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| From: e-NAV Committee | e-NAV10/output/25 |
| To: VTS Committee | 30 September 2011 |

Liaison Note to the IALA VTS Committee

e-Navigation Portrayal Guidelines related to IALA Recommendations V-125 and V-128

# Introduction

The e-Navigation Committee reviewed the content of V-125 with respect to e-Navigation portrayal guidelines. Since VTS Committee is currently engaged in revision of V-128 which may include presentation requirements. The IALA VTS Committee is requested to consider these observations and recommendations when preparing the next editions of V-125 and V-128.

# 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)

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. 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.).
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.
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.
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.
5. S-101 will bring integration of data such as MSI/Notice to Mariners, etc.
6. Recommend adopting terminology for alerts (alarm, warning, caution) as defined in MSC.302(87) Adoption of Performance Standards for Bridge Alert Management.
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.
8. Page 8: Terminology - suggest referring here to latest edition of SN. Circular 243 terminology and definitions used aboard ship
9. Page 8: Alert presentation must not obscure critical operational information or clutter the traffic image.
10. Clause 3.2.3 should address AIS ASM and Virtual AtoNs.
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.
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.
13. Page 13: the word "shear" should be "sheer" in this context.

# Action requested

The IALA VTS Committee is requested to consider these observations and recommendations when preparing the next editions of V-125 and V-128.