Introduction to VTS30/19/6 & VTS30/19/7

It should be noted that both VTS30/19/6 and VTS30/19/7 are draft reports from NAV55 and that the finalised versions may be available in time for VTS30. If so, they will be produced as Late Papers.

With reference to VTS30/19/6 (WP.5), it is worth noting that a new IMO e-Navigation Correspondence Group has been formed and tasked with doing intercessional work on User Needs (specifically shore-based); Gap Analysis; and Cost-Benefit Analysis. With reference to the meeting we had recently with the Chairman of the e-NAV Committee, Bill Cairns, it was felt that e-NAV WG1 (Strategy & Operations) should aim to submit Shore-based User Needs to the IMO CG as an output from eNav07, and that it would be best if the VTS Committee could provide input into this work.

It can be seen from VTS30/19/6 Annex 1, that the Shipboard User Needs accepted at NAV55 are a pragmatic approach to identifying where ‘enhancements’ could be made using the e-NAV concept based on “tangible operational benefits”. I would suggest that a similar practical approach to Shore-based needs is achievable during these Committee meetings. In essence the approach taken for defining the Shipboard User Needs was to identify the key areas of improvement needed based on the needs of front line users. Note that in defining these preliminary needs in terms of enhancements, the ultimate scope of e-Navigation and the architecture needed are not necessarily limited.

Particular references from VTS30/19/6 that should be noted are:

3.1.3 “…. Identify the groups of functions or services needed to meet these primary navigational needs, based on a structure, systematic and traceable methodology that relates the functions to tangible operational benefits” .

10.1.2 The CG should further progress the work inter-sessionally to:

10.1.2.2 “Develop detailed shore-based user needs, taking into account input provided by IALA and other relevant organizations and to consider priorities”

10.1.2.3 “Identify functions and services to support the shipboard and shore-based user needs in a harmonized and holistic manner”

Producing an input to the IMO e-Navigation CG is expected to be a significant outcome from the IALA e-NAV Committee, with work being undertaken by WG1.

With respect to VTS30/19/7 the relevant section is 11, which starts on age 46.