

2nd HSSC MEETING
Rostock, Germany, 26-29 October 2010

Paper for Consideration by HSSC
IMO ACTIVITIES AFFECTING HSSC

Submitted by:	IHB
Executive Summary:	This paper summarizes recent discussions and decisions taken by IMO that may be relevant to the work of HSSC.
Related Documents:	HSSC Work Programme

Introduction

The principal IMO decisions and discussions that may affect the work of HSSC arose from the 87th meeting of the Maritime Safety Committee (MSC), held in May 2010 and the 56th meeting of the IMO Sub Committee on the Safety of Navigation (NAV56) that met in July 2010. The IHO, as an accredited observer to IMO was formally represented by the IHB at these meetings. A number of representatives drawn from hydrographic offices also formed part of various national delegations.

Recommendations from NAV56 will be considered by the MSC at its next meeting (MSC 88, London, UK, 28 Nov – 3 Dec 2010).

ENC Coverage

The IHB presented a report on ENC availability (NAV 56/8/7) to NAV56. This was well received. The report noted that ENC coverage for international voyages was now over 90% of the equivalent paper chart coverage. However, it was pointed out that some gaps still exist, particularly in areas where the quality of paper chart coverage is marginal and for some areas frequented by few and specialist ships such as cruise ships. The IHO paper recommended that where ship operators feel that ENC coverage is limited, they should, in the first instance, contact the coastal Maritime Administration and the local hydrographic authority (if it exists), keeping the IHB informed.

The IHO was requested to confirm at NAV57 in 2011 that “adequate” coverage has been achieved.

Maintenance of ECDIS and Other Navigation Equipment Software

NAV56 endorsed a draft Safety of Navigation circular SN.1/Circ.266/Rev.1 on the *Maintenance of Electronic Chart Display and Information System (ECDIS) Software*, for submission to MSC 88 for approval. The circular provides information on the status of International Hydrographic Organization (IHO) standards affecting ECDIS Equipment and notes that the need for safe navigation requires that manufacturers should provide a mechanism to ensure software maintenance arrangements are adequate.

NAV56 approved a draft MSC circular on *Guidance on Procedures for Updating Shipborne Navigation and Communication Equipment*, for submission to MSC 88 for approval, which states that Member Governments should promulgate information to all affected parties in relation to IMO and ITU regulatory changes that have the potential to affect maritime navigation and radiocommunication equipment; and equipment manufacturers should provide timely access to information pertaining to maritime navigation and radiocommunication equipment application software, for any relevant changes, originating from IMO and ITU regulations.

Development of an IMO e-navigation Strategy

The vision behind the IMO’s e-navigation strategy (which has been developed in cooperation with the Sub-Committees on Radiocommunications, Search and Rescue (COMSAR) and Standards of Training and Watchkeeping (STW)) is to integrate existing and new navigational tools, in particular electronic tools, in an all-embracing transparent, user-friendly, cost-effective and compatible system that will contribute to enhanced

navigational safety (with all the positive repercussions this will have on maritime safety overall and environmental protection) while simultaneously reducing the burden on the navigator.

The requirement to continue work on e-navigation and report to the IMO STW and COMSAR Sub-Committees and to the next NAV session (NAV 57) through an e-navigation correspondence group (e-nav CG) was re-confirmed. The IHB represents the IHO on the e-nav CG, in close cooperation with IALA. Interested Member States are encouraged to participate as well. The Co-ordinator of the e-nav CG is Mr. John Erik Hagen of the Norwegian Coastal Administration. Those wishing to take part should make contact with him at: john.erik.hagen@kystverket.no .

IALA provides significant input to the IMO considerations on e-navigation and is continuing its work with a very active e-nav Committee. The IHB represents the IHO in the IALA e-nav Committee, assisted by interested Member States.

The IHB gave a presentation on the S-100 registry to interested delegates at NAV56. In particular, it was explained that the S-100 Registry has been created to be extendable so as to cater for the widest possible use of hydrographic data and other related data types. As such, the Registry is available and potentially suitable as the basis for the data capture standards for e-navigation. Both IALA and the chairman of the IMO Correspondence Group have shown interest in this. Norway (as chair of the e-nav CG) will host a closed workshop at the IHB on 4-5 November to determine how the S-100 registry might play a role in the IMO e-navigation strategy.

New Symbols for AIS Aids to Navigation

MSC 86 considered a proposal from Japan to include certain virtual aids to navigation (AtoN) on charts. As a result, MSC86 directed the NAV Sub committee to develop new symbols for AIS AtoN. This was considered at NAV 56 in July 2010. The IHO presented paper NAV 56/11/1 in which it indicated that while the IHO was not necessarily opposed to the use of Virtual AtoN, whether on a temporary or permanent basis, the Organization believed that there needed to be a wider discussion and agreement on the matter. A number of delegations spoke on the issue and expressed concern that the broader issue of AIS AtoN had not been discussed in detail at IMO. As a result, NAV56 agreed that it was rather premature to establish a Correspondence Group on AIS AtoN symbology. It was first imperative to have a policy in place before any major work was undertaken on this issue. This will be discussed in subsequent meetings. Japan and the USA have submitted document MSC88/23/10 proposing that the existing WP Item for NAV be extended to include "Performance Standards, Guidance and Policy on their use".

In the meantime, the CSPCWG has considered possible charting symbols, if it is decided that AIS AtoN are to be adopted by the IMO.

Amendments to the World-Wide Radionavigation System

NAV56 agreed proposed amendments to the World-wide Radionavigation system (WWRNS) (resolution A.953(23)), to take account of developments in radionavigation services. The amendments update the operational requirements for a world-wide radionavigation system, with a view to encouraging more Administrations to submit suitable radionavigation services to IMO as a component of the WWRNS system.

Action Required of HSSC

The HSSC is invited to:

- a. **Note** this report
- b. **Take any actions** considered necessary