



*International Association of Marine Aids to
Navigation and Lighthouse Authorities
Association Internationale de Signalisation Maritime*



Staying Focused

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Secretary General IALA

Focusing on eNavigation



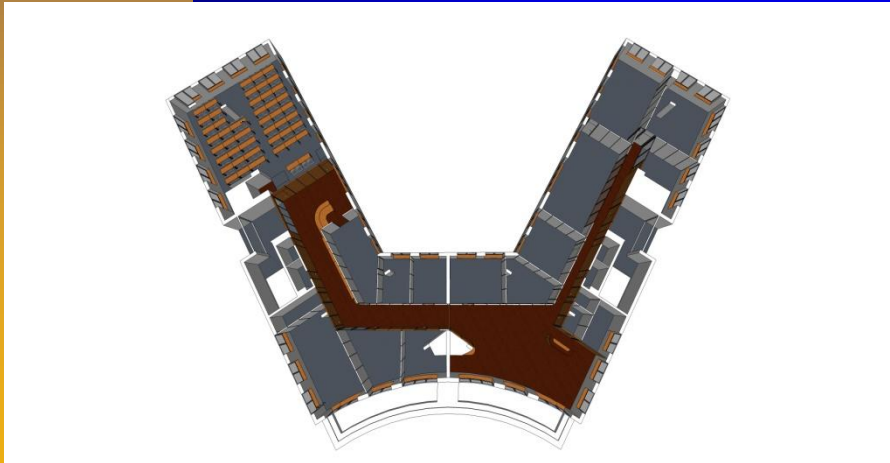
- ◆ Who is IALA
- ◆ IALA and eNAV
- ◆ IALA and EfficienSea
- ◆ EfficienSea and eNAV
- ◆ How could eNAV look in the future

Who is IALA

- ◆ *Fostering the safe, economic and efficient movement of vessels by improvements and harmonisation of aids to navigation worldwide*
- ◆ *<http://www.iala-aism.org>*

New IALA Headquarters 2011

Plan



Street view



IALA and eNAV

- 2005
 - IMO MSC
- 2006
 - IALA eNAV
- 2006
 - Correspondence group (IMO)
- 2007-10
 - Various fora
- 2011
 - EfficienSea



IALA and EfficienSea

VENUE

The conference will be held at the M/S CROWN OF SCANDINAVIA sailing from Copenhagen on the 31st of January in the evening, arriving in Oslo in the morning on the 1st of February and then leaving for Copenhagen in the evening the same day. The ship will be back in Copenhagen in the morning on the 2nd of February. The majority of the conference will be taking place while the ship is in harbour, in Copenhagen and in Oslo.

The M/S CROWN OF SCANDINAVIA participates in the EfficienSea e-Navigation test bed and the crew will be active in the discussions.

REGISTRATION / PRICE

Registration can be done at the conference web site www.e-navigation.net. Early registration will be available from July 1st until November 1st 2010. Late registration will be available until January 15th 2011.

There will be different prices depending on time of registration and choice of accommodation. The price includes conference fee, accommodation and all meals.

Supplementary fees will be applicable in case of accompanying spouses.

Price in DKK (EUR*)	Early registration	Late registration
Exterior single cabin	4.500 Kr. (605€)	5.000 Kr. (670€)
Commodore class single cabin	4.800 Kr. (650€)	5.300 Kr. (715€)
Commodore de luxe single cabin	5.400 Kr. (720€)	5.900 Kr. (795€)

*Price in euro may vary slightly due to changes in exchange rates.

CALL FOR PAPERS

Papers are invited on all aspects of e-Navigation Test Beds (including their implementation, methodology, technical results and lessons learned) for inclusion in the proceedings from the conference. Papers must be sent to the organizing committee electronically no later than November 1st 2010. For further details concerning procedure and layout of material, please consult the conference website: www.e-navigation.net.

DEADLINES

Early registration: 1st of November 2010
Paper submission: 1st of November 2010
Late registration: 15th January 2011

ORGANISERS

The conference is jointly organized by the EfficienSea project and IALA.
www.iala-aism.org
www.efficiensea.org

SUPPORTED BY:



CIRM



COPENHAGEN - OSLO



E-NAVIGATION UNDERWAY

INTERNATIONAL CONFERENCE
ON E-NAVIGATION

Operational benefits through a
practical approach with focus on test beds

Voyage plan
Copenhagen - Oslo - Copenhagen
31 January - 2 February 2011

www.e-navigation.net

EfficienSea
Efficient, Safe and Sustainable Traffic at Sea



WWW.DFDS.DK

IALA and EfficienSea

E-NAVIGATION UNDERWAY

- ◆ M/S Crown of Scandinavia Jan/Feb 2011
- ◆ Joint project EfficienSea and IALA
 - Supported by Nautical Institute and CIRM
 - 136 delegates, 21 countries
 - Test beds (current and future)
 - Live demonstrations of EfficienSea project
 - 19 conclusions
 - Major milestone on the path to eNavigation

EfficienSea and eNAV

- ◆ IMO has project lead of eNavigation
- ◆ IALA et al are major contributors to providing a forum for discussion
- ◆ Equipment manufacturers are keen to demonstrate and provide solutions
- ◆ No real independent technical think tank
- ◆ EfficienSea is providing an invaluable and unique contribution to the technical development

EfficienSea and eNAV

- ◆ The Baltic Contribution
 - HELCOM example
 - AIS data sharing
 - VTS regional cooperation
 - Coordinated protection of the marine environment
 - Pilot region for E-Navigation
 - IALA and other IGO's benefit
 - GLOBAL CONSEQUENCES

How could eNAV look in the future?

◆ IMO defined eNAV apps?

- INS
- Radar
- ECDIS
- MSI
- Alert management
- Integrated communications
- Single window reporting

How could eNAV look in the future?

- ◆ Open market eNAV apps?
 - 3rd party data exchange
 - Traffic routing and planning
 - Alternate display systems
 - Polar navigation
 - Advanced collision avoidance
 - Emergency response planning
 - Etc etc!

The two box solution

◆ Regulation

- Mandatory Functions
- Operational requirements

◆ Open Market solutions

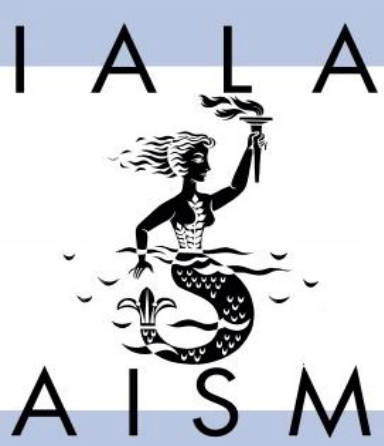
- Application environment?





I A L A
A I S M





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Thank you