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| From: VTS Committee | e-NAV12/93  Formerly VTS 35/output/7 |
| To: e-NAV Committee | 7 September 2012 |

Liaison Note

Reply on the Information Paper

“Plan for AIS and VHF Data Communications in e-Navigation”

# Introduction

The e-NAV Committee intends to revise the communications content of the IALA e-Navigation Strategy, specifically the VHF communications content, and to revise the IALA Maritime Radio Communication (MRCP). This is described in the “Plan for AIS and VHF Data Communications in e-Navigation”. The VTS Committee was requested to review and comment the plan (input paper VTS35/19).

# Action requested

The e-NAV Committee is requested to consider the comments made by the VTS Committee, as detailed below:

1. The VTS Committee welcomes the paper as a constructive analysis of future maritime data needs and the changes necessary to the Maritime VHF spectrum to accommodate such needs. The VTS committee considers digital communications as an enabling technology.
2. For AIS, we assume that the use of AIS3 and AIS4 for Satellite AIS will result in a new data protocol and the need for shipboard AIS units to be upgraded to support both the existing and the new satellite AIS transmissions. Satellite AIS would not directly impact VTS infrastructure.
3. The document proposes areas of the frequency spectrum for either AIS experimentation or VHF Data Exchange principally for e-Navigation. The development of a digital infrastructure for ship to shore and shore to ship communications will create opportunities for a wide range of current and future applications and, most importantly, it will enable error-free digital communication that will greatly benefit VTS operations. As far as the consequences of a digital infrastructure for ship to shore and shore to ship communications, it may be necessary to conduct a Cost / Benefit Analysis, as part of e-Navigation development.
4. Data security will need to be addressed to ensure that the new digital systems are resilient against malicious attacks by viruses or hackers that could potentially affect the VTS operation and/or wider port systems that are integrated with the VTS.