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| From: ARM Committee | ENAV21-12.2  Formerly ARM6-12.1.14 |
| To: ENAV Committee | 28 April 2017 |

LIAISON NOTE

Draft IALA Guideline on MSP – text for MSP17

# Introduction

Input document ARM6-3.3.2 (formally ENAV20-14.1.3) requested that the ARM Committee take into consideration the current development of the MSP Guideline and further requested that the ARM Committee provided suggested text regarding MSP17, so that further work on the document can be finalised at ENAV 21.

# Details

The ARM Committee has determined some text for the MSP Guideline and this is provided at Annex A to this liaison note.

# Action requested

That the ENAV Committee considers the text provided here at Annex A in its next deliberations at ENAV21.

## Annex A

## MS 17 Aid(s) to Navigation services (AtoN)

### Definition

Marine Aid(s) to Navigation (AtoN) are described by IALA as a device, system or service, external to vessels, designed and operated to enhance safe and efficient navigation of individual vessels and/or vessel traffic. These are usually in the form of lighthouses, beacons, buoys, light-vessels, etc.

### Scope

AtoN as defined above are external to vessels as opposed to Navigation Aids that are usually used aboard a vessel. MS17 shall be limited to AtoN.

SOLAS Chapter 5 regulation 13 on the establishment and operation of aids to navigation states that, “Each Contracting Government undertakes to provide, as it deems practical and necessary either individually or in co-operation with other Contracting Governments, such aids to navigation as the volume of traffic justifies and the degree of risk requires.” Moreover, “in order to obtain the greatest possible uniformity in aids to navigation, Contracting Governments undertake to take into account the international recommendations and guidelines[[1]](#footnote-1) when establishing such aids.” AtoN shall be provided in compliance with this convention.

It is recognised that the set-up of Competent Authorities within different countries can be very different: for instance, some counties such as the United States, provide many maritime services with one body (United States Coast Guard), whereas other countries such as the United Kingdom have several different bodies providing these services. MS17 may need to be provided within this context.

### Objective

The objective in the provision of AtoN is to ensure the safety of *all* maritime traffic in areas that require such aids to be provided as required under SOLAS Chapter 5 regulation 13.

### User requirement

It is noted that virtually all maritime traffic currently uses GNSS as the primary means of navigation. AtoN are a supplementary[[2]](#footnote-2) form of navigation, providing spatial and situational awareness to the mariner. Hence, they provide an independent backup to GNSS if required. AtoN are therefore essential to the safety of maritime traffic and will be used for the foreseeable future; consequently, the maritime navigator will require AtoN to be provided as consistent with the volume of traffic and the degree of risk as determined by the Competent Authority.

1. The regulation sets out the obligations on Contracting Governments to provide aids to navigation in accordance with the international Recommendations and Guidelines published by IALA [↑](#footnote-ref-1)
2. Noting that they can also be used as a primary means of navigation if required. [↑](#footnote-ref-2)