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships." – (IMO website) and sought to apply the principles of navigation – positioning; navigation; timing; and resilience in carrying out those responsibilities.

As an NGO, IAIN does not have a vote in the business of IMO's Assembly, or Council, but uses its expertise and the voice of navigational experience to lobby, to persuade, to intervene in IMO business, or in its Committees, and Working Groups. IAIN is represented at IMO's Assembly, its highest body; Council, its Executive organ; Maritime Safety Committee (MSC), its highest technical body; and the Sub-Committee on Navigation, Communications and Search & Rescue (NCSR); and working groups wherever it is thought that IAIN can add value.

2019-2020 saw the following major work:

- a. **IMO 2020** – the introduction of massively lowered permitted sulphur levels in marine fuel oil. This will lead to a marked reduction in marine and atmospheric pollution. Monitoring and enforcement falls to Governments and authorities of member states.
- b. **MASS** – Maritime Autonomous Surface Ships – the case for which has been advanced over the past year, through a regulatory scoping exercise and much else, but whose introduction on a more than experimental basis is some way off; whilst the concept of an entirely unmanned surface vessel operating in open water is entirely feasible, it is where such vessels interact with other vessels, with reporting mechanisms, with search & rescue, with piracy and anti-piracy measures, with pilotage and pollution control and so many other facets of maritime PNT that the problems lie. IAIN is engaged with a number of member states and other NGOs in taking this forward.
- c. **VTS**: IAIN co-sponsored the Australia-coordinated proposal for the comprehensive review and update of IMO's *Guidelines for Vessel Traffic Services*. Following the MoU with IALA /AISM, concluded at IAIN's 16th World Congress in Japan, IAIN has played a significant role in developing, at IALA headquarters, and supporting a simplified structure for Vessel Traffic Services, as a major step in the safety of shipping operating in coastal waters worldwide. The new Guidelines are due to receive IMO formal approval in 2020.
- d. **SAFETY MEASURES FOR NON-SOLAS SHIPS IN POLAR WATERS**
IAIN remains a vocal supporter of the need for enhanced safety measures in Polar Waters, where the risks and after effects of pollution are high, and search & rescue facilities are over-stretched in vast geographic areas of responsibility. IAIN is an active participant in the Working Group, chaired by the New Zealand Government, charged with bringing agreed proposals

to NCSR and then to MSC in 2020. Achieving the improved safety measures will be more achievable and more timely in the Antarctic, with the backing of the Antarctic Treaty, than in the Arctic.

Summary: This is the major work of IMO; there is much else taking place, within IMO and among Member States, where IAIN makes the voice of professional PNT and Resilience heard. For 2020, as a result of Corona virus / Covid-19, IMO has deferred many of its major Committees. Working Groups, the groundwork, are still being conducted by correspondence / e-mail, by video-conferencing; it works. How the major events – Assembly and MSC will operate, remains to be seen. But whenever and however they occur, IAIN will be there.

James Taylor, OBE FRIN
IAIN delegate to IMO.