



KYSTVERKET
NORWEGIAN COASTAL ADMINISTRATION

Status for IMO's e-navigasjon prosess

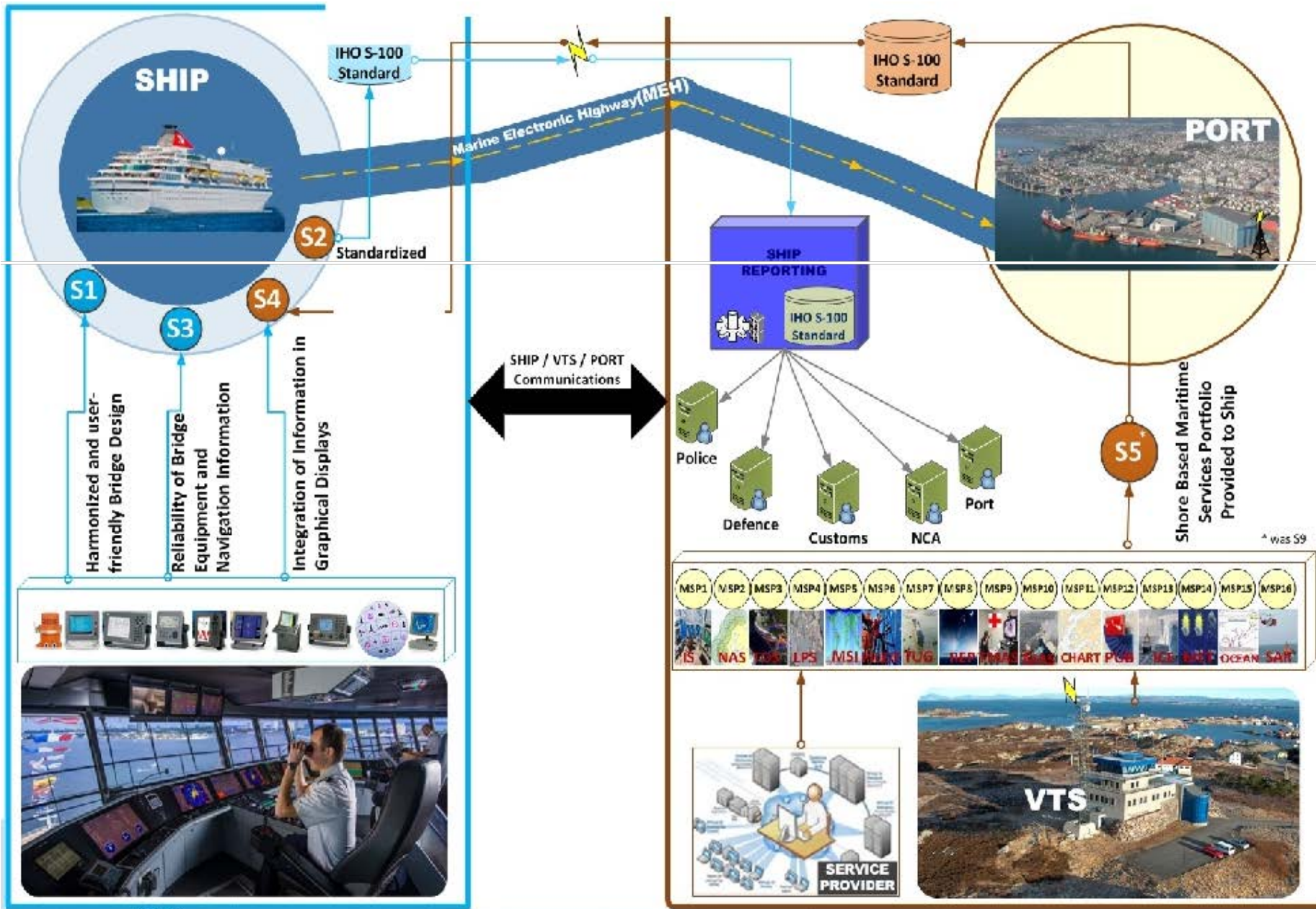
John Erik Hagen, Regiondirektør Kystverket

E-Navigasjoner skal føre til:

- økt navigasjonssikkerhet
- økt effektivitet i shipping
- enklere adgang til havner og farvann, og
- videreutvikling av et globalt, bærekraftig maritimt transportsystem

og omfatter:

- Skip
- Havner, sjøtrafikksentraler mv.
- Kommunikasjon



* Was S9



Prioritering av IMO's arbeid

Harmonisert og brukervennlig brodesign:

New INS Modules NCSR3-4 (16-17) *Delvis utført*

S-mode guidelines NCSR5-6 (18-19)

Pålitelig broutrustning og navigasjonsinformasjon

BIIT revision of A694(17) NCSR5-6 (18-19)

Automatisk og standardisert skipsrapportering:

Ship Reporting Guidelines NCSR3-4 (16-17) *Utført*



Prioritering av IMO's arbeid

Integrasjon av kontinuerlig navigasjonsinformasjon som vises på broutstyr:

Harmonized Display NCSR3-4 (16-18) *Pågår*

Forbedret landbasert informasjon til skip:

Resolution on MSPs NCSR5-6 (18-19)



Aktivere IMO-IGO Harmonization Group on Data Modelling (HGDM)

- “MSC 90 authorized the establishment of an IMO/IHO Harmonization Group on Data Modelling and approved its terms of reference. Following the request of NCSR 4, MSC 98 agreed to activate the HGDM to work only on the output on "Develop guidance on definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs)“”
- “HGDM would be the group to develop the technical basis by defining the format and structure of data that are to be used by all MSP providers, regardless of the nature of the MSP.”



Oppdatering av SIP

1. Para 3 of the SIP states that *“...the main objective of the present SIP is to implement the five prioritized e-navigation solutions.”* Para 4 states *“The present SIP identifies the list of tasks which would need to be performed during the coming years in order to achieve the five prioritized e-navigation solutions.”*
2. “agreed to an update of the e-navigation Strategy Implementation Plan (SIP) (NCSR 1/28, annex 7) instead of developing a project plan”; and
3. “agreed that it was not the intention to revise the SIP, but to only update it and, in particular, **to prioritize the outputs and reorganize them** to avoid duplication”



Harmonization and standardization work

S1: *improved, harmonized and user-friendly bridge design;*
New INS module on **harmonization** of bridge design and a module which will outline the **standardized** interfaces for data exchange. S-mode aims to reduce variation in navigation systems and equipment through the **standardization** of aspects of user interfaces

S2: *means for standardized and automated reporting;*
Harmonized and standardised electronic ship reporting



Harmonization and standardization work

S3: *improved reliability, resilience and integrity of bridge equipment and navigation information;*

The BIIT will provide **standardized** self-check capability for navigational equipment. Draft Guidelines for shipborne PNT data processing support the **harmonization** and improvement of onboard PNT data processing

S4: *integration and presentation of available information in graphical displays received via communication equipment;*

Draft Guidelines for the **harmonized** display of navigation information received via communications equipment.

Harmonization with the work on S-mode (S1) and MSP (S5)



Harmonization and standardization work

S4 cont.: The implementation of presentation of S4 information in graphical displays requires the development of a Common Maritime Data Structure based on IHO S-100 data model. Work to be done by IMO-IHO **Harmonization** Group on Data modelling (HGDM)

S5: improved Communication of VTS Service Portfolio;
Develop guidance on definition and **harmonization** of the format and structure of MSPs, as MSPs have been identified in the SIP as the framework for the electronic provision of information related to maritime services in a **harmonized** way between shore and ships. HGDM to work on the MSP output



Harmonization and standardization work

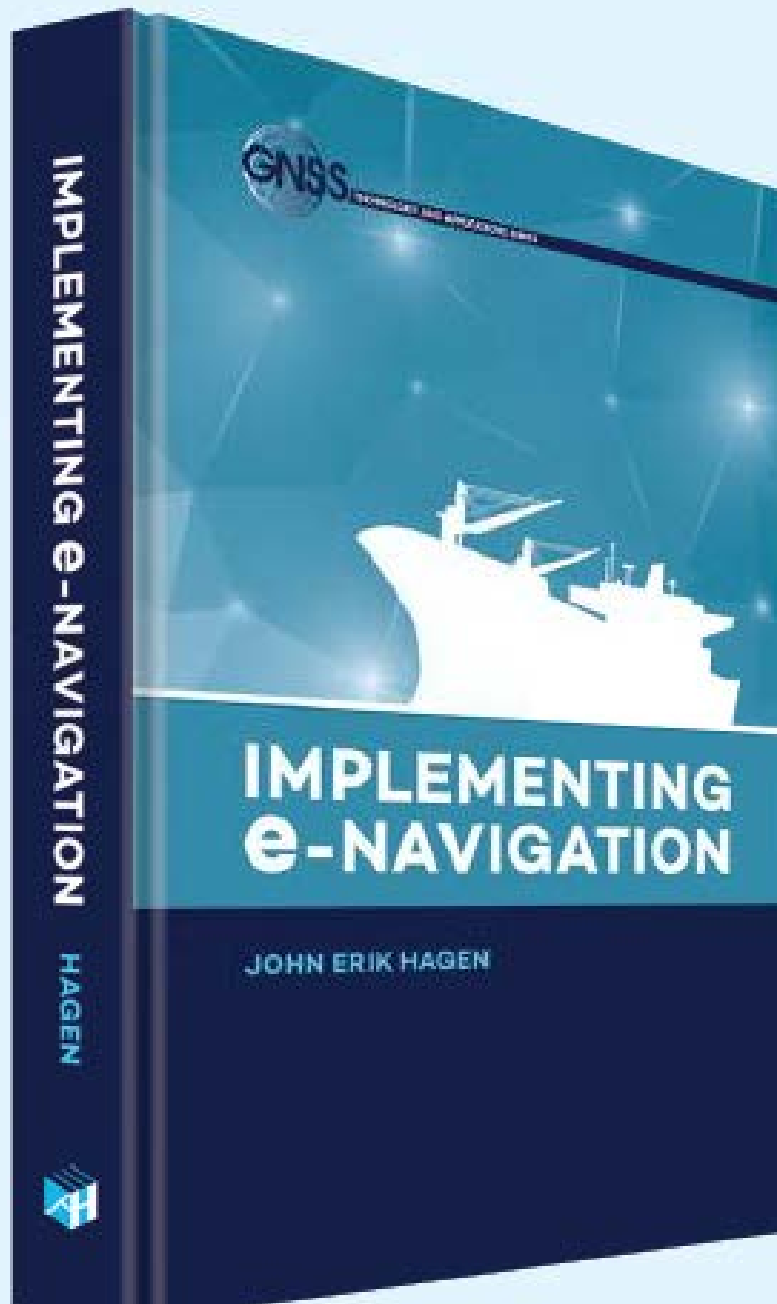
- IMO-IHO **Harmonization** Group on Data modelling (HGDM) should, using IHO's 100 as baseline, **harmonize and standardize** formats for collection, exchange and distribution of data, processes and procedures for collection, and development of open **standard** interfaces
- Guideline on Software Quality Assurance and Human Centred-design for e-navigation systems and equipment draws extensively on existing relevant international **standards**
- The IALA Guidance formed the basis for IMO's Guidelines on **Harmonization** of testbed reporting



Den røde tråden.....

- Standardisering og harmonisering av utstyr, systemer og services på skip og land, og mellom skip og land





– Vi tar ansvar for sjøvegen



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