REPORT

**on**

**the 56th session of the IMO Sub-Committee**

**on Safety of Navigation (NAV)**



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### ANNEX

Sub-Committee on Safety of Navigation (NAV) – 57th session - Agenda proposed to the Maritime Safety Committee

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# 1. Introduction

The 56th session of the IMO Sub-Committee on Safety of Navigation was held at the IMO headquarters in London during the period 26 to 30 July, 2010. It was attended by representatives from 67 Member States and 25 Observer Organizations. The Secretary General, Omar Frits Eriksson and Jean-Charles Leclair were representing the Association.

The most important item discussed during the week was e-Navigation, including the adoption of the proposals of the dedicated correspondence group on the user needs and on the system architecture. At the end of the session, it was decided to re-establish the e-Navigation Correspondence Group to continue to progress the work intersessionally. Beyond its active participation to the Correspondence Group, mainly through its Members, IALA submitted six different documents to the Sub-Committee on this matter, reporting on the work done by the Association and the decisions taken during the past year.

During this session, the Sub-Committee also discussed several items regarding AIS, including the symbology for AIS aids to navigation. It revised the Resolution A.953(23) on World-Wide Radionavigation System and adopted eleven different new or amended routeing measures and mandatory ship reporting systems as well as an interim recommendatory measure for night signals to be displayed by vessels crossing the Traffic Separation Scheme (TSS) in the Singapore Strait.

At the end of the session, the Sub-Committtee re-elected Mr. J.M. Sollosi from the United States, as Chairman for the year 2011, and elected Mr. Kostiantyn Billiar from Ukraine as the new vice-Chairman.

**2 Development of e-Navigation**

At its 86th session (May 2009), the Maritime Safety Committee approved a joint plan of work for NAV 55 (July 2009), together with COMSAR and STW, to set in motion the development of an e-Navigation strategy implementation plan, with a target completion date of 2012. NAV 55 decided to establish a Correspondence Group under the chairmanship of John Erik Hagen (Norway). The main task of NAV 56 was to review and approve the different items proposed by the Correspondence Group.

IALA had worked closely with the Correspondence Group, and vice-versa. However, in addition of the inputs from IALA or IALA participants to the Correspondence Group, IALA submitted several documents under this agenda item to the Sub-Committee, in particular those developed by the Association for the own assistance of its Members: on one hand, because IALA does not necessarily proceed with the exact same speed and objectives as IMO and, on another hand, to make the Sub-Committee members aware of the huge efforts made by the Association on the development of e-Navigation. Those efforts were requested by IMO and IALA was keen to show its commitment on the matter.

The documents submitted by IALA to the Sub-Committee under this agenda item were the followings:

* IALA shore-based user needs.
* IALA Maritime Radio Communication Plan. The MRCP focuses on the need for an agreed infrastructure of communications between ships and shore, which is one of the three keys elements of the development of e-Navigation.
* IALA World Wide Radio Navigation Plan. As communications, radio navigation is another of the three key elements of e-Navigation.
* The IALA initial Shore-based Perspective of e-Navigation Architecture (Recommendation e-Nav 140).
* Aids to Navigation Information Exchange and Presentation. The IALA Guideline n° 1072 provides guidance on the standards for the exchange and presentation of aids to navigation information as a component of a proposed internationally agreed common data structure.
* The last document was an information document containing the IALA response to a list of Frequently Asked Questions.

Several delegations thanked IALA for its efforts in developing the e-Navigation concept and supported its works.

Other documents were also submitted to the Sub-Committee on this agenda item, in particular, by Singapore proposing the use of multi-hop wireless networks to provide communication services for safety, e-Navigation, internet access, and ship-to-ship communications. The Sub-Committee supported the concept of the multi-hop network and agreed that it should be considered for inclusion as a component of e-Navigation. As proposed by Japan, the Sub-Committee also agreed that it was necessary to establish a methodology to assess usability of navigational equipment and noted the information provided for the development of preliminary draft guidelines for such usability evaluation.

Among other documents submitted to the Sub-Committee, there were a submission by Canada on the findings of a comprehensive e-Navigation user needs survey, and an information document provided by the Nautical Institute on the need for the creation of a common data infrastructure or framework for e-Navigation.

During the discussions of the outcomes of the Correspondence Group, and despite the fact that the Netherlands delegation explained that IALA was working on the development of a VTM concept, the sub-committee decided not to include this new entity at this stage when discussing e-Navigation matters. The VTM concept should be first discussed in IMO and it was suggested that VTM should be put on the biennal agenda of the Sub-Committee through a proposal by Netherlands to the Maritime Safety Committee for a new agenda item.

After discussions and a review of the report of the correspondence group by a dedicated working group, also chaired by John Erik Hagen, the Sub Committee decided as follows.

1 – on actions related to the report of the correspondence group:

* The Sub-Committee endorsed the recommendations, already agreed by COMSAR 14, concerning the various components of the e-navigation architecture with the understanding that these might be reviewed as the work on e-navigation progresses.
* The Sub-Committee endorsed the concept of the functional architecture taking into account that the outcome of various analyses (gap, cost and risk) would lead to the identification of a proposed technical architecture for e-navigation.
* The Sub-Committee endorsed the initial gap analysis prepared by the correspondence group as well as the initial cost benefit and risk analyses.
* The Sub-Committee endorsed that the identified user needs of e-navigation should be taken into account with regard to the scoping exercise concerning an eventual review of GMDSS.
* The Sub-Committee noted that the common maritime information and data structure, which could contain IALA's UMDM, IHO's UHDM, etc., would require some form of overarching coordination to ensure the ongoing management and maintenance of the structure. In the margin of the meeting it was anticipated that Norway would invite interested parties to a workshop which could be held in the IHO Headquarters in Monaco, from 4 to 5 November 2010.
* The Sub-Committee supported the identification of areas of services of e-navigation i.e.: harbor operations, operations in coastal and narrow water, trans ocean voyages, offshore operations, and operations in arctic and remote areas.

2 – on user needs

* The Sub-Committee agreed that:
  + the information relating to e-navigation on the IMO website should be updated;
  + users, in particular seafarers, should continue to be involved during the development of an e-navigation strategy implementation plan;
  + Member States and international organizations holding such promotion events should be encouraged to provide feedback reports to the Sub-Committee; and
  + "Frequently Asked Questions" relating to e-navigation should be posted on the IMO website and updated on a regular basis.
* The Sub-Committee noted the discussions of the Group relating to the development of the methodology to assess the usability of navigational equipment.
* The Sub-Committee approved the user needs prepared by the correspondence group.

3 – on initial gap analysis

* The Sub-Committee invited IALA and IHO to finalize the gap analysis on shore-side aspects and report to COMSAR 15 and NAV 57.
* The Sub-Committee noted the discussions of the working group relating to initial gap analysis on communications aspect (the IALA MRCP could be used as the basis for discussions, use of WiMAX and its possible detrimental effects on the performance of S-Band radars, development of e-Loran or other back-up system of GNSS, use of the 500 Khz band).

4 – on cost-benefit and risk analysis

* The Sub-Committee agreed that the gap analysis along with the proposed solutions would need to be completed before undertaking the task of cost-benefit and risk analyses.
* The Sub-Committee further agreed that when conducting the gap, cost-benefit and risk analyses, emphasis should be placed on the needs of the end user, which could include reliability and availability of systems proposed.

Finally, the Sub-Committee decided to re-establish the e-Navigation Correspondence Group, which was requested to report to the next meetings of the three sub-committees concerned (NAV, COMSAR and STW). IALA, IHO and the other organizations involved in developing e-Navigation were invited to continue to provide inputs to the correspondence group according to its new terms of reference:

*“.1 finalize the system architecture;*

*.2 progress the initial gap analyses focusing on technical, regulatory, operational and training aspects;*

*.3 submit a report to STW 42 (24 to 28 January 2011) raising specific questions, if required, that should be addressed by STW;*

*.4 submit a report to COMSAR 15 (7 to 11 March 2011) outlining an overall conceptual, functional and technical architecture and the progress made in the initial gap analyses focusing on communication and SAR issues;*

*.5 submit a consolidated progress report to NAV 57 (6 to 10 June 2011) outlining the further analyses for navigation and related shore-based services issues, the completed and ongoing work including a provisional outline/draft of the Strategy Implementation Plan and progress on the cost benefit and risk analyses;*

*.6 develop version controlled information documents and presentation material on the IMO's e-navigation concept and e-navigation implementation strategy plan for use by Member States and international organizations to hold workshops to promote e-navigation; and*

*.7 based on the requirements stipulated in the e-navigation strategy section 8 (MSC 85/26, annex 20) to identify and describe an enabling data framework to support user needs and ensure maximum interoperability.”*

Concluding the discussions on this agenda item, the Director of the Maritime Safety Division, supported by the Chairman of the Sub-Committee and several delegations, expressed concern that the overall e-navigation effort was becoming over burdened by having to address extraneous information, documents and proposals that were not relevant to their Terms of Reference or to the e-navigation structure outlined in document MSC 86/23/4. He made clear that the Sub-Committee had to remain focused on delivering an e-navigation strategy implementation plan as was required by the Committee.

# 3. Ships’ routing and related matters

## 3.1 Traffic Separation Schemes (TSS) and other routing measures

The Sub-Committee approved and invited the Maritime Safety Committee to adopt:

* A new Traffic Separation Schemes "Off the western coast of Norway" and "Off the southern coast of Norway"
* the cancellation of the existing Traffic Separation Scheme "Off Feistein" (Norway)
* Amendments to the existing Traffic Separation Scheme "In the Strait of Dover and adjacent waters"
* Amendments to the existing Traffic Separation Scheme "Off the south-west coast of Iceland"
* A new Area To Be Avoided in the Atlantic Ocean, off the coast of Ghana
* A new Deep-water route and an associated Precautionary area in the approaches to the new port of King Abdullah Port (KAP Port) in the northern Red Sea
* Amendments to the existing eastern Area To Be Avoided, off the south-west coast of Iceland
* Amendments to the existing Deep-water route forming part of the "In the Strait of Dover and adjacent waters" Traffic Separation Scheme.

**3.2 Mandatory ship reporting system**

The Sub-Committee approved and invited the Committee to adopt:

* A new mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP)
* Amendments to the existing mandatory ship reporting system "In the Torres Strait region and the Inner Route of the Great Barrier Reef" (REEFREP)
* Amendments to the existing mandatory ship reporting system "Off the south and south-west coast of Iceland" (TRANSREP)

**3.3 Review of adopted mandatory ship reporting systems**

The Chairman recalled again that at previous sessions, his predecessor and subsequently himself took the initiative as Chairman to bring to the attention of Members the need for carrying out an evaluation of adopted mandatory ship reporting systems and had appealed to Members to undertake this exercise.

The Chairman stated that he was pleased that at least one Member Government, Denmark, had submitted the result of their experiences to this session of the Sub-Committee regarding the “BELTREP” mandatory ship reporting system. The Chairman thanked Denmark for taking the initiative in carrying out this review and suggested once again that Members should undertake a similar review and re-evaluation of their existing mandatory ship reporting systems and take action, as appropriate.

**3.4 Amendments to the Rules for Vessels Navigating through the Straits of Malacca and Singapore**

The Sub-Committee considered a proposal by Indonesia, Malaysia and Singapore for amendments to the Rules for Vessels navigating through the Straits of Malacca and Singapore for the addition of a new Rule 12 and an Appendix relating to procedures for night signals to be displayed by vessels crossing the Traffic Separation Scheme (TSS) in the Singapore Strait.

There was a substantial exchange of views on the proposal by Indonesia, Malaysia and Singapore. The Sub-Committee was divided on the issue with some delegations stating that an FSA study and cost benefit analysis was necessary to assess the feasibility of the proposal whilst other delegations, recognizing the unique traffic characteristics of the Strait of Singapore, were of the view that it was a valid proposal and supported it, preferably if it was

adopted universally.

Finally, the Sub-Committee agreed on an Interim recommendatory measure in the Singapore Strait, and invited Contracting Parties to the International Convention on Regulations for Prevention of Collisions at Sea (COLREG), if they so wished, to propose amendments in relation to the procedures for night signals to be displayed by vessels crossing Traffic Separation Schemes, following the provisions of Article VI of COLREG.

**4 Guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ**

As proposed by NAV 53, the Maritime Safety Committee invited the Sub-Committee to develop comprehensive guidelines for the consideration of requests for safety zones around artificial islands, installations and structures, including offshore wind farms, larger than 500 metres in Exclusive Economic Zones. Accordingly, the Sub-Committee at its 55th session agreed to the establishment of a Correspondence Group to review the matter.

### Having received the report of the correspondence group and after consideration by the working group on routeing measures, the Sub-Committee agreed to a draft SN circular on Guidelines for safety zones and safety of navigation around offshore installations and structures, in general. However, regarding safety zones larger than 500 meters, the Sub-Committee concluded the discussions on the matter by deciding that there was no demonstrated need, at present, to establish such safety zones around artificial islands, installations and structures in the exclusive economic zone or to develop guidelines to do so.

**5. Automatic Identification System matters**

**5.1 Liaison statements to ITU-R Working Party 5B**

The Sub-Committee prepared and agreed the two following liaison statements.

***1- Future revision of Recommendation ITU-R M.1371-4.***

*“IMO would like to thank ITU-R Working Party 5B (WP 5B) for their liaison statement regarding the draft revision of Recommendation ITU-R M.1371-3.*

*The revised recommendation, Recommendation ITU-R M.1371-4 on Technical characteristics for an automatic identification system using time-division multiple access in the VHF maritime mobile band, was brought to the attention of IMO on 16 July 2010.*

*The Sub-Committee on Safety of Navigation (NAV) at its fifty-sixth session (26 to 30 July 2010) considered the liaison statement received from ITU-R WP 5B (23 November to 3 December 2009) to IMO and IALA concerning draft revision of Recommendation ITU-R M.1371-3, and noted in particular that "No change" was given to the navigational status 1 to 13. It was further noted that the definition changes for navigational status 14 and 15 had been changed, as agreed between IMO and ITU by several liaisons.*

*The NAV Sub-Committee also noted that a change in the definitions would require follow-up changes in display systems. The Sub-Committee noted that such changes would have a higher impact than the situation was when the pollutant category had been changed and might cause confusion to the mariners.*

*It was further noted that in ITU-R's view the required change had to be initiated by IMO to ensure a harmonized solution implemented on those vessels using the AIS system.*

*Noting that a future revision of Recommendation ITU-R.1371-4 would not be considered by WP 5B before 2012, the NAV Sub-Committee decided to study the matter in further detail at its future sessions and to inform WP 5B in the near future on the outcome of these studies and required amendments to the recommendation, as appropriate.*

*2 –* ***Guidance on the use of AIS Application-specific messages***

*“Introduction*

*IMO would like to inform ITU-R of the issuing of SN.1/Circ.289 on Guidance on the use of AIS Application-Specific Messages, revoking SN/Circ.236 as from 1 January 2013.*

*…*

*Action requested from ITU-R*

*The Maritime Safety Committee invites ITU-R to incorporate AIS Application-Specific*

*messages as given in SN.1/Circ.289, as deemed appropriate, within their existing technical recommendations; and, if needed, to develop technical clarifications as necessary to promote the harmonization, collection, integration, exchange and presentation of the content of these messages by AIS devices and other navigation and communication equipment. Manufacturers intending to implement these messages into navigation-related equipment should take such relevant clarifying guidance into consideration.”*

**5.2 Satellite detection of AIS**

NAV 55 approved a draft liaison statement to ITU-R commenting on its Preliminary draft new report ITU-R M. [SAT-AIS] on Improved satellite detection of AIS.

At this session, the Sub-Committee noted that the Preliminary draft new report ITU-R M. [SAT-AIS] on Improved satellite detection of AIS had been approved by Study Group 5 as Report ITU-R M.2169. This ITU-R Report had been developed giving a technical background for the utilization of channels 75 and 76 of RR Appendix 18 in order to improve the satellite detection of AIS messages.

The Sub-Committee noted also that ITU's Working Party 5B had noted the liaison statement, sent by NAV 55 on Satellite detection of AIS, at its meeting from 23 November to 4 December 2009. Working Party 5B, at its last session, noted that Recommendation ITU-R M.1371-3 had been revised in order to introduce a new Message 27 for AIS. This message had been designed for the purpose of AIS satellite detection.

**5.3 New symbols for AIS Aids to Navigation**

Following the MSC decision to develop new symbols for AIS aids to navigation, the Sub-Committee considered a proposal from Japan providing examples of draft new symbols for AIS-AtoN, whose design was based on the present symbols for AIS-AtoN defined in SN/Circ.243. The new symbols put top marks defined in the IALA Maritime Buoyage System on the present symbols.

The Sub-Committee also noted with interest the information provided by IALA on the definition and the use of virtual aids to navigation as the result of a workshop organized by the Association in January 2010. The Recommendation (IALA Recommendation O-143) of this workshop offered national members of IALA and other authorities guidance on the use of virtual aids to navigation.

Having considered other submissions from IHO, UK and Denmark, and after discussions, the Sub-Committee agreed that it was rather premature to go further on AIS AtoN symbology. It was first imperative to have a policy in place before any major work was undertaken on this issue. Therefore, the delegation of Japan expressed its intention to submit a document to the Maritime Safety Committee on the policy study on the use of AIS AtoN.

**6. Worldwide radionavigation system**

As proposed by Netherlands, Sweden, United Kingdom and United States, and as previously discussed at IALA, the Sub-Committee agreed to submit to the Maritime Safety Committee amendments to Resolution A.953(23) on World-Wide Radionavigation System (WWRNS) in order that more Administrations might be encouraged to submit suitable radionavigation services to IMO as components of WWRNS. The new Appendix (operational requirements) of resolution A.953(23), would read now as follows:

“…

*2 NAVIGATION IN OCEAN WATERS*

*2.1 Where a radionavigation system is used to assist in the navigation of ships in ocean waters, the system should provide positional information with an error not greater than 100 m*

*with a probability of 95%. This degree of accuracy is suitable for purposes of general navigation and provision of position information in the GMDSS.*

*2.2 In view of the fact that merchant fleets operate world-wide, the information provided by a radionavigation system must be suitable for use for general navigation by ships engaged on international voyages in any ocean waters.*

*2.3 Taking into account the radio frequency environment, the coverage of the system should be adequate to provide position-fixing throughout this phase of navigation.*

*2.4 The radionavigation system should permit an update rate of the computed position data not less than once every 2 s.*

*2.5 Signal availability should exceed 99.8%.*

*2.6 An integrity warning of system malfunction, non-availability or discontinuity should be provided to users as soon as practicable by Maritime Safety Information (MSI) systems.*

*3 NAVIGATION IN HARBOUR ENTRANCES, HARBOUR APPROACHES AND COASTAL WATERS*

*3.1 Where a radionavigation system is used to assist in the navigation of ships in such waters, the system should provide positional information with an error not greater than 10 m with a probability of 95%.*

*3.2 Taking into account the radio frequency environment, the coverage of the system should be adequate to provide position-fixing throughout this phase of navigation.*

*3.3 The radionavigation system should permit an update rate of the computed position data not less than once every 2 s.*

*3.4 Signal availability should exceed 99.8%.*

*3.5 When the system is available, the service continuity should be ≥99.97% over a period of 15 minutes.*

*3.6 An integrity warning of system malfunction, non-availability or discontinuity should be provided to users within 10 s.*

*3.7 The system shall be considered available when it provides the required integrity for the given accuracy level.”*

**7 Other Items**

**7.1 Assessment of the degree of risk of coastal maritime traffic**

The Sub-Committee considered an IALA submission providing details of the development of different tools to assist IALA Members to assess the risk along their coasts and to meet the requirements of SOLAS regulations V/12 and V/13. It also agreed to request the Maritime Safety Committee to approve the draft SN circular proposed providing guidance to Member Governments to assess the risks of collisions and groundings along their coasts and to minimize the risk of coastal maritime traffic.

**7.2 Improved safety of pilot transfer arrangements**

The Sub-Committee noted with interest the information provided by IMPA regarding IMPA's Executive's resolve to hold a one-week Safety Campaign at the end of September 2010 involving all of its 8,000 members around the world, the results of which would be tabled at the NAV and DE Sub-Committees. IMPA would also request its members to circulate the resulting information to Port State Control officials in the ports where they provided pilotage services.

**7.3 Information on Ships Operating with Sky-Sails**

The United Kingdom provided information regarding close sightings of vessels operating with sky-sails in the busy waters of the North Sea. It had recently been observed by the maritime community that commercial and fishing vessels were deploying sky-sails more frequently. Instead of a traditional sail, the sky-sail uses a large towing kite to assist the propulsion and are designed to reduce fuel consumption by up to 15%. Sky-sails operate between 100 m and 600 m above sea level depending on size. According to the details obtained from one manufacturer alone, by the end of 2010, approximately 25 ships equipped with sky-sails would be in service worldwide. The importance of developing appropriate guidance or recommended practices for vessels intending to deploy sky-sails, including notification to other ships and aircraft was highlighted. A coordinated approach from IMO and ICAO to introduce appropriate operational guidance would be a way forward to avert a potential shipping incident or an aviation mishap.

## 8. Recommended actions for IALA

## It is recommended that:

## 8.1. the Council

* note the development of e-Navigation (item 2), in particular:

. the decision not to include the VTM concept at this stage on e-Navigation discussions

. the holding of a workshop on coordination on common maritime information and data structure (4-5 November 2010)

. the request to IALA and IHO to finalize the gap analysis on shore aspects

. the new terms of reference for the e-Navigation Correspondence Group

. the request from the IMO Director of MSD and the Chairman of the Sub-Committee to remain focused on delivering an e-navigation strategy implementation plan as was required by the Maritime Safety Committee;

* note the new interim night signals implemented in the Singapore Strait for vessels crossing the TSS (item 3.4)
* note the decision not to create safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ (item 4)
* note the liaison notes to ITU on AIS application specific messages and on Recommendation ITU-R.1371-4 (item 5.1)
* note the ITU decision on satellite detection of AIS (item 5.2)
* note the discussion on new symbols for AIS AtoN and the request to discuss the use of AIS AtoN within IMO (item 5.3)
* note the amendments to Resolution A.953(23) on the WWRNS (item 6)
* note the adoption of an SN circular on Degree of risks evaluation, as proposed by IALA (item 7.1)
* note the inquiry organised by IMPA on pilot transfer arrangements (item7.2)

**8.2. the e-Navigation Committee**

* note the development of e-Navigation (item 2), in particular:

. the decision not to include the VTM concept at this stage on e-Navigation discussions

. the holding of a workshop on coordination on common maritime information and data structure (4-5 November 2010)

. the request to IALA and IHO to finalize the gap analysis on shore aspects

. the new terms of reference for the e-Navigation Correspondence Group

. the request form the IMO Director of MSD and the Chairman of the Sub-Committee to remain focused on delivering an e-navigation strategy implementation plan as was required by the Maritime Safety Committee;

* note the liaison notes to ITU on AIS application specific messages and on Recommendation ITU-R.1371-4 (item 5.1)
* note the ITU decision on satellite detection of AIS (item 5.2)
* note the discussion on new symbols for AIS AtoN and the request to discuss the use of AIS AtoN within IMO (item 5.3)
* note the amendments to Resolution A.953(23) on the WWRNS (item 6)

**8.3. the VTS Committee**

* note the development of e-Navigation (item 2), in particular:

. the decision not to include the VTM concept at this stage on e-Navigation discussions

. the holding of a workshop on coordination on common maritime information and data structure (4-5 November 2010)

. the request to IALA and IHO to finalize the gap analysis on shore aspects

. the new terms of reference for the e-Navigation Correspondence Group

. the request form the IMO Director of MSD and the Chairman of the Sub-Committee to remain focused on delivering an e-navigation strategy implementation plan as was required by the Maritime Safety Committee;

* note the new interim night signals implemented in the Singapore Strait for vessels crossing the TSS (item 3.4)
* note the decision not to create safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ (item 4)
* note the liaison notes to ITU on AIS application specific messages and on Recommendation ITU-R.1371-4 (item 5.1)
* note the ITU decision on satellite detection of AIS (item 5.2)
* note the discussion on new symbols for AIS AtoN and the request to discuss the use of AIS AtoN within IMO (item 5.3)

**8.4. the Aids to Navigation Management Committee**

* note the new interim night signals implemented in the Singapore Strait for vessels crossing the TSS (item 3.4)
* note the decision not to create safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ (item 4)
* note the ITU decision on satellite detection of AIS (item 5.2)
* note the discussion on new symbols for AIS AtoN and the request to discuss the use of AIS AtoN within IMO (item 5.3)
* note the amendments to Resolution A.953(23) on the WWRNS (item 6)

**8.5 the Engineering, Environment and Preservation Committee**

* note the new interim night signals implemented in the Singapore Strait for vessels crossing the TSS (item 3.4)
* note the decision not to create safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ (item 4)
* note the discussion on new symbols for AIS AtoN and the request to discuss the use of AIS AtoN within IMO (item 5.3)
* note the adoption of the SN circular as proposed by IALA on Degree of risks evaluation (item 7.1)

**8.6 the Pilot Authority Forum**

* note the inquiry organised by IMPA on pilot transfer arrangements (item7.2)

# 9. Date of the next session.

The 57th session of the NAV Sub-Committee is tentatively scheduled to be held from 6 to 10 June 2011 in London.

The proposed agenda for the session is attached as annex.

\* \* \*

J.Ch. Leclair

Accredited Representative of IALA to IMO,

14 August 2010.

### ANNEX

**Sub-Committee on Safety of Navigation (NAV) – 57th session - Agenda proposed to the Maritime Safety Committee**

Opening of the session

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Routeing of ships, ship reporting and related matters

4 ITU matters, including Radiocommunication ITU-R Study Group matters

5 Development of an e-Navigation strategy implementation plan

6 New symbols for AIS aids to navigation

7 Casualty analysis

8 Consideration of IACS unified interpretation

9 Biennial agenda and provisional agenda for NAV 58

10 Election of Chairman and Vice-Chairman for 2010

11 Any other business

12 Report to the Maritime Safety Committee

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