INTERNATIONAL HYDROGRAPHIC ORGANIZATION

ORGANISATION HYDROGRAPHIQUE INTERNATIONALE

IHB File No.S3/3055

57th Session of the IMO Sub-Committee on Safety of Navigation

Reference: IHB CL 34/2011 dated 30 May 2011 (Report on MSC89)

Dear Hydrographer,

1   The 57th session of the IMO Sub-Committee on Safety of Navigation (NAV) was held at IMO Headquarters in London from 6 – 10 June 2011. The IHO was represented by Vice Admiral MARATOS, President; Captain WARD, Director; and Lt Cdr SHIPMAN, Professional Assistant for Hydrography. Heads and representatives from fourteen hydrographic offices also attended the meeting as part of national delegations and the opportunity was taken to have an informal meeting during a morning coffee break. Consideration is being given to making this gathering a regular feature of IMO-NAV meetings.

2   The agenda for NAV57 included:

Agenda Item 3   "Routeing of ships, ship reporting and related matters";

Agenda Item 6   "Development of an e-navigation strategy implementation plan";

Agenda Item 8   "Development of policy and new symbols for AIS aids to navigation."; and

Agenda Item 14   "Any Other Business" – Operating anomalies identified within ECDIS.

all of which will be of particular interest to IHO Member States. Under Agenda Item 14 – "Any Other Business" the IHO also submitted document NAV57/INF.3 providing information on the establishment of the Arctic Regional Hydrographic Commission which was noted by the Sub-Committee. The report of the NAV57 meeting (NAV57/15), when available, will be placed on the IHO web site at:

Agenda Item 3 - Routeing of Ships, Ship Reporting and related matters

3   The Sub-Committee: approved three new or amended Traffic Separation Schemes (TSS) and nine other new or amended Routeing Measures, all of which will now be passed to the Maritime Safety Committee (MSC) for adoption at its 90th session in May 2012. Implementation will be not less than six months after adoption by the MSC.

Agenda Item 6 - Development of an e-Navigation Strategy Implementation Plan

4   The Sub-Committee noted the information on the availability of ENCs provided by IHO in document NAV57/6/1.

5   The Sub-Committee agreed, inter alia, to recommend that the Maritime Safety Committee (MSC) approve the use of IHO's S-100 standard as the baseline for creating a framework for data access and services under the scope of SOLAS.

6   The Sub-Committee also agreed to invite MSC to authorise, in consultation with other organizations, the establishment of an IMO/IHO Harmonization Group on Data Modelling with Draft Terms of Reference as set out at Annex A.

7   The Sub-Committee re-established the CG on e-navigation with revised Terms of Reference as set out at Annex B. Anyone, not already a member of the CG, who would like to join should contact the Co-ordinator, Mr John-Eric Hagen (john.eric.hagen@kystverket.no). The IHB will continue to participate in the work of the CG.

8   The Sub-Committee has also asked the MSC to extend the completion date for the development of an e-Navigation Strategy implementation plan from 2012 to 2014.

9   The Directing Committee will issue a separate Circular Letter in the near future reporting progress with the S-100 standard and its implications for Member States.

Agenda Item 8 - Development of policy and new symbols for AIS aids to navigation.

10   Taking into account previous submissions from the IHO urging caution, NAV57 decided that their first priority should be to determine policy and guidance on the use of AIS as an Aid to Navigation and particularly on the use of Virtual Aids to Navigation before considering the matter of symbology. NAV57 agreed to establish a Correspondence Group (CG) to develop draft policy and report to NAV58. The Terms of Reference of the CG are:

> To consider documents NAV 56/11, NAV 57/8 and NAV 57/8/2, including comments made in Plenary and any other relevant information, develop a first draft of a policy for AIS Aids to Navigation and submit a report for consideration and review by NAV 58.

11   Cdr Hideki Noguchi of Japan (noguchi-i8twy@kaiho.mlit.go.jp) will chair the CG. The IHB will participate in the CG and IHO Member States are encouraged to consider participating in the work of the CG by contacting the Chair by email.

<u>Agenda Item 14 - Any Other Business - Operating anomalies identified within ECDIS</u>

12   The Chairman of NAV57 reported to the Sub-Committee on the discussions which had taken place at MSC89 in May 2011 concerning operating anomalies identified within ECDIS. Due to the very short time interval between MSC89 and NAV57 no specific documents were submitted to NAV57 on this topic. However the UK and the IHB on behalf of the IHO, both of which had submitted documents to MSC 89, made interventions related to their MSC documents. The Sub-Committee had some preliminary discussion on this matter and will inform the MSC on its deliberations. The IHO intervention explained that as a result of the IHO workshop of interested parties held in February (and reported in CL 19/2011 - *ECDIS Software Issues Workshop - Outcomes*) a specific ENC test data set was now nearing completion by the IHO. This simple, once-only test will be issued to all ENC users as an EN Update later in 2011. It will enable all ECDIS users to confirm whether their ECDIS operating software conforms to the latest editions of the relevant IHO standards. It is then likely that a further workshop on the subject of operating anomalies identified within ECDIS will be hosted by the IHB later in 2011. This will enable input for MSC90 to be developed by the workshop participants.
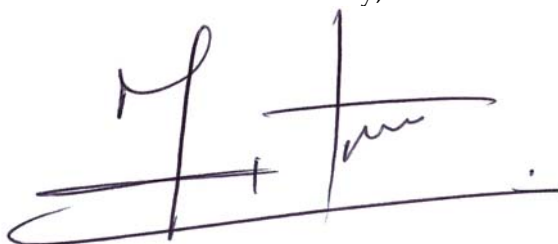
<u>Election of Chairman and Vice Chairman for 2012</u>

13   The Chairman of NAV, Mr Michael Sollosi of the United States, was re-elected to the Chair for 2012. The Vice Chairman, Mr Kostiantyn Billiar of Ukraine, was re-elected as the Vice Chairman for 2012.

<u>Dates for NAV 58</u>

14   The 58th session of the Sub-Committee on Safety of Navigation is provisionally scheduled to be held at the IMO in London from 2 – 6 July 2012.

On behalf of the Directing Committee
Yours sincerely,

Vice Admiral Alexandros MARATOS
President

**DRAFT TERMS OF REFERENCE FOR THE IMO/IHO HARMONIZATION
GROUP ON DATA MODELLING (HGDM)**

1   In creating an e-navigation architecture, it is important to identify information and data flows, and the interactions between applications and user interfaces. Consequently, there needs to be a data structure to optimize the use, interoperability, flow and accessibility of relevant information and data within the maritime domain (including both ship and shore aspects). It is therefore important to harmonize efforts in data modelling, with the aim of creating and maintaining a robust and extendable maritime data structure. This maritime information and data structure will require some form of overarching coordination to ensure the ongoing management and maintenance of the structure.

2   There may be several management roles to be performed by such a coordinating body, (for example, the maintenance of registries and the development and adoption of product specifications). This management role may be shared between relevant organizations. The structure is a highly important element by which e-navigation can modernize the operational environment of the maritime industry and also fulfil the requirement of document MSC 85/26, annex 20.

3   The HGDM should be constituted of representatives of IMO and IHO Member States and Secretariats, and organizations with an official IMO/IHO observer status.

4   The HGDM should be chaired by an IMO Member State and supported by the Secretariat of the IMO.

5   The HGDM reports to the IMO Sub-Committee on Safety of Navigation (NAV), and to the IHO through the IHB Directing Committee, as appropriate.

6   The HGDM should:

.1   as requested by the IMO or the IHO, consider matters related to the framework for data access and information services under the scope of SOLAS, using as a baseline IHO's S-100 standard, with a view to harmonize and standardize:

.1   formats for the collection, exchange and distribution of data;
.2   processes and procedures for the collection; and
.3   development of open standard interfaces; and

.2   review the results of studies by the IMO, the IHO and other related organizations which address aspects of access to information services under the scope of SOLAS, and advise the IMO and the IHO as to whether they are compatible with the e-navigation concept taking into account the identified user needs as they exist at the time.

TERMS OF REFERENCE FOR THE CORRESPONDENCE GROUP ON e-NAVIGATION

Taking into account the joint plan of work for the COMSAR, NAV and STW Sub-Committees for the period 2012–2014, the comments and general views expressed at NAV 57 and, decisions taken by NAV 52 including 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   using the overarching e-navigation architecture as a framework, further develop the detailed architecture of both the ship and shore sides, as appropriate, taking into account the outcomes of the gap analysis;

.2   consider the development of Maritime Service Portfolios to achieve harmonization, modernization, integration and simplification on board and ashore, taking into account the use of the IHO's S-100 standard, and recommend the approach to be taken;

.3   further develop and complete the gap analysis with a view to finalization at NAV 58, taking into account the relevant documents submitted in this respect;

.4   further develop the draft Strategy Implementation Plan;

.5   consider the development of guidelines for usability evaluation of navigational equipment during the preparation of the Strategy Implementation Plan, taking into account the information provided in documents NAV 57/6/5, NAV 57/INF.7 and NAV 57/INF.8 (Japan) and NAV 57/WP 6, and recommend the approach to be taken;

.6   further progress the preparation of cost benefit and risk analysis processes;

.7   submit reports to COMSAR 16 and STW 43 raising specific questions, if required, that should be addressed by the STW and COMSAR Sub-Committees; and

.8   submit a consolidated progress report to NAV 58.