Annual Report on the ICG (International GNSS Committee) Activities

Attendance at the following ICG meetings

- Informal Preparatory Meetings for the third meeting of the ICG
  Vienna, Austria, 18th/19th February 2008 and 10th June 2008.

The main purpose of the Informal Preparatory Meetings was the organisation of the 3rd ICG meeting to be held in Pasadena, USA, 8th – 12th December 2008. Furthermore small changes of the ICG TOR (ICG/TOR/SEP2007) were discussed (adoption planned in Plenary at ICG-3). It has to be mentioned that according to the ICG, TOR decisions are made by consensus of the Members (not observers).

- 3rd ICG meeting
  Pasadena, USA, 8th – 12th December 2008

Providers’ Forum: The current members of the Providers, Forum (including China, India, Japan, the European Community, the Russian Federation and the United States) were present at the meeting. The meeting dealt with the ICG working groups’ recommendations focusing on issues related to system providers. Thus the members of the Providers’ Forum have agreed to pursue accomplishment of the following actions:

- Promotion of Compatibility and Interoperability
- Open Service Information Dissemination
- Service Performance Monitoring
- Spectrum Protection - Interference Detection, and Mitigation

In the course of the meeting, the definition of “compatibility and interoperability” was reviewed.

Participation WG-C (Information Dissemination and Coordination Issues): The discussion focused mainly on Educational Tools for GNSS, on the development of a GNSS curriculum, on the development of a GNSS glossary and on the use of UN Regional Centres for Space Science and Technology Education as ICG Information Centres.

One part of the Plenary Session was devoted to presentations by Members, Associate Members and Observers on recent developments in their organizations and associations (including a presentation: “International Association of Institutes of Navigation - Contribution to International Navigation”). The Plenary of the ICG affirmed that the Regional Centres for Space Science and Technology Education, affiliated to the United Nations, will act as the ICG Information Centres. The International Committee further agreed to establish a Task Force on Geodetic References and a Task Force on Time References in order to promote progress in its Workplan.

- Informal Preparatory Meeting for the fourth meeting of the ICG
  Vienna, Austria, 16th February 2009

The main purpose of the Informal Preparatory Meeting was the organisation of the upcoming 4th ICG meeting planned to take place September 14th – 18th 2009 in St. Petersburg. A further preparatory meeting will be held in June 2009 in Vienna.

Elisabeth Klaffenböck
Background: Air transport, and notably air cargo, is very closely tied to the global Gross Domestic Product. By mid-2008 a marked decline in commercial air transport was becoming increasingly obvious. The most visible bellwether being air cargo, which closely relates to shipment of higher value manufactured or perishable products, followed by passenger business travel. This decline rapidly accelerated during the year with airline load factors falling at an alarming rate, and nose-diving in November through March 2009. An airline industry chief referred to it as “falling off a cliff”. The industry is now in a survival mode with little sign of any recovery for the next 2 years. Capacity is being cut and aircraft grounded. The airline industry is expected to lose US$4.7bn in 2009 and tough decisions are ahead. Airports and Air Navigation Service Providers are struggling to come to terms with reduced cash flow. Given the extent of the global recession and its impact in manufacturing, service and other industries, major changes must be expected as industries and companies adapt or die. Air transport has in the past proved itself to be remarkably resistant to global swings, and will again. What is for sure is the industry will use this time to reform itself again and emerge somewhat different from what we know to date. Measures that help the industry survival will feature significantly in ICAO’s priorities for 2009.

ICAO has maintained focus on its key priority areas or Air Safety, Security, and Environment.

Environment is now a major global issue. Aviation is popularly viewed as a significant contributor to global warming, as well as to local environmental issues such as noise, Nitrous Oxide (NOx) and CO² emissions around airports. Lead by ICAO and the main industry organizations, the industry is taking initiatives to ‘green’ its operations. Newer ‘cleaner’ aircraft, enhanced operating procedures (route shortening and fuel burn reductions), and research into cleaner fuels are being actively pursued, with international coordination through ICAO, in an effort to stay ahead of otherwise aggressive national and regional environmental protection and penalty measures. Most noteworthy are proposals before the European Union which would have international outreach, something unwelcome in air transport. ICAO is seeking to have aviation treated like any other major industry in terms of its ability to openly trade carbon options.

Air Safety remains ICAO’s #1 priority. During 2008 there were 11 accidents involving 439 passenger fatalities on scheduled air services worldwide; a rate similar to 2007. Overall, the rate for safety and security continues to improve, despite the progressive growth of air travel. Regarding Security, there were 24 acts of unlawful interference in which a total of 11 persons were killed and 31 injured compared to 22 such acts in 2007. During 2008, ICAO teams conducted an aggressive program of safety and security audits, training programs and missions. Audits remain a key component of ICAO’s business plan. During 2008, ICAO fostered major advances in the security travel documents (Machine Readable travel Documents), and e-documentation in general.

On Air Navigation, key stakeholders recently signed a Declaration calling for nations to implement Performance Based Navigation (PBN), a relatively new concept that will further improve safety, efficiency and sustainability of the air transport system through reduced airport congestion, fuel conservation, environmental protection, whilst ensuring reliable all weather operations, and providing operators with greater flexibility. PBN sets clear performance targets for any given flight operation, and presents a major shift away from ground-based aids and procedures to satellite-based navigation aids and...
area navigation procedures. With every kilogram of fuel burned producing 3.5 times its weight in carbon, PBN offers a major opportunity to reduce aviation’s carbon footprint through more direct routings, optimizing flight profiles, and reducing flight times. The world’s 2 largest airspace enhancement programs US NextGen and European SESAR are based on PBN principles, with recent announcements of European operational trials now in hand.

John F White FRIN
2 April 2009
Annual Report on the IHO (International Hydrographic Organisation) Activities

The International Hydrographic Organization (IHO) decided a few years ago that the period between conferences (five years) was too long to cope with the progress of modern techniques and has consequently modified its organization (still not ratified by a sufficient number of countries) and established interim conferences called “extraordinary conferences”. There is such a conference next June, and the IHO bodies and members have been busy preparing for this event.

The main subjects which will be presented and discussed at the conference are:

**The IHO strategic plan**

Changes in the structures of the strategic plan and of the work programme are proposed. An explicit risk management methodology is applied and used to derive priorities in the “strategic directions”.

**Hydrography and Cartography of Inland Waters**

The role of IHO members and of the IHO in these matters is growing. A coordinated approach will be very useful.

**Marine spatial data infrastructure**

An audit of member HOs has been conducted based on a maturity approach.

It is worth noting that the S 100 standard, although considered in some bodies as mature enough for approval as a first version to be revised after some practical use, is not being proposed for the approval of the conference.

Yves Desnoës
27 April 2009
Annual Report on the IMO (International Maritime Organisation) Activities

General

IMO's specialized committees and sub-committees are the focus for the technical work to update existing legislation or develop and adopt new regulations. Its meetings are attended by maritime experts from 168 Member Governments, together with those from interested inter-governmental and non-governmental organizations. One and other underlines IMO's position as a specialized agency of the United Nations. Virtually all the nations of the world with an interest in maritime affairs are present. As mentioned in the previous report, 2008 signalled IMO's celebration of its 60th anniversary. The IMO Convention being adopted on 6 March 1948 in Geneva. In 2008 the newly re-furbished IMO headquarters were officially re-opened resulting in conference and office facilities that are customized to the present day needs of the organisation. IAIN participates as an NGO in the IMO committee and sub-committee meetings and is proud to have been associated for more than thirty years (since 1976) with the IMO. In previous reports it was mentioned that IMO meetings were attended by the undersigned, Ms Aline de Bievre and Dr Phil Belcher FRIN. Dr Belcher became a member of the Bahamas’ delegation and was therefore unable to continue his work for IAIN. During a special meeting with representatives from IAIN, including Norman Cockroft, gratitude was shown for the years he devoted to IAIN's work. A particular word of thanks also goes to Aline de Bievre and Kim Fisher FRIN who supplied RIN and IAIN with concise reports on IMO’s meetings also used as a source for this report. IAIN's delegation keeps acting with IAIN's purpose and goals in mind. With this in mind, members are again invited to send any relevant information of input to the undersigned or other members of the delegation. Members who want to be more actively involved, either by attending meetings and/or participating in working or correspondence groups, are also invited to contact the undersigned. One and other preferably well in advance of meetings so that the presence can be announced in time to IMO’s secretariat. During 2008 IAIN activities amongst others centred around and MSC 84, NAV 54 and MSC 85. Hereunder follow the main particulars.

MSC 84

Shore-based training
The Sub-Committee for Standards of Training and Watchkeeping (STW) had identified a number of areas where refresher training courses are considered to be necessary. It had also been proposed that international regulations should be introduced for refresher courses, including which types of training should be carried out on land. The proposal also established that the training courses in question should be carried out every five years at a minimum. Some member countries pointed out that the need for training will ultimately vary depending on the type of ship, and furthermore referred to the fact that the ISM Code already establishes international instruments for refresher courses.

Audit of safe manning levels of ships
The UK proposed that the STW Sub-Committee should prepare guidelines with a view to ensure that the establishment of safe manning levels of ships were carried out in accordance with unified guidelines.

LRIT
One of the important tasks during this MSC session was to ensure the establishment of the Long Range Identification and Tracking of Ships (LRIT) System which will enable flag
States, coastal States and port States to receive ship positions in accordance with specified rules. The system is to be phased-in at the turn of the year 2008/2009.

**Piracy and armed robbery against ships**
The Committee agreed to establish a correspondence group to begin the revision of IMO’s recommendations for seafarers and States etc. with regard to piracy and armed robbery against ships. The correspondence group is to submit a provisional report at MSC’s 85th session. The revision also includes the code prepared by the IMO for investigation of the piracy cases. A revision of the guidelines is expected to be presented during MSC 86 in the beginning of 2009.

**Accident investigation**
The draft Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident was adopted during the session. At the same time, it was decided to make the Code mandatory by amending the annex to the SOLAS Convention.

**NAV 54**

**ECDIS**
One of the dominating issues concerned the mandatory carriage of Electronic Chart Display and Information Systems (ECDIS), which had been under discussion for some years. After very considerable debate, mandatory carriage was finally agreed for new ships after 2012 for passenger ships of size 500 gross tonnage and for cargo ships of 3,000 gross tonnage. A timescale for existing ships down to 10,000 gross tonnage for cargo ships was agreed extending out to 2018.

**COLREG’s proposal**
In the previous report it was mentioned that a proposal regarding review of the colregs was received from Italy regarding the right of way of commercial vessels over pleasure craft. The initiative for this submission in particular its purpose to prevent accidents between ships and subsequent casualties was acknowledged in general. The International Sailing Federation (ISAF) however indicated at the time, in a separate submission, the consequences of ambiguity in defining a commercial ship and a pleasure craft. It indicated that without a mandatory universal means of identification, application of these rules would seem impossible to apply. ISAF and IAIN sent a joint submission in which the above was elaborated upon. There was broad support for ISAF and IAIN’s views, and it was consequently decided not to proceed with the proposal and the issue was deleted from the work programme.

**E-navigation.**
The sub-committee developed a ‘draft strategy for the development and implementation of e-navigation’ One and other being a long term vision to be shared with STW and COMSAR sub-committees and to be submitted to MSC 85 for approval.

**Pilot transfer arrangements**
A need to review pilot transfer arrangements was agreed and a correspondence group set up.

**MSC 85**
MSC 85 was held in London from 26th November – 6th December 2008 under the chairmanship of Mr. Neil Ferrer from the Philippines. Piracy and armed robbery against ships was one of the more poignant items on the agenda. Following the opening address
of the Secretary-General and under the agenda item 18, many member governments and international organizations made statements on piracy and armed robbery against ships responding to escalation of acts of piracy in waters off Somalia and in the Gulf of Aden. This year there have been 120 attacks resulting in 35 ships being seized by pirates and 600 seafarers being kidnapped. The chairman of the Committee instructed the Correspondence Group, who are conducting a review and updating of IMO instruments relating to counter measures against piracy and armed robbery against ships, to continue the work taking into account the statements made at this session of the Committee and to submit the report to the next session.

**NAV**

The Committee approved the draft amendments to SOLAS regulation V/19 to reflect a mandatory carriage requirement for electronic chart display and information systems (ECDIS) with a view to adoption at MSC 86. Concerns were raised that the proposed ‘draft strategy for the development and implementation of e-navigation’ could result in the sub-committees running away on their own because e-navigation was not sufficiently defined. The outgoing NAV Chairman, Kees Polderman, assured the meeting that a work plan was under development in the Secretariat and being agreed with COMSAR and STW.

Capt. Rein van Gooswilligen MSc MBA FRIN
29 April 2009

- The fourth PNT Advisory Board meeting took place 16-17 Oct 08.
- The minutes of the meeting were circulated to member IONs in January 2009.
- The main stress of the meeting was to complete ongoing actions and draw up a report to the PNT EXCOM summarising the Advisory Board’s work over 3 years. With the then forthcoming change of Administrations in US, a change-over document was also prepared for the incoming Administration’s team.
- Given that the 3 year remit of the Advisory Board would run out early in 2009, it could not be assumed that the Board’s remit would be renewed or that membership would remain unchanged. It was therefore important to highlight what work had yet to be done by the Advisory Board. It was also probable that another Government Department could be become the sponsor for the PNT Advisory Board.
- In the event it would now appear that the Advisory Board will continue its work with the next meeting on 14-15 May 2009 and a further meeting scheduled for 5-6 November 2009. NASA will continue to be the sponsor for the time being but it is possible the Commerce Department might take over that role next year.
- No agenda is yet available for the May meeting, but I know, for example, that the particular work party of which I am a member will be looking closely at interference.
- As usual the minutes of the open session will be published in the public record.

Captain Dick Smith
21 April 2009