

Liaison Note

Observations for Consideration at PAP29

1 Introduction

Discussion between the Chair and Vice Chair of the VTS Committee at VTS39 highlighted some observations which, in their opinion, would enhance the effectiveness of committee meetings. In addition, it was concluded that consideration of these by PAP may enhance responding to them, identify other observations and facilitate a collective and coordinated response.

2 Discussion

The observations noted include:

- Liaison / coordination between the VTS and e-NAV Committees
- Administrative Issues
 - IMO Meeting reports
 - Rules and Procedures for Committee
 - Document Numbering
- e-Navigation Strategy Implementation Plan (SIP) – Progressing tasks relevant to IALA.
- The role of PAP

2.1 Liaison / coordination between the VTS and e-NAV Committees

The VTS Committee has acknowledged the need for enhanced liaison between the VTS and e-NAV Committees for several years. Mechanisms embraced to date to facilitate liaison include:

- **Liaison Notes**

Liaison notes have provided the main mechanism to exchange information between the committees or for one committee to seek the input on a particular aspect or work programme item from the other. However, it is the opinion of the authors that this has not been optimal for a number of reasons, including:

- Timeliness – With the committees meeting twice a year it may take 6 months or more for one committee to receive a response to a liaison note. The following scenario highlights why this may occur:
 - The e-NAV Committee prepares a Liaison Note at its October meeting seeking input from VTS on Item X.
 - The VTS Committee does not meet until April the following year consideration of the task and formulation of a response cannot occur until then.
 - The VTS Committee prepares its response at its April meeting and forwards it to the e-NAV Committee at its meeting the following week.
- Communication/Understanding – Information from one committee is often not well communicated and/or understood by the receiving committee. This scenario invariably leads to the poor exchange of information between the two.

- Liaison officer/rapporteur – The use of a nominated liaison officer/rapporteur between the two committees has been attempted a number of times, but has proved to be non-sustainable. Significantly, while a volunteer to undertake this role has been a standing item on the VTS Committees agenda for many years the role remains unfilled. Similarly, the IALA secretariat has not been able to resource such a position.

Recommendation

That a special meeting be hosted at IALA for invited members of VTS, e-NAV Committees and the secretariat to consider options for enhancing the timeliness and effectiveness of communications and interactions between the two committees.

It is suggested that 2 days would be sufficient, perhaps a maximum of 6 members from each committee be selectively invited and that the meeting be held prior to PAP30 (back-to-back) with a view to the outcomes being considered at PAP.

2.2 Administrative Issues

2.2.1 IMO Meeting reports

The format and content of IMO Meeting Reports has changed in recent times and it is suggested that the previous format be re-introduced as the reports were much more informative under this structure.

Further, it is suggested that the contents be reviewed before being forwarded to ensure all relevant items are adequately included. For example, the report on MSC94 does not mention the endorsement of Zero Accident Campaign.

2.2.2 Rules and Procedures for Committee

There are currently two documents available on the IALA website (C59-8.1.4.2 and C56-9.8.1.4). While it is assumed that the intention may have been to revoke C56-9.8.1.4 the situation is a little confusing for members.

In addition, discussion at VTS39 highlighted that the procedure for updating the IALA Dictionary does not provide clear guidance for members and it is suggested that these be reviewed as soon as possible.

Moreover, there is a need for an up to date list of existing IALA procedures for members.

2.2.3 Document Numbering

Document numbering and agenda numbering based on TD's continues to be confusing for members and it is suggested that this be reviewed as a matter of priority.

2.3 e-Navigation Strategy Implementation Plan (SIP) – Progressing tasks relevant to IALA.

Consideration of a Liaison note from e-NAV (VTS39-3.1.2 (ENAV15-14.1.4)) at VTS39 highlighted that there may be considerable implications for the VTS Committee's 2014-18 Work Programme should it take "the lead" on the tasks suggested in the liaison note.

It is the view of the authors that IALA's response to the SIP should be considered fully at PAP29.

2.4 Role of PAP

The role of the Policy Advisory Panel is to co-ordinate the work of the four IALA Committees to ensure that there is full co-operation on associated matters and that there is no duplication of any work between the committees. Its principle tasks are to:

- Oversee the meeting schedules of Committees;
- Consider and advise the Council, as appropriate, on the co-ordination of policy matters in order to enhance international co-operation on the development and maintenance of aids to navigation systems;
- Keep under review the development of a suitable mix of aids to navigation taking into account satellite and terrestrial radio systems, VTS and short range aids to navigation;
- Consider all recommendations made by the Committees, to draw attention to any policy changes that are implied and submit them to the Council for approval or adoption as appropriate.

The observations in 2.1 and 2.2 above suggest the Panel may not be optimally achieving its role and it is suggested that consideration to its roles and mechanisms to achieve these are considered by PAP with a view to enhancing how PAP fulfils its role.

3 Expected Outcome

The PAP is requested to:

Provide comment on the observations noted with a few to facilitating, where appropriate, a coordinated response to addressing the issues identified.