

**Agenda item 9 – IALA TECHNICAL ACTIVITIES**

**9.4 e-NAV**

**9.4.2 Documents to note**

***9.4.2-3 Liaison Note to IMO e-Navigation Correspondence Group re Strategic Implementation Plan (SIP)***

Note by the Secretariat

**1 SUMMARY**

This liaison note invites the IMO CG to consider the linkage of Maritime Service Portfolios (MSP) to potential e-Navigation solutions under IALA's remit (Annex 1 in the liaison note) and the IALA roadmap of key e-Navigation related milestones.

Under the standing dispensation from Council, this document was sent to the IMO Correspondence Group on 24th October 2013.

**2 ACTION REQUESTED**

The Council is requested to Note.



From: IALA

Reference: e-NAV 14-17.1.1.4

26 September 2013

## **Liaison Note to IMO e-Navigation Correspondence Group Strategic Implementation Plan (SIP)**

### **3 INTRODUCTION**

At e-NAV14, the Committee noted that this would be the last chance for the Committee to provide an input into the IMO e-Navigation Strategic Implementation Plan (SIP).

### **4 DISCUSSION**

The IALA e-NAV Committee put considerable effort over the years to support the development of the IMO e-Navigation concept with particular emphasis on the interests of its members and the shoreside architecture and services. It is anticipated that IALA will be a significant partner in the e-Navigation process in the future and therefore the Committee has taken this opportunity to outline how IALA documents and current work plans might tie into the IMO SIP and outline what the possible working relationships might be.

### **5 ACTION REQUESTED**

The IMO CG on e-Navigation is invited to consider at Annex the linkage of MSPs to potential e-Navigation solutions under IALA's remit and the IALA Roadmap of key e-Navigation related milestones (e-NAV14-17.1.1.2 v2).

# **ANNEX A      LINKAGE OF MSPs TO POTENTIAL e-NAVIGATION SOLUTIONS UNDER IALA's REMIT**

## **1      INTRODUCTION**

This note has been prepared by the Chair and Vice Chair of the IALA e-Navigation Committee in response to a request from the Co-ordinator of the IMO e-Navigation Correspondence Group.

## **2      DISCUSSION**

### **2.1      e-Navigation Solutions**

Potential e-navigation solutions have been grouped into the following broad categories:

- S1 Improved, harmonized and user-friendly bridge design;
- S2 Means for standardized and automated reporting;
- S3 Improved reliability, resilience and integrity of bridge equipment and navigation information;
- S4 Integration and presentation of available information in graphical displays received via communication equipment;
- S5 Information management;
- S6 Improved access to relevant information for Search and Rescue;
- S7 Improved reliability, resilience and integrity of bridge equipment and navigation information for shore-based users;
- S8 Improved and harmonized shore-based systems and services; and
- S9 Improved communication of VTS service portfolio.

### **2.2      Maritime Service Portfolios**

A Maritime Service Portfolio (MSP) can be defined as: An organised collection of operational and technical services provided from ashore to the mariner, in a given sea area, waterway, or port, as appropriate.

A comprehensive description of the following MSPs can be found in e-NAV12/81 Annex 4. However, that list has been modified by the Correspondence Group as follows:

- VTS Information Service (INS);
- Navigation Assistance Service (NAS);
- Traffic Organization Service (TOS);
- Local Port Service (LPS);
- Maritime Safety Information (MSI) service;
- pilotage service;
- tugs service;
- vessel shore reporting;
- remote monitoring of ships systems;
- Telemedical Assistance Service (TMAS);
- Maritime Assistance Service (MAS);
- nautical chart Service;
- nautical publications service;
- ice navigation service;

- real-time hydrographic and environmental information services;
- Search and Rescue (SAR) Service.

MSP areas are divided into the following:

- harbour operations;
- operations in coastal and confined or restricted waters;
- transocean voyages;
- offshore operations;
- operations in Arctic, Antarctic and remote areas.

### **5.1 Prioritization of Solutions**

A prioritization of the above solutions resulted in the following being selected as ‘higher priority’ solutions:

- S1 Improved, harmonized and user-friendly bridge design;
- S2 Means for standardized and automated reporting;
- S3 Improved reliability, resilience and integrity of bridge equipment and navigation information;
- S4 Integration and presentation of available information in graphical displays received via communication equipment;
- S9 Improved communication of VTS service portfolio;

IALA, as representative of Aids to Navigation service administrators and providers, sees the need to bridge ship – shore interfaces. It is believed that the current list of potential e-Navigation solutions and MSPs should only be considered preliminary. Of the prioritized solutions, IALA’s primary responsibilities may be applied to the following solutions and MSPs:

S1 Improved, harmonized and user-friendly bridge design (not a responsibility of IALA).

S2 Means for standardized and automated reporting:

- vessel shore reporting.

S3 Improved reliability, resilience and integrity of bridge equipment and navigation information (not a responsibility of IALA).

The IALA e-Navigation Committee considers that solutions S4 and S9 should be taken together and that the compendium of MSPs may be applied to each.

S4 Integration and presentation of available information in graphical displays received via communication equipment.

S9 Improved communication of VTS service portfolio.

### **5.2 Basic Infrastructure**

The current list of MSPs does not include the basic infrastructure required for e-Navigation to work, such as Resilient PNT and Communications. These are treated as Risk Control Options and should be covered in the cost benefit analysis in that way.

## **6 ACTION REQUESTED**

The Correspondence Group is invited to consider the information provided.