INTERNATIONAL HYDROGRAPHIC ORGANIZATION

ORGANISATION HYDROGRAPHIQUE INTERNATIONALE

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53ʳᴰ SESSION OF THE IMO SUB-COMMITTEE ON SAFETY OF NAVIGATION

References:
a) CL 20/07 dated 9 February
b) CL 33/07 dated 23 March
c) CL 4/07 dated 11 January
d) CL 47/07 dated 23 May
e) CL 54/07 dated 15 June

Dear Hydrographer,

1   The 53ʳᵈ session of the Safety of Navigation Sub-Committee (NAV) of the IMO was held at the Royal Horticultural Halls in London from 23 - 27 July 2007. The IHO was represented by Vice Admiral Maratos, President and Lt Cdr Shipman, Professional Assistant Hydrography. The Sub-Committee had a very full agenda, of which:

Agenda Item 3 "Routeing of Ships, ship reporting and related matters";
Agenda Item 5 "Evaluation of ECDIS and ENC Development";
Agenda Item 13 "Development of an E-Navigation Strategy"; and
Agenda Item 14 "Development of carriage requirements for ECDIS"

will be of particular interest to IHO Member States. The draft reports will be placed on the IHO web site and will be replaced by the final report as soon as it is made available by the IMO. (www.iho.int > INT Organizations > IMO)

Routeing of Ships, ship reporting and related matters

2   The Sub-Committee approved 9 new / revised Traffic Separation Schemes, 13 other routeing measures and 4 new / amended Mandatory Reporting Systems all of which will now go to the Maritime Safety Committee (MSC) for adoption at its 83ʳᵈ session in October 2007.

3   A submission from Brazil (NAV53/3) requested an Area to be Avoided (ATBA) and a safety zone around oil rigs in the Campos Basin, Brazil greater than that permitted by resolution A.671(16) and UNCLOS Article 60.5. The Sub-Committee decided only to agree to the safety zones as permitted by UNCLOS and invited Member States who wished to do so to submit documents to the MSC requesting the inclusion of a new work programme item to develop guidelines and procedures for adopting increased safety zones around offshore structures.

Evaluation of ECDIS and ENC Development

4   The IHO submitted three documents under this agenda item
   - NAV 53/5   Maintenance of ECDIS Software
   - NAV 53/5/1 Development of a comprehensive online catalogue of available official charts

- NAV 53/5/2   Evaluation of Electronic Navigation Chart (ENC) Availability

Two further documents were submitted by the United Kingdom (NAV 53/5/3) and Australia (NAV 53/5/4) supporting the IHO document on the maintenance of ECDIS software and informing the Sub-Committee that they were jointly submitting a paper to the Maritime Safety Committee (MSC 83/25/7) regarding the wider issue of the maintenance of software for processor-based navigation and radiocommunications equipment.

5   There was widespread support for the draft SN Circular on the maintenance of ECDIS software prepared by the IHO (References a) and b) and an informal drafting group was setup to finalise the text of the Circular. This revised draft was approved by the plenary and will now go to the MSC for approval. The final text of this draft Circular will be available from the IHO web site as soon as it is available from the IMO.

6   The Sub-Committee took note of the information regarding the details of the IHO online chart catalogue. The Russian Federation emphasised the need to differentiate between the Appropriate Portfolio of Paper Charts (APC) to be carried when ECDIS is used in the RCDS mode and the APC to be carried as a backup when a single ECDIS is used with ENCs. This issue was noted by the IHO and appropriate information has been requested by the IHB at References c) and d) and by the IMO in IMO Circular letter No. 2773. Many coastal states have yet to provide this information to the IHO. The Russian Federation asked the IHO to consider the inclusion of a global index of paper charts in the online catalogue.

7   The IHO presented the information in its document on the Evaluation of Electronic Navigation Chart (ENC) Availability which was noted by the Sub-Committee. ENC availability was also discussed extensively under Agenda Item 14 (Development of carriage requirements for ECDIS). Following discussion of the documents submitted under agenda item 5 the Sub-Committee concluded that its work on this agenda item was now complete and will request the MSC to remove it from the agenda for NAV 54 in 2008. However the IHO has been requested to report on ENC availability and the status of the online catalogue to NAV 54 under Agenda Item 14 (Development of carriage requirements for ECDIS).

8   The revised text of SN/Circ.207 – "Differences between RCDS and ECDIS" approved by NAV 52 but not issued pending consideration of the revised ECDIS Performance Standards by MSC 82 was approved for issue. This will be placed on the IHO web site as soon as it is available.

Development of carriage requirements for ECDIS

9   Three documents were considered under this agenda item:

NAV 53/14 submitted by Denmark, Finland, Norway and Sweden introducing the FSA conducted by DNV;

NAV 53/14/1 submitted by Japan

NAV 53/INF.3 submitted by Denmark, Finland, Norway and Sweden, the FSA by DNV as the "Effect of ENC coverage on ECDIS risk reductions".

10   Before the start of the session when agenda item 14 was due to be discussed the IHO was informed by the Japanese delegation that the proposed amendments to SOLAS Chapter V regulation 19, which were the subject of Reference e), would be removed when they introduced their document NAV 53/14/1.

11   There was considerable debate on this matter covering the following matters: ENC availability, types of ship, tonnages and ECDIS training. Coastal states which argued against further mandatory carriage requirements in general required a full coverage of ENCs a as a precursor whilst those that spoke in favour of mandatory carriage considered that, given the IHO commitment to have an adequate coverage of ENCs by 2010, a full coverage of ENCs was not necessary prior to

consideration of mandatory carriage requirements. The chairman concluded that there was currently no consensus to introduce further mandatory carriage requirements for ECDIS.

12   This matter will be reconsidered at NAV 54 in 2008 and the IHO will submit a report on the improving status of ENC availability and the actions that it has taken to advance this matter. The IHB will, if necessary, seek further information from Member States in order to compile this report. The Sub-Committee also invited MS to submit relevant inputs to NAV 54.

<u>Development of an E-Navigation Strategy</u>

13   The Sub-Committee considered the report of the Correspondence Group (CG) together with some other input papers. Following a preliminary discussion which concluded that e-navigation must be user driven rather than technology driven, the matter was referred to a Working Group for more detailed discussion. The WG's recommendations which were endorsed by the Sub-Committee included:

> A definition: "E-Navigation is the harmonised collection, integration, exchange, presentation and analysis of maritime information onboard and ashore by electronic means to enhance berth to berth navigation and related services, for safety and security at sea and protection of the marine environment."

> A set of core objectives which includes: "facilitate safe and secure navigation of vessels having regard to hydrographic, meteorological and navigational information and risks".
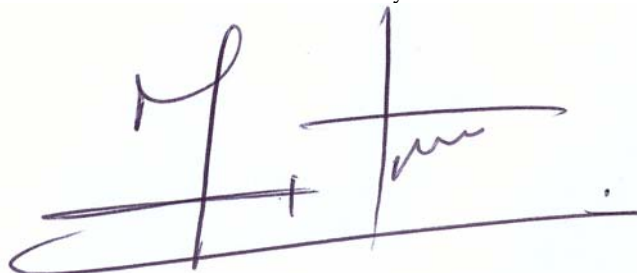
> It was also concluded that it was premature to discuss the system architecture and conduct a gap analysis before finalising the users' requirements.

14   The Sub-Committee re-established the CG with new ToR as set out in Annex A. The CG will again be chaired by Mr Ian Timpson of the UK (ian.timpson@dft.gsi.gov.uk). The IHB will take part in the work of the CG and will keep Member States informed of progress. Any Member State wishing to participate directly in the work of the CG should contact Mr Timpson at the email address given above.

<u>Dates for NAV 54</u>

15   The refurbishment work on the IMO Headquarters building is due to complete in February 2008 and the 54th session of the Sub-Committee on Safety of Navigation is provisionally scheduled to be held there from 30 June to 4 July 2008.

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On behalf of the Directing Committee
Yours sincerely,

Vice Admiral Alexandros MARATOS
President

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Annex A   ToR for the CG on E-Navigation

Terms of Reference for Correspondence Group on E-Navigation Strategy

1   Taking into account documents NAV 53/WP.4 and NAV 53/13/1 (Japan) and, the progress made at NAV 53 relating to the development of an E-Navigation strategy and the guidance in MSC/Circ.1091 on Issues to be considered when introducing new technology on board ship and MSC/Circ.878/MEPC/Circ.346 on Human Element Analysing Process (HEAP); the Correspondence Group on e-navigation should:

> .1 identify all potential users of e-navigation;
>
> .2 define the user needs for e-navigation;
>
> .3 review the need to consult other maritime agencies and interest groups navigational practitioners, support agencies, research organizations, equipment manufactures and port managers; and
>
> .4 continue to develop other aspects of the strategic vision for e-navigation.

2   In order to structure the task of developing a strategic vision for E- Navigation using a holistic and top-down approach it is essential to provide a methodology and logical phases to define the essential elements of e-navigation. In this context, the Correspondence Group should develop a strategic vision taking into account the logical phases relating to:

> user identification;
> user requirements;
> user services;
> identify existing systems;
> system requirements;
> gap analysis;
> role of cost benefit analysis; and system architecture.

The Correspondence Group should note that this is not a comprehensive list of logical phases and that some of the work can be undertaken simultaneously.

3   The Correspondence Group should submit a document to COMSAR 12 raising specific questions that should be addressed by COMSAR and prepare a final comprehensive report for submission to NAV 54.