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| To: IALA Council | 26 October 2011 |

Information Paper

Regulatory Process for e-Navigation

# Background

The implementation of the IMO e-Navigation Strategy is expected to involve preparation of performance standards, or as a minimum, harmonisation of equipment. The process for the introduction of new standards can be lengthy and adopting an effective approach will facilitate and accelerate the introduction of e-Navigation. This note is intended to capture the outcome of discussions on this matter within IALA and other bodies.

# What is the problem?

The schedule for the e-Navigation initiative agreed at IMO NAV 57 is: completion of gap analysis by 2012; risk analysis & CBA by 2013; strategy implementation plan by 2014.

The timetable for the actual implementation has not yet been discussed formally, but might be in two phases: phase 1- existing equipment & standards (2014-2020?); phase 2: new equipment & systems (2020 onwards?).

New standards take 4-5 years to introduce and the implementation periods can be 10 years or more. Therefore, if several new items of equipment or complete systems are involved, the overall process could become so lengthy as to negate the expected benefits.

# Potential solutions

Various possible solutions can be envisaged:

* a completely open-systems, market-led approach;
* an over-arching performance standard, referencing existing equipment performance standards and test specifications;
* a complete review of the processes to speed them up and make them more flexible, for example using a requirements register and modular structure (like INS);
* generic performance standards and test specifications.

There may be other solutions and the best option may be a combination of one or more approaches. However, it is worth noting that the first option of an unregulated, market driven approach has not received any support and there seems to be a consensus that some degree of regulation is necessary.

# Proposed Way Forward

Based on the discussions so far, it is proposed that a two-stage approach might be adopted, corresponding to the two phases envisaged for the implementation of e-Navigation:

A single, over-arching standard for a display compatible with existing shipborne equipment should be prepared to allow for a rapid first-stage implementation. This could be supported by the introduction of generic standards, together with non-regulated applications, where appropriate, to provide early benefits and efficiencies.

A complete reconsideration of the standardisation processes should be initiated for the longer-term, overseen by a panel of experts within IMO. One model would be a requirements driven, modular approach, similar to INS.

Such a panel of experts (or IMO-led harmonisation group) might also be a productive approach to the implementation process as a whole.

# Action requested

The Council is invited to consider this proposal as a possible input to the IMO Correspondence Group on e-Navigation.