

CF6-5.3

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## Kuta

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Aron Sorensen

Chief Marine Technical  
Officer

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BIMCO's views on E-  
Navigation and its  
Relation to Safe Passage  
in the SOMS

# Today's presentation

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- Background
- Pros and cons of e-navigation seen from an owner's viewpoint
- Traffic control – not really an option
- Commercial possibilities of e-navigation
- Items requiring further consideration



# The Objective

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*E-Navigation would help reduce navigational accidents, errors and failures by developing standards for an accurate and cost effective system that would make a major contribution to the IMO's agenda of safe, secure and efficient shipping on clean oceans.*

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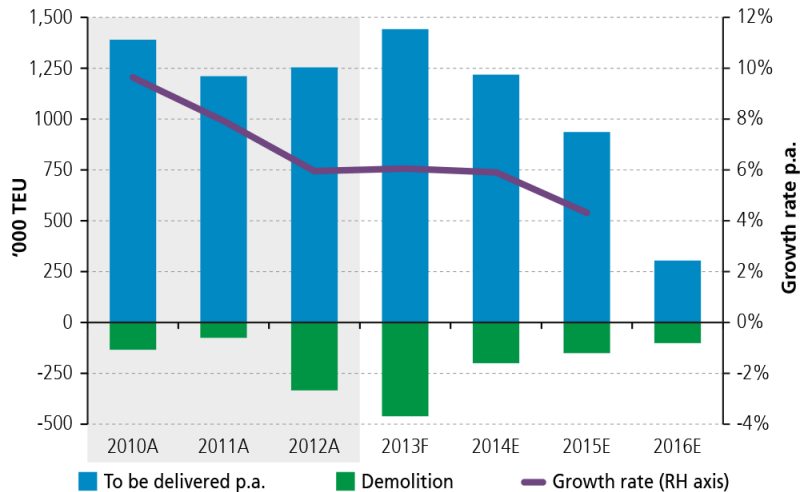


# More traffic and larger vessels in the SOMS



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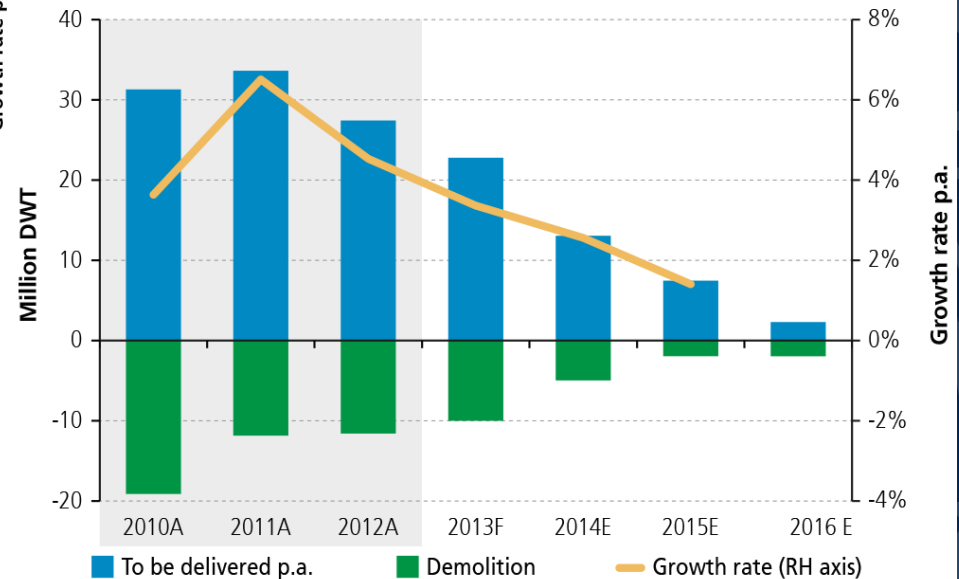
## Container Supply Growth



Source: BIMCO, CRSL

A is actual. F is forecast. E is estimate which will change if new orders are placed. The supply growth for 2013-2016 contains existing orders only and is estimated under the assumptions that the scheduled deliveries fall short by 10% due to various reasons and 15% of the remaining vessels on order are delayed/postponed.

## Crude Tanker Supply Growth



Source: BIMCO, CRSL

A is actual. F is forecast. E is estimate which will change if new orders are placed. The supply growth for 2013-2016 contains existing orders only and is estimated under the assumptions that the scheduled deliveries fall short by 10% due to various reasons and 20% of the remaining vessels on order are delayed/postponed.

# Possibilities in e-navigation



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- Need for more user friendly orientated data solutions onboard and ashore to enhance safety of navigation, and to reduce the risk of user misunderstandings and confusion. (S1: Improved, harmonized and user friendly design and S2: means for standardized and automated reporting)
- Navigational and communications instruments could become more reliable
- Improve the Man/Machine Interface to reduce accidents, incidents and human failure (S1: Improved, harmonized and user friendly design and S3: Improved reliability resilience and integrity of bridge equipment and navigation information)



# Possibilities in e-navigation

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- Simplify the work load of the officer of the watch (S2: means for standardized and automated reporting and S4: integration and presentation of available information in graphical displays received via communication equipment)
  - Improved ship/shore information exchanges  
S2: means for standardized and automated reporting and S9: improved communication of VTS Service Portfolio.
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# Risks of of e-navigation

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- Driven from shore side to influence the navigation due to increasing demands for safer maritime traffic and stricter security measures
  - Risk of removing the responsibility for safe navigation from the master to the shore-side
  - Risk that it will only end up being a business case opportunity for manufacturers of new navigational and communication systems
  - Risk of mixing safety related issues with commercial matters
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# Traffic control (as in aviation) does not function at sea



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- A ship control tower cannot obtain a full picture:
  - The screen ashore will not spot the non-radar detectable objects like canoes, small fishing vessel and pleasure craft
  - Shore side will not have the full picture of the prevailing sea and weather conditions and its possible impact on a particular ship, so shoreside instructions may cause damage to cargo and ship
- Traffic circulation in approaching areas create new risks (you cannot separate ships by altitude)



# In BIMCO's view...

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- The need for more reliable instruments might call for redundancy measures and this will be a cost issue both for owners and shore
  - Only necessary information should be transmitted just in time to avoid information overload on board and ashore (standardised and specific)
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# Where does BIMCO want e-navigation to go?

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- There is a need for improved systems both ashore and on board the ships, however there is a cost element so existing systems should be the starting point
  - E-navigation should solely focus on the positive and valuable services (as mentioned above) aiming at making life easier for the operators
  - We do not need e-navigation as a means for traffic control or management from ashore until safety and liability issues are thoroughly addressed and solved
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# Possibilities e-navigation in the SOMS

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- Shore and ship communicate less as data can be relayed automatically (reduces cost of communication and the administrative burden)
  - Slots for port turnarounds driven by ETA concepts (can reduce fuel consumption and ships emissions and port congestion generally)
  - Deepdraught vessels can be more effective with realtime tidal information (also more effective shipping generally)
  - Better information services from shore regarding difficult parts of passage
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# The following issues need to be addressed

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- Cost of transmitting electronic documentation and data needs to be calculated
  - The ship data sent to shore – could create data protection problems e.g. when relayed to other recipients
  - How to ensure that the information exchanged is reliable and safe
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**Thank you  
Questions?**