

19th CHRIS MEETING
Rotterdam, Netherlands, 5-9 November 2007

Paper for Consideration by CHRIS 19

IMO activities affecting CHRIS

Submitted by: IHB

Executive Summary:

CHRIS is invited to consider whether any IMO activities over the last year may affect the CHRIS's deliberations.

Reference Documents:

- A. IMO Resolutions MSC 221 (82), MSC 222 (82) and MSC 224 (82)
- B. IMO NAV 53/14, 53/14/1, 53/INF.3 and 53/5/2
- C. IHB CLs 67/2006, 83/2006, 42/2007, 46/2007 and 72/2007

I. IMO DEVELOPMENTS REGARDING ENCs

Introduction / Background:

1. The IMO Maritime Safety Committee (MSC) at its 81st session included a high priority item on the "Development of carriage requirements for ECDIS" on the provisional agenda of the 53rd session of the Sub-committee on Safety of Navigation (NAV 53) in July 2007 with a target completion date of 2008.

Discussion:

2. Mandatory Carriage of ECDIS for High Speed Crafts (HSC)

2.1 On 8 December 2006 the IMO Maritime Safety Committee adopted 3 resolutions:

- Resolution MSC 221 (82) Adoption of amendments to the International Code of Safety for High-Speed Craft (1994 HSC Code)

Chapter 13 new paragraph 13.14.2 All craft, including existing craft, should be fitted with an ECDIS not later than 1 July 2010.

- Resolution MSC 222 (82) Adoption of amendments to the International Code of Safety for High-Speed Craft, 2000

Chapter 13 new paragraph 13.8.2 High-speed Craft shall be fitted with an ECDIS as follows:

- .1 *Craft constructed on or after 1 July 2008*
- .2 *Craft constructed before 1 July 2008 not later than 1 July 2010*

- Resolution MSC 224 (82) Adoption of amendments to the Code of Safety for Dynamically Supported Craft (as amended).

Chapter 13 new paragraph 13.12.2 All craft, including existing craft, should be fitted with an ECDIS not later than 1 July 2010.

3. Mandatory Carriage of ECDIS for other types of ships

3.1 NAV 52 (2006) considered the matter in depth on a preliminary basis. The majority of delegations were of the view that ENC coverage was a necessary prerequisite for the

introduction of a mandatory carriage requirement. Some delegations were of the view that this did not mean a 100% coverage would be necessary or achievable. The IHO and members of the sub-committee were invited to continue progress towards ENC development, and member governments were invited to submit suitable proposals and comments for consideration at NAV 53.

3.2 NAV 53 considered three documents under agenda item 14 "Development of Carriage Requirements for ECDIS" (documents are available from the IHO web site www.iho.int > INT Organizations > IMO):

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".

The IHO submitted paper NAV 53/5/2 on the availability of Electronic Navigation Chart (ENC) under agenda item 5 (Evaluation of ECDIS and ENC Development) in which the resolutions adopted unanimously during the XVIIth IHC and the commitment of the IHO to have in place a good coverage of ENCs by 2010 were presented.

3.3 There was considerable debate on carriage requirements based on the two submissions from the Nordic countries and Japan, which considered similar issues of ENC availability, types of ship, tonnages and ECDIS training albeit in slightly differing ways. Coastal states which argued against further mandatory carriage requirements in general required a full coverage of ENCs 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. It is anticipated that NAV 54 will agree to the introduction of a phased in carriage requirement for ECDIS based on a compromise between the Nordic and Japanese proposals but a clear demonstration of an adequate availability of ENCs by the IHO will be very important.

3.4 This matter will be reconsidered at NAV 54 in 2008 and the IHO has been invited to submit a report on the improving status of ENC availability and the actions that it has taken to advance this matter. The Sub-Committee also invited MS to submit relevant inputs to NAV 54. Documents for NAV 54 of less than 6 pages have to be submitted to IMO by 25 April 2008. Documents of more than 6 pages must be submitted by 28 March 2008.

II. E-NAVIGATION

Introduction / Background:

4. In 2006, following the submission of a paper by Japan, Marshall Is, Netherlands, Norway, Singapore, UK and USA, the IMO Maritime Safety Committee (MSC) put a new work programme item on the agenda of the Sub-committee on Safety of Navigation (NAV) and the Sub-committee on Communications, and Search and Rescue (COMSAR) to "Develop an E-Navigation Strategy". NAV, the lead Sub-Committee, is due to report back to the MSC in 2008. The IMO has taken the lead on this matter with support from the IHO, IALA and other bodies.

Discussion:

5. NAV 53 in 2007 considered the report of a Correspondence Group (CG) which it established at NAV 52, together with some other input papers. Following a preliminary discussion which concluded that, as recommended by COMSAR 11, E-navigation must be user driven rather than technology driven, the matter was referred to a WG for more detailed discussion. The WG's recommendations which were endorsed by the Sub-Committee in plenary included:

- .1 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."
 - .2 A set of core objectives which includes: "facilitate safe and secure navigation of vessels having regard to hydrographic, meteorological and navigational information and risks".
 - .3 That it was premature to discuss the system architecture and conduct a gap analysis before finalising the users' requirements.
6. Matters to be noted:
- .1 ECDIS and ENCs are an important element of any E-Navigation concept;
 - .2 The IHO and IALA have been identified as the two important International Organizations that will contribute to IMO's work on E-Navigation;
 - .3 IALA has established an E-Navigation Committee in which the IHO is participating. IHO has been represented on different occasions by the IHB, France, UK and Norway;
 - .4 The IHO is participating in the work of the NAV CG with respect to matters concerning ECDIS and ENCs;
 - .5 This matter will take some years to come to fruition; currently NAV has to report to the MSC in 2008 on a strategy for E-Navigation. To this effect ENC coverage to support E-navigation should not be used as a reason to delay or postpone any decision regarding mandatory carriage requirements for ECDIS.

Action Required of CHRIS19:

7. CHRIS 19 is invited to consider the information to decide whether any action by IHO MS is required, and if appropriate make any necessary recommendations to effect by this action.