

7th Cooperation Forum under the Cooperative Mechanism

**Berjaya Langkawi Island Resort
MALAYSIA**

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WHAT IS ICS?

- International trade association for shipowners
- Represents all sectors and trades, 85% world fleet
- Members - national shipowners' associations from 36 countries
- Represents shipowners at IMO and other bodies that impact on shipping
- Best practice guidelines



CONCEPT FOR ANF IN SINGAPORE AND MALACCA STRAITS

Proposal to review the Aids to Navigation (AtoN) provision in the Singapore and Malacca Straits (SOMS)

- **Aim of enhancing ANF provision;**
- **Goal to improve the safety of navigation/environmental protection; and**
- **Identify potential cost savings.**



AIDS TO NAVIGATION FUND

Industry contribution

ICS has previously been asked to deliver funding to assist the ANF, we are not however configured to provide such funding. A deal exists whereby IFAN (ex MENAS) provides roughly \$1M per annum as a shipowners' contribution.

The NIPPON foundation also makes significant contributions to the ANF

It is not anticipated that additional industry funding will be available.



CONCEPT FOR ANF IN SINGAPORE AND MALACCA STRAITS

Current status:

- MEH demonstration phase concluded;
- Technological opportunities;
 - E-navigation
 - Pilot projects
 - Norway – SESAME
- Since ANF (Oct 2013) ICS concept proposal further developed.



CONCEPT FOR ANF IN SINGAPORE AND MALACCA STRAITS

Proposal with four components:

1. User survey/audit of current provision;
2. Pilot scheme of extended/enhanced VTS;
3. Identification of appropriate technology; and
4. Identify potential cost savings.



CONCEPT FOR ANF IN SINGAPORE AND MALACCA STRAITS

Concept:

- Based on existing technology;
- Not dependent on stakeholders implementing new technology;
- Open to innovative use of e-navigation related initiatives; and
- Synergy with existing projects i.e. SESAME, potentially as a new work stream.



1 - USER SURVEY

- Review the existing AtoN provision;
- Involve stakeholders including ship Masters, ship's officers, pilots, VTS operators, shipping companies and national Administrations; and
- Both the PSA and ICS have experience of conducting surveys and investigations in the SOMS.



2 – PILOT SCHEME

Assess the effect of utilising VTS in an extended and enhanced role:

- **Develop best practice guidelines for extended interaction between shipping and VTS;**
- **VTS currently restricted to the provision of advice, with no mandate to order a ship's navigation;**
- **Explore idea of VTS increasing partnership in pursuit of increasing the safety of navigation.**



2 – PILOT SCHEME

Contd:

- **Potential for semi-automated services providing enhanced situational awareness; and**
- **Extended or enhanced VTS using radar, AIS and other communications - voluntary agreement.**

At all times on all ships whether participating in the pilot scheme or not a ship's Master will retain full authority and responsibility for the navigation of their own ship.



3 – INNOVATIVE INFORMATION PORTRAYAL

Current technology and systems, used in more appropriate innovative ways:

- **New and emerging technology on merit;**
 - **Extended Radar;**
 - **AIS**
 - **WiMAX**

Potential for communications to have secondary benefit to infrastructure in littoral States



3 – INNOVATIVE INFORMATION PORTRAYAL

Caution:

- Many ships are not mandated to carry ECDIS; and
- Many ships trading in SOMS will continue to rely on 'traditional' AtoN with no expectation of change.



4 – POTENTIAL COST SAVING

Emerging technology may reduce the financial burden while safeguarding the safety of navigation and environmental protection:

- **Potential consolidation;**
- **Increasing trade;**
- **Manage costs;**
- **Volume of shipping; and**
- **Safe navigation and environmental protection.**





STAKEHOLDERS

Potential stakeholders include:

- IMO;
- EU;
- Regional Development Banks;
- Governments;
- Regional initiatives;
- Industry associations; and
- Other funding bodies.







Thank you!



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