|  |  |
| --- | --- |
| SUB-COMMITTEE ON NAVIGATION, COMMUNICATIONS AND SEARCH AND RESCUEsession 4Agenda item 8 | NCSR 4/8/X 2 December 2016 Original: ENGLISH |

**Submitted by Norway [Australia and IHO]**

|  |
| --- |
| **SUMMARY** |
| *Executive summary:* | This document reports on the progress made to developGuidelines for the harmonized display of navigation information received via communications equipment |
| *Strategic direction:* | 5.2 |
| *High-level action:* | 5.2.6 |
| *Planned output:* | 5.2.6.2 |
| *Action to be taken:* | Paragraph 8 |
| *Related documents:* | MSC 85/26/Add1,annex20; NCSR 3/9/1; MSC 95/22; MSC 95/19/8, MSC 95/19/4;  |

**Background**

1 MSC 95 considered document MSC 95/19/8, annex 5, proposing the development of Guidelines for the harmonized display of navigation information received via communications equipment, and document MSC 95/19/14, commenting on the proposal, and agreed to include, in the 2016-2017 biennial agenda of the NCSR Sub-Committee and the provisional agenda for NCSR 3, an output on “Guidelines for the harmonized display of navigation information received via communications equipment”, with a target completion year of 2017.

**Progress**

2 At NCSR 3 the Sub-Committee invited Norway to coordinate a joint proposal from interested Member Governments and international organizations to NCSR 4 providing draft *Guidelines for the harmonized display of navigation information received via communications equipment*.

3 A group of interested member states and international organizations have developed a draft guidelines which is included at the annex. During this work, a number of issues were identified:

.1 The amount of information available from communications equipment exceeds, the amount of display space [available] on existing navigation equipment such as radar and ECDIS;

.2 For ships not fitted with Integrated Navigation System (INS it may therefore be necessary to add an additional display.;

.3 There are already a number of IMO and industry standards providing requirements for bridge display, including text size, colour etc. but gaps are existing. The guidelines need to harmonize the implementation of relevant standards and close [relevant] gaps as applicable;

.4 Essential information such as Maritime Safety Information (MSI) should be displayed on appropriate existing equipment but some [other] information which is not [be immediately] essential to the navigation of the ship could be displayed elsewhere or deselected in order to prevent overloading the user or the display such as radar or ECDIS.

4 The group agreed on a number of issues:

.1 Navigation data received by communication systems should be displayed in a timely, unambiguous and harmonized manner. If applicable these information should be displayed based on the portrayal specifications of the S-100 standard” or based on SN/Circ.243 as amended.

.2 Where appropriate symbols to display received information do not currently exist, additional new symbols should be added to SN Circ.243.

.3 Navigation related information should be displayed in such a manner that information overload on the display is prevented. Selectable functions should be included to allow displaying only the required information necessary for safe navigation.

.4 The increasing amount of navigation information received from communications equipment may require the introduction of an additional display for this function especially if an INS is not installed; and

.5 Filtering and routing of - received data on-board should be automatically categorized, prioritized and presented based on user settings, needs, urgency and sea area capability.

5 As also stated at NCSR 3 (ref. NCSR 3/29/6.2), there are overlaps between this agenda item and agenda item 7 “Additional modules to the Revised Performance Standards for Integrated Navigation Systems (INS) (resolution MSC.252(83) relating to the harmonization of bridge design and display of information” and that coordination of common elements of these two agenda items need to be further coordinated.

6 Considering the above information and the need to coordinate with other e-navigation outputs including the post-biennium outputs on “S” mode and the result of future work on MSP guidelines, it is recommended that the work should continue into the next biennium.

7 Given the amount of work required to finalise the draft guidelines, and the value of coordinating this this work with the amendments to the revised Performance Standards for Integrated Navigation Systems (INS) (resolution MSC.252(83)), it is recommended to forward the draft guidelines set out in the annex to the Navigation Working group established at NCSR 4 to further progress the work.

Action requested of the sub committee

8 The Sub-Committee is invited to

.1 note the progress made on the draft guidelines for the harmonized display of navigation information received via communications equipment (paragraph 3 to 5 and annex); and

 .2 concur with the proposal to forward the draft guidelines to the Navigation Working Group for further consideration (paragraph 7)

 .3 Take action as appropriate.