

NSHC 30th Conference
Ålesund, Norway
18-21 June 2012

Explanatory Note
Item C3
Norway

e-navigation

e-navigation is defined as the harmonized collection, integration, exchange, presentation and analysis of marine information onboard and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment.

Norway has been entrusted by the International Maritime Organization to coordinate the work of developing a proposal for a strategic implementation plan for the global e-navigation concept in 2014. This work is conducted by the IMO sub-committees COMSAR, NAV and STW.

The aim is to develop a strategic vision for e-navigation, to integrate existing and new navigational tools, in particular electronic tools, in an all-embracing system that will contribute to enhanced navigational safety (with all the positive repercussions this will have on maritime safety overall and environmental protection) while simultaneously reducing the burden on the navigator. As the basic technology for such an innovative step is already available, the challenge lies in ensuring the availability of all the other components of the system, including electronic navigational charts, and in using it effectively in order to simplify, to the benefit of the mariner, the display of the occasional local navigational environment. E-navigation would thus incorporate new technologies in a structured way and ensure that their use is compliant with the various navigational communication technologies and services that are already available, providing an overarching, accurate, secure and cost-effective system with the potential to provide global coverage for ships of all sizes

Recent outcome

Test of S-100 in Singapore

Automated solutions for the exchange of marine information was tested in the Malacca and Singapore straits during an e-navigation workshop in Singapore on the 19th and 20th of April 2012.

The workshop was hosted by the Norwegian Coastal Administration (NCA), in cooperation with the Maritime and Port Authority of Singapore (MPA) and IMO's Marine Electronic Highway (MEH) project. 40 delegates from thirteen IMO Member States and two non-governmental organisations participated.

The use of the S-100 framework, which is one of the proposed solutions in IMO's e-navigation work, was demonstrated to promulgate Maritime Safety Information (MSI). The S-100 standard could be extended and further developed to meet the emerging requirements of e-navigation.

Maritime Safety Committee 90th Meeting (MSC90)

The last MSC meeting discussed the development of an e-Navigation Strategy Implementation Plan

MSC90 approved the current overarching e-navigation architecture, the proposed way forward for developing a Common Maritime Data Structure and the use of IHO's S-100 standard as the baseline for creating a framework for data

Introduction of e-navigation - Consequences for the HOs

The e-navigation concept for sure will have some implications on the work and responsibilities of HOs. The ENC's will be part of the e-navigation solution and we need to be involved in the process of integrating new functionality. The transition from S57 to S101/102 need to be addressed in this context. Norway would like to be informed about any action taken by other HO to adapt to e-navigation.

Actions required from the NSHC 30th Conference:

The Conference is invited to take note of the information and to participate in the discussion of implication of the introduction of e-navigation.