e-NAV12 Input paper

Agenda item 7.6

Task Number 26

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e-Navigation Portrayal and User Needs

# Summary

This paper is provided by the International Chamber of Shipping (ICS) as a liaison note on areas of particular interest to the ICS in the development of e-navigation. ICS believes that any discussions and decisions on the portrayal of information to the user on board ship should take place at IMO and fully take into account user needs.

ICS also expresses concern at the development and use of virtual and synthetic Aids to Navigation.

## Purpose of the document

ICS requests the Committee to take into account the contents of this document and concerns expressed during discussions on portrayal and when considering the integration of Aids to Navigation into e-navigation.

## Related documents

None

# Background

ICS has submitted this input paper as attendance at e-NAV12 is not possible and the views ICS wishes to express at the meeting are contained within this document.

ICS continues to work with a number of international organizations that are developing the overall e-navigation concept and within this process ICS recognises the roles and responsibilities of both IALA and IMO. With the progress now being made at IMO and the work of the Correspondence Group to complete the gap analysis, ICS believes that some comment is required on portrayal discussions.

# Discussion

## Role of IALA

ICS continues to strongly support the important role of IALA as one of a number of international organizations developing the overall e-navigation concept. Within this process ICS acknowledges that IALA has primacy in the discussions and development of the aspects of e-navigation relating to Aids to Navigation.

## Portrayal and User Needs

ICS has actively participated in the IALA e-NAV Committee and recently in particular has been involved with Working Group 6 (portrayal issues).

IMO and in particular the Correspondence Group on e-navigation is making considerable progress on a number of issues and amongst these is completion of the gap analysis. The analysis has identified several gaps related to the display and presentation of information on board ship. Responsibility for addressing these gaps has been designated to IMO Sub-Committees.

ICS therefore believes that any discussions and decisions on the portrayal of information to the user on board ship should take place at IMO and fully take into account user needs. ICS also believes that the portrayal of information on board ships and in a shore environment do not necessarily have to be identical. ICS requests that this important principle is recognised during the development of any e-navigation portrayal issues by IALA.

ICS considers that IALA has a key role in this process by being able to identify what information can be sent to ships in support of safe navigation.

ICS recognises the difficulty of developing e-navigation that is to be harmonised between ship and shore without simultaneously addressing both ship and shore issues. Nevertheless noting the progress now made by IMO we consider that shipboard portrayal issues should be most appropriately handled by IMO.

ICS continues to support IALA and intends to attend future e-NAV Committee meetings as we strongly believe that there are issues of mutual interest that can be discussed and developed in this important Committee.

## Aids to Navigation

At the 58th Session of the IMO NAV Sub-Committee, ICS expressed concern that synthetic AIS deployed in relation to a physical AtoN may for various reasons become displaced from the position of that AtoN and lead to doubt and confusion by watchkeepers.

Further concern relates to the reported current use of synthetic AtoN when IMO continues to develop a policy regarding, ‘*Development of Policy and New Symbols for AIS Aids to Navigation.*’ It appears that Administrations are implementing synthetic A to N without the full knowledge or understanding of IMO and even more importantly of watchkeepers at sea.

ICS continues to also express concern regarding ‘Virtual AtoN’, our position remains as advised during the very valuable IALA workshop on the matter in 2010. In particular we do not agree that virtual AIS AtoN can be used for permanently marking an object for which it is difficult to establish a physical AtoN.

For the foreseeable future not all ships will have the capacity to utilise as envisaged synthetic or virtual AIS AtoN. ICS is concerned that the safety of navigation should apply to all ships. For this reason ICS considers that physical AtoN must remain the AtoN for all ships.

# References

None

# Action requested of the Committee

The Committee is requested to take into account the comments provided in paragraphs 3.1, 3.2 and 3.3 during discussions at eNAV12 and future eNAV Committee meetings.