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| From: ANM Committee | ANM18/output/5 |
| To: VTS Committee  e-NAV Committee | 27 April 2012 |

Liaison Note

Revised IALA Guideline 1018 On Risk Management

# Introduction

The ANM Committee has reviewed the IALA Guideline 1018 on Risk Management to include editorial and layout changes and the impacts of advances of e-Navigation on risk control measures. The scope of Guideline 1018 is focused on risk management from a waterways management perspective verses a solely AtoN management perspective. Therefore, the ANM Committee request the e-NAV and VTS Committees review the following recommended changes and provide comments and additional change recommendations to the revised guideline.

# Action requested.

The following changes are recommended to IALA Guideline 1018 on Risk Management:

Introduction:

* 1. Deleted original paragraph 3.
  2. Changed text in paragraph 1 to reflect the effects of hazards on transit risk to the mariner.
  3. Added text to cover optimization of physical and electronic AtoN balance.
  4. Clarified that this guideline would apply to waterway managers as well as AtoN Authorities.
  5. Rewrote paragraph 3 to further highlight the impacts of e-Navigation on risk and risk control and the importance of continued support of the physical Aton risk control measure.

Risk Management Process:

* 1. Added paragraph discussing approved risk management tools, PAWSA and IWRAP, and the pros/cons of qualitative and quantitative analysis.

Identifying Hazards:

* 1. Minor editorial and text changes.
  2. Emphasized consultation with stakeholders.
  3. Expanded section on Hazard Identification Methodology to include direct and indirect solicitation; includes social and print media, meetings and direct correspondence.

Table 1

* 1. Added “AtoN Mix and Configuration” as well as “Quality of Hydrographic Data” to the Waterway Configuration column of the Risk Factor table.
  2. Added following e-Navigation considerations to Table 1:
     1. GNSS vulnerability
     2. Reliability of input data
     3. Redundancy of systems
     4. Level of use of e-Navigation within waterway user groups
     5. Availability of e-Navigation information for the waterway
     6. Availability of e-Navigation information to land use control

Add to section 2.2.2.5:

* 1. Although the information provided by e-Navigation systems greatly enhance the real time information available to the user, e-Navigation systems are complex and add additional potential for failures. These must be taken into consideration when using these tools.
  2. Added reference to Table 1 and text.

Section 2.3.3: Identifying Risk Control Options:

* 1. Made grammatical changes.
  2. Added paragraph discussing managing hazard risk through electronic navigation resources to reduce the operations and support cost of the AtoN system.

Section 2.3.4: Evaluating Risk Control Options:

* 1. Added paragraph regarding the option of electronic AtoN instead of physical AtoN and considering the reliability and redundancy of electronic systems and meeting the needs of all waterway users, including those that do not have these capabilities.

Section 2.3.5 & 2.4.2 & 2.6.2 & 2.6.4: text changes.

ANNEX I Risk Terminology

* 1. Added definition of e-Navigation as defined by IMO.
  2. Added definitions for ”Physical AtoN” and “Electronic AtoN” under “Aids to Navigation” definition to clarify.
  3. Added definition of Transit Risk: The risk assumed by a vessel associated with transiting a waterway which may be impacted by various hazards as outlined in Table 1 such as ship traffic configuration, traffic volume, navigational conditions and waterway configuration.

Add to Annex 4 Sect 5: The collection of data over time is crucial to the accuracy of the risk management and evaluation process. Components that supply e-Navigation systems with data can be used to capture usable information over time for risk management assessments. This may require addition investments in data collection resources.

Made format changes throughout document.