

## DEVELOPMENT OF AN E-NAVIGATION STRATEGY

### Comment on the report of the Correspondence Group on e-Navigation

Submitted by ICS

#### SUMMARY

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| <i>Executive summary:</i>  | This document comments on the outcome of the correspondence group established at NAV 52 to consider an e-Navigation strategy. |
| <i>Action to be taken:</i> | Paragraph 6   |
| <i>Related documents:</i>  | COMSAR 11/WP.4, NAV 53/13   |

#### Introduction

1. This document provides comments on document NAV 53/13 submitted by the co-ordinator of the correspondence group (CG), in which ICS participated, established at NAV 52 to consider the development of an e-Navigation strategy.
2. ICS congratulates the UK for co-ordinating the production of NAV 53/13. The submission reflects the extensive work carried out by the CG and the wide range of views expressed. ICS is pleased to confirm its general support for the document which provides a sound basis for detailed technical and operational decisions.

#### Comment

3. Notwithstanding general support for the CG report, ICS considers that a cautious approach is appropriate. The process of developing a strategy for e-Navigation has already stimulated the consideration of *possible* operational and technological developments that may be included in the final strategy. In the view of ICS, there is thus a real danger that such developments could *lead*, rather than support, the strategy development. In other words there is a risk that just because something is technically possible, some will find it appropriate to require e-Navigation to include measures, without considering the real need or whether there is an actual benefit. The task in hand is to develop the e-Navigation **strategy**, and yet already technically detailed proposals have been considered by some members of the CG. ICS accepts that pragmatically the development of the strategy needs to take account of technical matters, however technological possibilities should not lead the project.
4. ICS fully supports the approach that user requirements should dictate the strategic development of e-Navigation. In this regard, human element considerations should be given a high priority and the eventual e-Navigation environment should reflect this. It is essential that the views of ship owners, operators and crews are fully appreciated and taken into account to avoid creating an extensive and technologically advanced system designed and operated for the benefit of administrators, logistics interests, equipment manufacturing and communications industries but where there is little, if any direct gain, or benefit for shipping or seafarers.

5. When appropriate it will be necessary to conduct a gap analysis as included at Annex 3 of the report. ICS expresses some concern that the inclusion of such work in the CG report may indicate that some have prematurely decided what the e-Navigation environment should encompass, and risks negating and constraining work yet to be conducted by IMO.

### **Proposal**

6. ICS requests the Sub-Committee to consider the following issues whose resolution is essential to the strategy for e-Navigation and the subsequent implementation of a viable and successful system:

- a. It is generally agreed that ECDIS operation is a pre-requisite for e-navigation. Full resolution is required of the outstanding issues, including global chart availability and costs that have so far limited ECDIS uptake
- b. Consideration of training, competency and common language skills for all operationally involved, both at sea and ashore, should be integral to the strategy
- c. The potential for migration from physical aids to navigation to virtual aids to navigation has been raised by some and raises safety and environmental concerns
- d. The workload and motivation of watchkeepers should not be adversely affected and e-Navigation must deliver clear benefits to shipping and seafarers. The potential for reducing on-board administrative requirements should be actively pursued
- e. Technological developments should be used to serve the development of e-Navigation as required by users and not be allowed to define the strategy. The associated risk of establishing premature carriage requirements for equipment or systems that hinders rather than helps shipping should be recognized.
- f. The potential for establishing an S-mode of operation is strongly supported as underpinning the use and commonality of e-Navigation; consideration should be given to making this a prime requirement.

### **Action requested of the Sub-Committee**

7. The Sub-Committee is invited to note the above information and take action as appropriate.