A meeting of the IAIN Officers took place at 1400 on 28 Oct 11 in the Harpley Room, Grange Tower Bridge Hotel, London.

Present:  
- Dr Refaat Rashad President (AION)  
- Carl Andren Vice-President (US ION)  
- Yasuo Arai Vice-President (JIN)  
- Elisabeth Fischer Vice Elisabeth Klaffenböck (OVN)  
- Capt Rein van Gooswilligen Treasurer (NIN)  
- Tomas Raboch vice Frankišez Vejražka (CZIN)  
- Boris Rivkin Assoc Memb Rep (ANMC)  
- Capt Dick Smith RN Immediate Past-President (RIN)  
- David Broughton Secretary-General (RIN)  

Apologies:  
- Elisabeth Klaffenböck Senior Vice President (OVN)  
- Prof Frankišez Vejražka Vice President (CZIN)  

In Attendance:  
- Air Cdre Norman Bonnor RIN  
- Prof Börje Forssell NNF  
- Gerd Gronemann DGON  
- Petr Kacmarik CZIN  
- Pavel Kvar CZIN  
- Prof Jac Spaans NIN  
- Prof Peter Vörsmann DGON  
- Prof Mario Vultaggiu IIN

MINUTES

1. **Welcome.** The President welcomed Officers, representatives and observers to the meeting and thanked RIN for providing the very pleasant venue.

2. **Apologies.** Apologies above were noted.

3. **Submission of Any Other Business.** There was none.
4. Minutes of Previous Meeting (18 Oct 10 in Braunschweig). Capt van Gooswilligen noted that, in Item 6, ‘NIN’ (*Nederlands Instituut voor Navigatie*) was cited to have lost ~€10k in hosting the 2009 Congress; this should have been ‘NNF’ (*Nordisk Navigasjonsforum*). The Sec-Gen apologized for the error and undertook to correct the record. All actions are covered under items below.

5. Sec-Gen’s Report. The Sec-Gen explained that this was an intermediate meeting, with a further Officers’ meeting and General Assembly scheduled for the IAIN Congress in Cairo in October 2012. If required, another intermediate meeting could also take place during ENC 2012 in Gdansk in April 2012. He wished to bring the following points to the Officers’ attention:

5.1 Some institutes have not paid their 2011 subscriptions; this would be discussed under Item 6.

5.2 We were still searching for an ICAO representative. As Sec-Gen, he had approached the US ION Exec Director, who had someone in mind and had put them in touch with our current representative, John White. He would chase them up for a response.

5.3 IAIN has no formal representative on the US PNT Advisory Board, but our President, Dr Rashad, attends formally as the Arab ION Rep and had agreed to represent us also; are we content for this to continue? Dr Rashad added that his term on the Board would end by the close of 2012; meetings are planned for May and October. After discussion, Dr Rashad was asked to continue to represent IAIN during 2012.

6. Treasurer’s Report. The report (*Annex A*) had been circulated. Capt van Gooswilligen explained that, whilst overall the finances were satisfactory, there were worries about the few non-payers, especially NKIN; both he and the Sec-Gen had attempted, but failed, to contact the North Koreans. It was agreed that the Sec-Gen would make a final effort to contact them; Capt Smith advised doing so through their London embassy. Final decisions on non-paying institutes’ status would be made at the Cairo meeting and General Assembly. With this noted, the Treasurer’s Report was approved, with thanks to the Treasurer.

7. IAIN Representative Reports. The Chairman thanked all representatives for their reports, which had been circulated previously:

7.1 ICAO. John White’s Report is at *Annex B*.

7.2 IGC. Elisabeth Fischer talked through the Report (*Annex C*) of the Sep 11 ICG meeting, which she had been unable to attend. She would attend the Nov 12 meeting and report back.

7.3 IHO. Yves Desnoes’ updated Report (*Annex D*) was tabled.
7.4 IMO. Capt van Gooswilligen talked through his Report at Annex E. It was noted that Efthimios Mitropoulos would stand down as Secretary-General on 1 Jan 12 and it was agreed that a letter thanking him should be conveyed in early January; the Sec-Gen would liaise with the President and Capt van Gooswilligen.

7.5 US PNT. The President reported that notes applicable to the 9-10 Nov meeting were available on the PNT website www.pnt.gov/advisory/2011/11. The 3 main topics covered were LightSquared interference with GPS, GPS III signal structure and institutional issues. Capt Smith requested a brief update on the LightSquared problem. Carl Andren explained that the situation remained whereby their powerful terrestrial transmissions, although moved further out-of-band from GPS L1, continued in trials to cause interference to a majority of GPS receivers over wide areas. Capt Smith believed that IAIN should express our disquiet to the US FCC and GPS Industry Council; it was agreed that he would draft a note together with the Sec-Gen. Capt Smith asked the President whether there was concern at the number of GPS satellites subject to a health watch; the President stated that there was no concern at Board level.

8. IAIN Congress Planning:

8.1 2012. The President explained that reported troubles in Cairo were in fact confined to a very small area and, with an upcoming election, all should be quiet. He intended to go ahead with the 2012 Congress at the El Salam Hotel, Cairo, as planned. He called upon support from all institutes. Details are available at www.iaincongress2012.org.


8.3 2018. Yasou Arai tabled an update (Annex F) on plans for the 2018 Congress in Makuhari, Japan, in November 2018. This included an invitation for an IAIN representative to visit Japan - including the Congress site - in February 2012 (it was subsequently decided that Carl Andren would represent IAIN).

The President noted that discussion on a venue for 2021 should take place at the next meeting.

9. IAIN Website. The Sec-Gen reported that the website (www.iainav.org), with the webmaster in The Netherlands and editor in UK, was working well and maintained with current news and updates.
10. **AOB.** There was none.

11. **Date of Next Meeting.** It was agreed that the Officers should meet before ENC 2012 in Gdansk on 24 Apr 12.

David Broughton  
Sec Gen IAIN  
12 Jan 12

**ANNEXES**

# IAIN Finance 2011

## Result 01-11-2011

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# IAIN MEMBER’s PAYMENT 2011

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Air safety, Sustainable development of the industry and the environment remain ICAO priorities. Amongst the key issues addressed during the past 12 months:

**ONE SKY Conference Nov 2012**
ICAO is in the process of preparing for a flagship Conference next year. (The last one was held in 2003). Vision – To achieve an integrated global ATM system in a progressive, cost-effective and cooperative manner: As the air navigation system gains maturity, ICAO continues to address the challenge of the integration, interoperability and harmonization of the systems leading to the concept of “One Sky” for international civil aviation. The One Sky concept revolves around conceiving the notion globally, developing the implementation plans regionally, and implementing the infrastructure locally. It addresses international traffic flows from end to end with the purpose of increasing overall capacity, efficiency and improving safety, while also reducing the impact on the environment. The One Sky high-level global architecture should enable the digital environment, integrate aerodromes with a block-to-block strategy, facilitate trajectory-based ATM and support performance-based technologies.

**PANS ATM Doc 444 Proposed amendment**
A proposed amendment contains provisions to be incorporated into the PANS-ATM which will allow controllers to separate by 5.6 km (3.0 NM) aircraft whose position is being determined by automatic dependent surveillance — broadcast (ADS-B) and/or multilateration. It contains no mandatory equipage or procedural compliance requirements demanding immediate investments. Aircraft equipage will evolve as older aircraft are replaced.

**Safety Management Panel**

**Safety Tools User Group**
Formation of a new working group. ICAO embarked on a new initative to simplify State access to required safety data in order to implement regional and global aviation strategies. The new initiative is focused on safety requirements, provides improved access to safety data and modernizes the workflow in respect of the collection and sharing of data through the use of
Electronic Safety Tools including the ICAO aircraft information system, an international register of Air Operator Certificates, a State Letter system and the Electronic Filing of Differences (EFOD) System.

**ITU WRC**

In preparation for the ITU World Radio Conference (Jan 23-Feb 17 2012) ICAO circulated member states to support its positions in the crucial fields of aeronautical communications (Safety of Life). Positions include clarification of the spectrum requirement for unmanned aircraft systems to be able to accommodate UAS in civil airspace. ITU-R studies have been successfully concluded in support of the new allocations made to the aeronautical mobile (route) service (AM(R)S) and a potential new allocation for aeronautical surface applications at airport; studies confirm that long-term aeronautical mobile-satellite (route) service (AMS(R)S) spectrum requirements up to the year 2025 can be accommodated within existing frequency bands available for this service. Provisions, however, are needed in the ITU Radio Regulations to improve transparency in the coordination process. The aerospace industry has indicated that they are currently not considering the frequency band 37 - 38 GHz to support a wireless network within aircraft to provide or enhance intra-aircraft safety communications, but the aerospace industry has indicated the need to consider frequency spectrum requirements. ITU-R studies identified a number of candidate frequency bands for expansion of the mobile satellite service (MSS). This includes three potential allocations in bands used by aeronautical radionavigation systems. Operation of aeronautical safety systems must be protected.

**Preparation for 6th World Wide Air Transport Conference (March 2013)**

Objective to assess the current situation of international air transport since the previous (2003) ATC and recommend global coordinated measures for sustainable development of air transport.

**Continuous Monitoring Approach to Air Safety**

The 37th Session of the Assembly of ICAO (2010) expressed appreciation for the successful implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) comprehensive systems approach (CSA). The CSA six-year cycle of audits began on 1 January 2005 ending 2010. The objective has been to promote global aviation safety by auditing the safety oversight capabilities of Member States on a regular basis. While the USOAP CSA cycle of audits has been completed, the USOAP is transitioning to a **Continuous Monitoring Approach (CMA)**. More information about the CMA can be found by visiting the USOAP CMA Forum website at www.icao.int/cma.

**English Language Proficiency: New Tool**

To further improve aviation safety worldwide a new test service was launched to help Member States more accurately assess the speaking and listening ability in English of pilots and air traffic controllers. Test service providers around the world can now apply for, and receive, an endorsement for tests that rate proficiency in English used in aviation according to ICAO requirements.

**IAIN Representative to ICAO**

A search is on to find a replacement representative to ICAO

27th November 2011

John F White, FRIN
Sixth Meeting of the International Committee on Global Navigation Satellite Systems (ICG)

5 – 9 September 2011
Tokyo, Japan
Joint Statement

The Sixth Meeting of the International Committee on Global Navigation Satellite Systems (ICG) was held in Tokyo, Japan from 5 to 9 September 2011, to continue reviewing and discussing developments in global navigation satellite systems (GNSS) and to allow ICG members, associate members and observers to address recent developments in their organizations and associations with regard to GNSS services and applications. ICG also addressed GNSS space technology applications to agriculture, fishery, information technology construction (precision positioning), geographic information system (GIS), disaster mitigation, intelligent transportation system and location-based services.

The Meeting was hosted by the Government of Japan. Attendees included China, India, Italy, Japan, Malaysia, Nigeria, the Russian Federation, the United Arab Emirates, the United States of America, and the European Union, as well as the following intergovernmental and nongovernmental organizations: Civil Global Positioning System Service Interface Committee (CGSIC), Committee on Space Research (COSPAR), European Space Agency (ESA), European Position Determination System (EUPOS), International Federation of Surveyors (FIG), International Association of Geodesy (IAG), IAG Reference Frame Sub-Commission for Europe (EUREF), International Bureau of Weights and Measures (BIPM), International Earth Rotation and Reference Systems Service (IERS), International GNSS Service (IGS). The representatives of the United Nations Office for Outer Space Affairs and International Telecommunication Union (ITU) also attended. Australia attended as an invited observer. The Interagency Operations Advisory Group (IOAG) and the Fédération Aéronautique Internationale (FAI) also attended and were recognized by ICG as a new observer and associate member respectively. The representatives of Indonesia, Vietnam, Thailand, and South Korea also participated.

ICG recalled that the General Assembly, in its resolution 65/97 of 10 December 2010 welcomed the progress made by the ICG towards achieving compatibility and interoperability among global and regional space-based positioning, navigation and timing systems and in the promotion of the use of global navigation satellite systems and their integration into national infrastructure, particularly in developing countries, and noted with satisfaction that the ICG had held its fifth meeting in Turin, Italy, from 18 to 22 October 2010, which was jointly organized by Italy and the European Commission.

ICG noted that the working groups focused on the following issues: compatibility and interoperability; enhancement of the performance of GNSS services; information dissemination and capacity-building; and reference frames, timing and applications.
ICG noted that the Working Group A on compatibility and interoperability addressed all four areas of its current work plan through an intersessional meeting held in June, 2011 at the United Nations Office at Vienna, Vienna, Austria and the two days of presentations and discussions conducted during the sixth meeting of the ICG. Interference detection and mitigation, and open service provision and performance monitoring by multi-GNSS networks were the major areas of focus, leading to three of the working group’s four recommendations. The session on multi-GNSS monitoring was held jointly with Working Groups B and D, as was the session on interoperability. This resulted in constructive dialogue with these working groups and an agreed plan of practical steps including establishment of a subgroup to collectively investigate international GNSS monitoring and assessment.

The Working Group B on enhancement of the performance on GNSS services discussed among other aspects the disaster information dissemination. Satellite navigation systems may provide essential contributions but the service concept still needs further elaboration. Due to the importance of this issue a new work item was introduced in the work plan of the group. In addition the existing actions in the current work plan were confirmed and were also reflected by the working group members’ presentations and good progress was shown in various areas including indoor positioning, signal authentication, precise positioning, transportation, maritime and space applications. Since more and more application-related issues are introduced and discussed within Working Group B it was agreed to form a dedicated subgroup on applications.

The Working Group C on information dissemination and capacity-building addressed further aspects of its workplan, including training for capacity-building in developing countries; promoting the use of GNSS technologies as tools for scientific applications; the International Space Weather Initiative; and regional workshops on applications of GNSS. A new item on education and training programmes on GNSS was added to the workplan.

The Working Group D on reference frames, timing and applications completed development of templates describing the geodetic and timing references for the navigation satellite systems currently represented in the ICG. The Working Group also proposed that the templates be published on the ICG Information Portal. ICG also welcomed progress by BIPM work towards production of “Rapid Coordinated Universal Time (UTC)” as a more immediately accessible time reference that could be used to better harmonize the UTC broadcast by each GNSS. The Working Group recommended that interested System Providers supply data from their respective Monitor Stations for inclusion in regular processing with the IGS network of reference stations. Such inclusion is aimed at improving the alignment of the various GNSS reference frames with each other and with the International Terrestrial Reference Frame. An important new development was the endorsement by the ICG of the IGS Multi-GNSS Experiment, which follows on from the ICG’s previous endorsement of the Multi-GNSS campaign in Asia and Oceania.

ICG accepted the invitation of China to host its Seventh Meeting in Beijing, from 4 to 9 November 2012. The Office for Outer Space Affairs, in its capacity as the Executive Secretariat of ICG and its Providers’ Forum, will assist in the preparations for the meeting and for interim planning meetings and Working Groups activities. ICG noted the expression of interest by the United Arab Emirates to host the Eighth Meeting of ICG in December, 2013.
Report to the IAIN Officers' meeting on IHO

November 2011

IAIN participates to IHO conferences, which should become the Assembly when the new IHO convention is ratified. IHO is an independent organization having the status of observer in UN and comprising 84 member states. It should be noted that, although the SOLAS Convention has been approved by IMO, whereby IMO member states commit themselves to basic hydrographic services, the membership in IHO is far lower than that in IMO; this situation has the merit of clarity and sheds some light on the progress still needed in the hydrographic part of maritime safety in a lot of countries, despite the efforts of IMO and IHO.

The concept of INT charts for sharing the cartographic burden between member states and ensuring better overall consistency is being extended from paper charts to electronic charts (ENCs). It remains to be seen how it could be applied.

Hydrographic offices make their best efforts to create geospatial maritime data infrastructures, based on the data they possess, covering more needs than the safety of navigation. This puts a supplementary stress on resources which are nowhere abundant.

The most remarkable events since our last meeting are as follows:

1/ Electronic charts and related matters

1.1/ S-100

The S-100 standard is gaining momentum, the corresponding registry being operational and accessible on the IHO web site. It is being used by several users' communities in addition to IHO, e.g. for ice data and inland ENCs (official charts).

The issue mentioned last year for IMO/IALA data registry is in the process of being solved by using the S-100 standard and the IHO S-100 registry. For that purpose, a IMO and IHO have set up a HARMONIZATION GROUP ON DATA MODELLING (HGDM).

“The HGDM should:
.1 as requested by the IMO or the IHO, consider matters related to the framework for data access and information services under the scope of SOLAS, using as a baseline IHO's S-100 standard, with a view to harmonize and standardize:
   .1 formats for the collection, exchange and distribution of data;
   .2 processes and procedures for the collection; and
   .3 development of open standard interfaces; and
.2 review the results of studies by the IMO, the IHO and other related organizations which address aspects of access to information services under the scope of SOLAS, and advise the IMO and the IHO as to whether they are compatible with the e-navigation concept taking into account the identified user needs as they exist at the time.”

1 48 ratifications are needed; 32 have been obtained since 2005, of which only 4 in 2010 and 2011
2 Safety Of Life At Sea
3 The present standard (S-57) and S-100 will have to be used in parallel for a long time; the full impact of that constraint is difficult to forecast with precision, particularly with regard to human resources
**1.2/ ECDIS issues** (an ECDIS is an officially certified electronic charting system for real-time navigation) - extracts from circular letters 2011-19 and 2011-68 accessible on the IHO website.

“The problems identified so far relate primarily to reports that some ECDIS equipment at sea does not perform optimally or as expected because of shortcomings in the nature of the ENC data, or the ECDIS software implementation, or implementation of current IHO ECDIS-related standards, or various combinations of these and/or other factors.”

“In order to review progress and the results of the ENC/ECDIS Data Presentation and Performance Check, the Directing Committee proposes to host a workshop in January 2012 at the IHB, where relevant stakeholder organizations will be able to discuss progress, identify any further proposed actions and develop the key points to be reported to the IMO. These might include:

- the requirement for software in ECDIS equipment already fitted in ships to be periodically upgraded when appropriate;
- improving mariner awareness of the need to upgrade ECDIS software;
- improving the consistency of data encoding in ENCs; and
- the need for a coordinated reporting, assessment and feedback mechanism for ECDIS related equipment performance issues.”

Comment : ECDIS and ENCs and their distribution mechanisms are an integral part of e-Navigation and problems will be amplified rather than simplified by the higher level of complexity implied by e-Navigation.

**2/ Marine Electronic Highways (MEH)**

Progress in the « Marine Electronic Highway » domain : a Mediterranean project is being put together, following the West Indian Ocean and the Malacca strait/Singapore projects already under way. This last one in particular has progressed significantly during the last year and sea demonstrations are expected soon.

The term “marine electronic highway” is now widely used in certain circles to describe the information network needed to facilitate real time access to data and information by mariners, resource managers and regulators. The function of the marine electronic highway is to enable real time access to data and information by a broad base of expert and non-expert users from all walks of the maritime community. In order to be effective, a marine electronic highway must be based on common standards, be widely accessible, simple to use and cost-effective. It must also be fed with sufficient up-to-date data and that is a real issue in many parts of the world (see introduction above), where the lack of data contributes to slowing development in those parts.

It should be noted that this concept is in line with the objectives of e-Navigation, for the charting and nautical information part.

**3/ New NAVAREA zones for the Arctic ocean**

5 new zones have been created (numbers XVII to XX1), attributed to Canada, Norway and

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4 official electronic charts
the Russian Federation. METAREA zones are created at the same time.

A regional hydrographic commission has also been created, with the inaugural meeting in October 2010."The establishment of the ARHC is a historic event. Since the establishment of the International Hydrographic Organization in 1921, fifteen Regional Hydrographic Commissions have been established worldwide. The Arctic Ocean remained without such a Commission until today.

The Arctic is undergoing extraordinary transformations facilitating increased natural resource development and marine traffic at a time when little reliable navigational and environmental data exists. At present, less than 10% of Arctic waters are charted to modern standards. To meet current and emerging challenges, the Arctic Coastal States represented by their Hydrographic Offices, have recognized the need for enhanced collaboration and coordination of their Arctic activities and established the ARHC."

4/ Elections of the president and directors in 2012

The President (admiral A. Maratos from Greece) and one director (Captain H. Gorziglia from Chile) arrive at the end of their second term of office (twice five years) and will be renewed at the next conference in April 2012. According to (not so old) tradition, the directors should preferably originate from different continents. The only director who can be re-elected is Captain R. Ward from Australia; he has, inter alia, been deeply involved in S-100 promotion and has made the best of it as shown above.

Yves Desnoës

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5 Appendix to the 1st report of the ARHC
General

At the end of 2011 Mr. Efthimios E. Mitropoulos will step down as Secretary General of IMO. During the Council meeting held from 27 June to 1 July 2011 a successor was elected. Effective from January 1st 2012 Mr. Koji Sekimizu, currently Director of IMO’s Maritime Safety Division, will take over responsibilities as Secretary General of IMO. Mr. Sekimizu has a long standing relationship with IMO. He joined the IMO secretariat as early as 1989 after attending IMO meetings for many years as member of the Japanese delegation. In his acceptance speech after succeeding Mr. William O’Neil in November 2003 Mr. Mitropoulos indicated that the challenge for the Organisation over the (then) coming years would be to sustain and enhance its authority, credibility and position as the world’s pre-eminent maritime body. Looking back one can assert that such has been the case. IAIN would like to express its gratitude for everything that was achieved under his leadership by IMO. In his acceptance speech Mr. Mitropoulos also invited all with an interest in IMO, safety, security and the environment to join forces to create a better maritime world, one in which, based on high standards in all respective fields, will create a level playing field in which all can move and prosper. In this vein the meeting of the 57th meeting of the Sub Committee of Navigation (NAV 57) was held from 6th till 10th of June in London under the chairmanship of Mr Mike Sollosi (USA). Approximately 70 member countries and 30 intergovernmental and non-governmental organisations where present. IAIN was represented by the undersigned. The following is a summary of some of the main items that were discussed.

Routeing of ships, ship reporting and related matters

The following new Traffic Separation Scheme (TSS) was approved:
- Norra Kvarken in the Baltic Sea
The following amendments to existing TSS were approved:
- Sunk TSS East
- At West Hinder
The following routeing measures and other than TSS were approved:
- New two-way routes at Norra Kvarken in the Baltic Sea.
- New deep-water route in the approaches to the River Scheldt.
- New Precautionary Area in the vicinity of the Thornton Bligh Banks.
- New two-way routes in the Gulf of Campeche and ports of Cayos Arcas, Ta’kuntah and Yuum K’ak Naab.
The following Areas to be Avoided (ATBA) were approved
- Five new ATBAs and six new Precautionary Areas in the Gulf of Campeche and ports of Cayos Arcas, Ta’kuntah and Yuum K’ak Naab.
The following amendments to routeing measures and ATBA were approved:
- ATBA Off the Washington Coast.
- Existing deep-water route off the coast of Langeland.
The following mandatory ship reporting system was approved:
- In the Sound between Denmark and Sweden (SOUNDREP).
The following amended mandatory ship reporting system was approved:
- BELTREP in the Storebaelt (Great Belt) traffic area.

In addition, a recommendation on navigation through the Strait of Bonifacio PSSA was approved; MSC 90 to be informed of the expected implementation date by France and Italy. All measures to be forwarded to MSC 90 (to be held from 16th May to 26th May 2012 for adoption.

e-navigation

During NAV 56 it had been decided to re-establish the correspondence group to continue the work in the interim leading to the next meeting of the sub committee on navigation (NAV 57). The Sub-Committee endorsed the correspondence group’s report and agreed on the current overarching e-navigation architecture.
The proposed way forward for developing a Common Maritime Data Structure was also agreed. IHO’s S-100 standard was recognised as a suitable baseline framework for data access and services within e-navigation. MSC to be invited to approve the aforementioned points. Several items were touched upon during the working group at NAV 57. The provision of resilient position, navigation and timing (PNT) requirements within e-navigation was among the items discussed. IAIN is of the opinion that all elements of PNT need to be taken into consideration when developing e-navigation. With technical abilities improving at an increasing pace the “engineering of engineering” as well as the fit with existing and future regulations is increasingly becoming an item of more than limited importance. There is a vast amount of work still ahead. The Correspondence Group (CG) was re-established with revised Terms of Reference, under the Co-ordination of Mr John Hagen (Norway) and will report to COMSAR 16 and to STW 43 as well as to NAV 58. The revised Terms of Reference include further development and completion of the gap analysis as well as addressing the continued “Development of an e-navigation Strategy Implementation Plan”. The group will consider in detail cost benefit and risk analysis issues. The completion date for this work item was extended to 2014.

Amendments to the performance standards for Voyage Data Recorders
During NAV 56 a new draft amended recommendation on performance standards for voyage data recorders (VDRs) was produced. According to the work program, this item was to be finalised this year. Accordingly the Sub-Committee endorsed draft amended performance standards for ship borne VDR’s and forwarded them to MSC 90 for approval. This item was related with consideration in the agenda of ‘Development of performance Standards for Inclinometers’. With regard to this element the Sub Committee was of the opinion that if an inclinometer is fitted, its output should be recorded by the VDR.

ARHC
The sub committee noted with interest the establishment of the Arctic Regional Hydrographic Commission (ARHC) formally established during a meeting of the Arctic littoral states. Such commissions are intended to facilitate regional coordination and cooperation with respect to hydrographic surveys, production of nautical charts and documents, training, technical cooperation and hydrographical capacity building projects.

Pilot boarding arrangements
A revised poster for required boarding arrangements for pilots was approved for forwarding to MSC 90 for final approval.

AIS by satellite
Exactearth, one of CIRM’s members, gave a presentation on the use of terrestrial short range AIS through satellite detection. The presentation can be accessed through https://na1.salesforce.com/sfc/p/3000000000kaUc8BR_1SO5kd7wuYFZIFdnMVufWVM=.

Elections and next meeting
Capt. Mike Sollosi (USA) was reelected as chairman. Mr. Kostiantyn Billiar (Ukraine) was re-elected vice president. The next meeting, NAV 58, is foreseen to be held from July 2nd till July 6th 2012.

In conclusion
The undersigned would like to thank IAIN members for their support and participation. Please note that members are invited to send any relevant information or other input to IAIN’s representative if deemed necessary for consideration. Those who wish to be more actively involved, either by attending meetings and/or participating in working or correspondence groups, are also invited to establish contact through r.vangooswilligen@gmail.com. One and other preferably well in advance of meetings so that their presence can be announced timely to IMO’s secretariat. Members are advised that if they wish to have access to IMO documents such can be provided through IAIN’s representative. Please contact r.vangooswilligen@gmail.com for further information on this matter.

Capt. Rein van Gooswilligen MSc MBA FRIN
Co-ordinator IMO activities
Planning on International Congress IAIN2018 by JIN

Yasuo ARAI

1. First of all, on behalf of JIN, I would like to express cordial gratitude for all of the countries and peoples in the world to support and help us for the Huge Earthquake of North-East Japan.

2. JIN accepted the recommendation of 2015 CZIN and 2018 JIN, and start the preparation of IAIN2018. The venue and details will be discussed after next General Meeting, but the basic concept will be same as mentioned at last Officers’ Meeting in Braunschweig.

3. I would express the brief information concerning the trouble of Nuclear Power Plants in Fukushima and its effects.
   - Now approximately 3,000 persons are working in Fukushima NPP and the completely cooling down of NPP will be successed until the end of this year.
   - In this autumn the affected area by the trouble of NPP are contractive within 30 km, and the success of cooling down of NPP will proceed to the recovery of damages.
   - Narita, Chiba and Tokyo are far away over 200 km and no effect from Fukushima NPP, also Osaka, Kobe and other cities are far away over 700 km or so.
   - JIN and other Institutes do or did organize the conference and meeting in Tokyo area after this May or so.

4. Introduction of Invitation program to introduce the Japan for Overseas Key-persons of International Congresses to Japan by JNTO (Japan National Tourist Organization).

Program from February 24th (Friday) to March 1st (Thursday)

- 2/24 (Friday) arrive at Narita and stay in Tokyo
- 2/25 (Saturday) ~ 2/28 (Tuesday) visiting at tourist cities for International Convention.
- 2/29 (Wednesday) Demonstrations by tourist cities, Reception in the evening and stay in Sapporo.
  - Tourist cities: Sapporo, Chiba (including Makuhari), Matsumoto, Hamamatsu, Osaka, Kobe, Matsue, Takamatsu, Saitama
- 3/1 (Thursday) return back

☑ Invited the number of Key Persons: max 12 persons. One for each Institute.