ENAV15 Input paper

Agenda item 8

Task Number

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Proposal for Revision of IMO Resolution A.915(22)

# Summary

**1.1 Purpose**

This paper sets out the case for the revision of IMO Resolution A.915(22) ' Revised Maritime Policy and Requirements for a Future Global Navigation Satellite System (GNSS)’.

**1.2 Background**

IMO Resolution A.915(22) ‘Revised Maritime Policy and Requirements for a Future Global Navigation Satellite System (GNSS)’ was adopted in 2001 and replaced a resolution adopted in 1997. This means that much of the thinking behind it is now almost 20 years old. GNSS have obviously developed a great deal since then and so have the requirements of maritime transport, in particular with the introduction of the e-navigation concept. It is proposed that consideration be given as to whether this resolution is still required and if so, how it should be revised.

**2 ACTION REQUESTED**

The Committee is invited to consider the information provided in the Annex, with a view to possible development as an input to a future session of the IMO Maritime Safety Committee.

**ANNEX**

**Proposed Plan for the Revision of IMO Resolution A.915(22)**

**Introduction**

IMO Resolution A.915(22) ‘Revised Maritime Policy and Requirements for a Future Global Navigation Satellite System (GNSS)’ was adopted in 2001 and replaced a resolution adopted in 1997. This means that much of the thinking behind it is now almost 20 years old. GNSS have obviously developed a great deal since then and so have the requirements of maritime transport, in particular with the introduction of the e-navigation concept. It seems appropriate therefore to consider whether this resolution is still required and if so, how it should be revised.

**Need for Revision**

As with any new item of work, the need for revision of the resolution will require justification. It could be argued that Resolution A.1046(27), which is much more recent provides the essential requirements (accuracy, availability, continuity and integrity) for maritime radio-navigation systems. It can also be argued that the more specialised requirements set out in A.915, such as fishing, hydrographic survey and berthing, also need to be met by future systems. However, it is accepted that some of requirements in A.915 should be reconsidered in the light of experience and could be based on more rigorous assessment of user needs. It is also important to note that some of the requirements set out in A.915 are impossible to meet, with existing or any envisaged GNSS, therefore these need to be reconsidered in any future revision.

**Timescale**

There is no current agenda item for NCSR that would cover the revision of A.915. It would therefore be necessary to introduce it to the program for the next biennial period, a process that, if started now, could see the matter considered in 2016 or 2017. Alternatively, an unplanned output could be proposed to MSC (the next opportunity being MSC 94 in November 2014) with the possibility of consideration by NCSR 2 in 2015. However, the latter course would need to be supported by a strong argument (compelling need) and could not be guaranteed success.

Assuming introduction of the new work item in 2016 and allowing two sessions for completion, the revised resolution could be adopted in 2018.

**Proposed approach**

This paper outlining the case for revision of A.915(22) is submitted for consideration by the IALA ENAV Committee at its meeting in October 2014. If this receives support then an administration should be asked to sponsor a proposal, either for an unplanned output, or for a new work item in the work program. Other administrations should be invited to co-sponsor or support the proposal.

A draft revision should be prepared in cooperation between IALA and the European Maritime Radio-navigation Forum during 2015, for submission by the sponsoring administration(s) in 2016.