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| From: VTS Committee | VTS34/output/7 |
| To: e-NAV Committee | 23 March 2012 |

Liaison Note to the IALA e-NAV Committee

Response to Recommendations offered by e-Navigation relating to Portrayal Guidelines within IALA Recommendations V-125 and V-128

# Introduction

The VTS Committee reviewed the recommendations in e-NAV10/output/25 relating to the content of V-125 with respect to e-Navigation portrayal guidelines. Noting that the VTS Committee (specifically Working Group 2) is currently engaged in preparing a revision of V-128, which may include presentation requirements. The IALA e-NAV Committee is requested to consider these responses, some of which outline proposed content for the next editions of V-125 and V-128. The proposed amendments to V-125 from Working Group 1 do not appear to overlap with the comments received or the responses below.

# Discussion

The IALA e-Navigation Committee considered the following input documents:

IALA Recommendation V-125 on the use and presentation of Symbology at a VTS Centre (including AIS) Edition 2 (December 2004)

IALA Recommendation V-128 on Operational and Technical Performance Requirements for VTS Equipment, Edition 2.0 (June 2005)

IALA Recommendation V-128 on Operational and Technical Performance Requirements for VTS Equipment, Edition as attached to VTS34/8/4.

IEC 62288 Presentation of navigation-related information on shipborne navigational displays – General requirements, methods of testing and required test results, Edition 1 (2008-7)

MSC.302(87) Adoption of Performance Standards for Bridge Alert Management, 2010-5

IMO SN Circ. 243 Guidelines for the presentation of navigation-related symbols, terms and abbreviations

1. Comment 1

* *The Introduction & General Principles in V-125 describe what is critical and explains why presentation ashore at VTS centres may need to be different from shipboard presentation. The Committee endorsed the principles for presentation ashore, which include:* 
  1. *should use ECDIS as far as possible.*
  2. *not to redefine existing symbols.*
  3. *may adapt existing symbols and background (depth information) to suit VTS.*
  4. *adaptations to symbology must not modify standards for data transfer (ITU-R M.1371 AIS, IHO S57, etc.).*

**Response:** no comments necessary. The Committees are in joint agreement with these principles.

1. Comment 2

* *Although VTS Centres may implement presentation modes differing from ECDIS, consideration should be given to offering operators the ability to select an ECDIS presentation mode.*

**Response:** V-125 provides guidance that the on board symbology and chart standards should be used as far as possible. It is not felt necessary to be more prescriptive regarding the availability of an ECDIS presentation mode.

1. Comment 3

* *Since publication of the current editions of V-125 and V-128, IEC has published 62288 Ed 1 (2008). The requirements of this IEC standard should be invoked for presentation ashore at VTS centres. IMO SN Circ. 243 (and SN Circ. 243 Add.1) should also be referred to regarding standard symbols for non-charted information, standard terms, abbreviations and definitions which should harmonize in both ship and ashore applications.*

**Response:** Agreed, the references IEC 62288 Ed1 (2008), IMO SN Circ.243 and IMO SN Circ.243 Add.1 should be used as applicable.

1. Comment 4

* *S-101 standard for ENC data will be introduced and remain valid in parallel with S-57 for many years and will not impact reference to S52 and 62288, etc. for presentation & symbols.*

**Response:** Agreed, each of S-101, S-52 and S-57 have been added as references relating to ENC data to the draft revised V-125.

1. Comment 5

* *S-101 will bring integration of data such as MSI/Notice to Mariners, etc.*

**Response:** Agreed, each of S-101, S-52 and S-57 have been added as references relating to integration of data such as MSI / Notice to Mariners etc. to the draft revised V-125.

1. Comment 6

* *Recommend adopting terminology for alerts (alarm, warning, caution) as defined in MSC.302(87) Adoption of Performance Standards for Bridge Alert Management.*

**Response:** This is agreed. Unless particular local circumstances require otherwise, the established performance standards for Bridge Alert Management (reference MSC.302(87)) have been reflected in the draft revised V-125.

1. Comment 7

* *Page 8: Safety Related Messages. This text should be reconsidered in light of experience since the 2004 edition of V-125. Use of AIS short safety-related messages is generally discouraged for alerting.*

**Response:** The original statement “experience has yet to be gained ... its use by mariners” needs to be revised to recognise progress in the use of VTS since 2004. The use of AIS short safety-related messages is considered as an operational issue and the draft revised V-125 is believed to deal with this adequately.

1. Comment 8

* *Page 8: Terminology - suggest referring here to latest edition of SN. Circular 243 terminology and definitions used aboard ship*

**Response:** Agreed, the draft revised V-125 includes reference to IMO SN Circ. 243 (Guidelines for the presentation of navigation-related symbols, terms and abbreviations).

1. Comment 9

* *Page 8: Alert presentation must not obscure critical operational information or clutter the traffic image.*

**Response:** Agreed, similar wording to that proposed is contained in the draft revised V-125.

1. Comment 10

* *Clause 3.2.3 should address AIS ASM and Virtual AtoN.*

**Response:** Agreed, the draft revised V-125 was amended to reflect this comment.

1. Comment 11

* *Clause 3.2.3 Consider addressing the capability to remotely influence AIS reporting rate from the VTS Centre, for example when a vessel’s transmitted status is in conflict with its observed motion.*

**Response:** This remark is agreed in principle however, its inclusion within V-125 is questioned as it is an operational issue and should be avoided in a document relating to portrayal. Therefore: no change is proposed for V-125.

1. Comment 12

* *Clause 3.2.3 Suggest re-evaluating clause 3.2.3 in light of AIS experience. The first and last paragraphs may no longer be necessary.*

**Response:** The first and last paragraphs of V-125 clause 3.2.3 will be deleted. Taking a slightly wider view, the subject matter of this document (i.e. V-125) is “Portrayal”, therefore the contents relating to the limitations of AIS, the reliance of data from a particular source (AIS in this section) etc. have been reviewed and amended.

1. Comment 13

* *Page 13: the word "shear" should be "sheer" in this context.*

**Response:** Agreed.

# Action requested

1. *The IALA Secretariat is requested to forward this Liaison Note to the e-NAV Committee for their consideration.*