Input paper: [[1]](#footnote-1) ENAV22-1.12.20

Input paper for the following Committee(s): check as appropriate Purpose of paper:

**√** ARM **□** ENG **□** PAP **√** Input

**□** ENAV **□** VTS **□** Information

Agenda item [[2]](#footnote-2) n.n

Technical Domain / Task Number 2 …………………………………

Author(s) / Submitter(s) ENAV Committee

Draft IALA Guideline on Maritime Services (MS)

# Summary

During the last working period, the ENAV committee initiated the development of operational requirements for the draft IALA Guideline on Maritime Services (MS). This draft guideline has also been used as a baseline for the work of IMO/IHO HGDM.

At its 22nd session, the e-Nav Committee reviewed the results and it became apparent that various aspects of maritime services as well as the work on related aspects would need further clarifications. In parallel with this, IMO holds the second HGDM (HGDM2) to finalize the draft IMO Guidance on MS and completes the task at IMO NCSR6 held in January 2019.

In addition, the subdivision of the subsequent work of the different Committees on the interrelated matters would need to be actively coordinated to ensure harmonisation of operational requirements and technical solutions.

## Purpose of the document

This document describes the relevant observations of ENAV22 on aspects important for future work in IALA on MS, highlights the interrelationship of those aspects and suggests the way forward for the continuous development of draft IALA Guideline on Maritime Services (here attached) by ARM Committee as the responsible Committee.

# Background

The definition of Maritime Service Portfolio (MSP) was adopted by IMO in the first version of the IMO e-Nav Strategic Implementation Plan (SIP). The further development in IMO NCSR clarified certain aspects of the SIP and redefined MSPs as being a portfolio of different MS, whereas the original list of 16 MSPs have been renamed to 16 MS.

In the IALA work in preparation for the new four-year work period 2018 to 2021 a decision was made to reorganize the work assignments of the different IALA committees in association with IALA related MS and related aspects.

This restructuring of work assignment resulted in various discussions, which require a common view to work in a coordinated fashion and successfully in the different committees and working groups of IALA. Moving out this guideline and the associated WG from the ENAV committee risk to open the door to proposals that are not in line with the IMO ENAV SIP. Further, insufficient coordination of work can result in separation of the process and undesirable outputs discordant with the IMO work.

# Discussion

The initial development of the MS Guideline, and its associated aspects as shown in Figure 1, has been developed by the e-Nav Committee. From the outset, the experience gained in the e-Nav Committee has shown that just using liaison notes for coordinating the work has proven to be insufficient for the progress. The members have therefore provided broader knowledge base to the e-Nav committee. These have been essential for the results of the result of the committee.

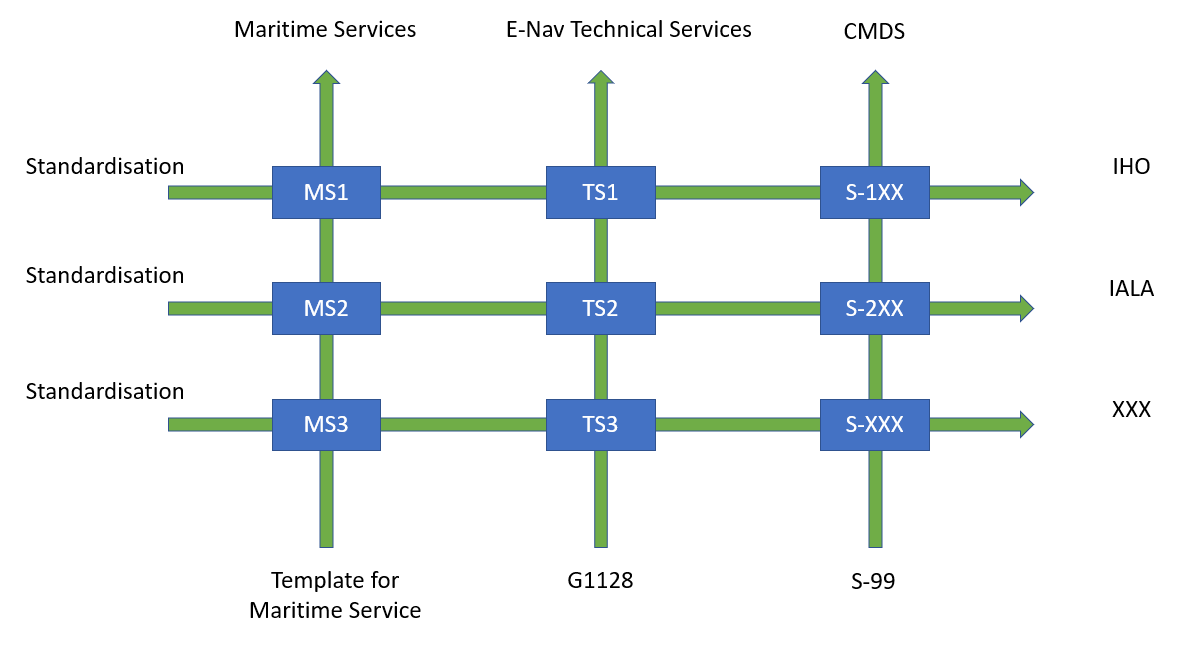


Figure 1 Main building blocks of e-Navigation

As e-Nav migrates and matures it is no longer appropriate for one committee to handle this, but rather harmonize and coordinate e-Navigation in the work of all committees, making it an integral part of the overall IALA work. As such, the different facets of e-Navigation have been assigned to the different committees for appropriate action. The ARM committee will now continue to take on the harmonization and coordination, bridging the operational and technical aspects of MS.

This transition is not a straightforward process and will require certain activities to be successful. The best practices of other disciplines should be taken in account to structure the future coordination of work within IALA, and more specifically between the different committees, to support successful work and meaningful deliverables.

Important to the success are clear definitions of the different roles of the teams so they can work efficient internally, but equally important are the exact aspects of coordination, e.g. outputs handed over from one group to the other, as well as interfaces between them. In addition, it is important that the teams understand the context and appropriate coordination is put in place to orchestra the overall work.

Taken all of that in account it is important for IALA to establish an environment in which the different committees can work on their respective aspects of e-Nav and while working in some independence, are able to harmonize their outputs to create together a concerted work of IALA to the other organizations within the e-Nav.

# References

ENAV22 Final Report

# Action requested of the ARM Committee

The ARM Committee is requested to:

1. Note the information provided;
2. Note the discussion in the ENAV22 Final Report regarding the organization of ENAV Working Groups;
3. Considering the result of IMO/IHO HGDM 2 and IMO NCSR 6, take over the development of the draft IALA Guideline on Maritime Services (version 21 as attached, ENAV22-12.2.3) in accordance with the decision made by the Council in order to harmonize the IALA Guideline with the IMO Guidance at ARM9;
4. Note, that Singapore will host ENAV23 (1 to 5 April 2019) and a follow on 3-day e-Navigation Workshop (8 to 10 April), which will provide an opportunity to harmonize and coordinate the development process of all associated aspects Maritime Services, including technical service specifications and product specifications as shown in Figure 1, with all IALA members regardless of Committees; and
5. Encourage its participants to participate in the workshop for further harmonization and coordination with other Committees.

1. Input document number, to be assigned by the Committee Secretary [↑](#footnote-ref-1)
2. Leave open if uncertain [↑](#footnote-ref-2)