

IALA COUNCIL 63rd session



12-16 December 2016
IALA Headquarters

11 – TECHNICAL ACTIVITIES

11.6 – e-Navigation Underway

11.6.2 – e-Navigation Underway North America

Note by the Secretariat

1. INTRODUCTION

e-Navigation Underway (North America) 2016 was held on 17-19 October 2016 at the San Jacinto College Maritime Technology and Training Center, La Porte, Texas, USA. Organized by the Danish Maritime Authority (DMA) and IALA and hosted jointly by San Jacinto College (SJC) and Seamen's Church Institute (SCI), the conference was attended by 75 delegates, representing 8 countries. Sponsorship was provided by three firms. Six organizations supported the conference, among which IHO, CIRM, RTCM and the Nautical Institute. The associated exhibition attracted 2 organizations, displaying e-Navigation related systems and services, and the conference media partner was The Waterways Journal.

IALA was represented by the Secretary-General.

2. SESSIONS

Nineteen presentations covered a wide variety of e-Navigation topics which were grouped in sessions:

1. Why are we here?
2. Marine Safety Information
3. Conning Decision Support
4. Wrap Up Session

Presentation materials are available on the conference website <http://www.e-navnorthamerica.org>. Links are shown in the "Agenda" section.

Each session concluded with a discussion of the topics presented. In the Conference Wrap-Up Session, which included presentations by a panel made up of the moderators of the three sessions underscoring key points, delegates reached consensus on a series of conclusions and recommendations.

2.1. Conclusions

- There are many times more near misses than actual accidents. Generally, there are no effective organized mechanisms to identify and analyse these incidents.
- Maritime safety can be improved by collaborative and coherent traffic management.
- Training does not necessarily equate to competency or proficiency.
- Developments in Integrated Bridge Systems (IBS), Automatic Identification Systems (AIS), Electronic Chart Display and Information Systems (ECDIS), and Electronic Chart Systems (ECS) need to be accompanied by additional training.
- The current means and procedures for updating ENC's are not adequate given the volume of data that needs to be transferred.



- Manufacturers need to rely on internationally agreed technical standards; regional developments should be compatible with international standards.
- Existing standards for Electronic Chart Systems do not accommodate proven systems already in common use.
- Navigation information should be delivered in an effective and expedient manner.
- Regulators and manufacturers need to focus on solutions based on user needs that make the work on board and ashore more efficient and easier.
- Cyber threats present a growing risk to safe maritime operations.

2.2. Recommendations

Identify parameters and develop data structures to collect data on near misses and examine those incidents to support safety management regimes.

- Owners/Operators should implement competency-based training for installed navigation equipment.
- Seek technical solutions for data delivery and improve on-board procedures to update ENC's in ECDIS/ECS.
- Manufacturers should consider adopting international ECS standards.
- Continue efforts to allow use of a "software solution" that is independent from the platform for ECS, where appropriate.
- e-Navigation developments should consider IMO Human Centered Design guidelines.
- e-Navigation service providers of digital information should ensure that it is authentic, relevant, accurate and reliable.
- Equipment manufacturers should ensure that users of the information have the ability to portray actionable data in a usable manner.

3. THE COUNCIL IS INVITED TO

Note the report on e-Navigation Underway North America 2016.