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ENHANCING MARITIME SECURITY THROUGH ADVANCED E-NAVIGATION SYSTEMS: A COMPREHENSIVE ANALYSIS AND IMPLEMENTATION FRAMEWORK

Shivam Kumar Pandey
Research Scholar, Rashtriya Raksha University

Mahalaxmi Tewari
Research Scholar, Rashtriya Raksha University

ABSTRACT

"Many different kinds of machinery and systems, including electronic ones, are used in the operation of ships at sea. New ideas for improving already-existing systems and devices are proliferating in response to recent developments in electronics, radio communications, and computer science. The International Maritime Organisation (IMO) has strict regulations for the minimum criteria and maximum specifications for equipment aboard ships that operate at sea. Given the foregoing, several countries have proposed to the IMO-Maritime Safety Committee (MSC) that it create a vision of a master plan for structurally integrating future technology while ensuring its communion with various existing navigation and communication technologies and services."[1] With worldwide coverage and adaptability across ship classes, this technique aims to improve efficiency, closeness, and cost-effectiveness for the whole system. In light of this recommendation, the MSC decided to launch the Preparation of e-navigation strategy initiative. "The essay introduces the reader to the e-navigate project and its overarching goals and principles. Important e-navigation user priorities were also underlined. The crucial parts of the project are also described. Consideration was also given to the radio communication aspects of the e-navigation project. After then, the navigation SIP and a status report were made available."[2]

Keywords: Maritime Security, E-Navigation, Safety at sea, Digital navigation, Cyber security in Maritime domain, Vessel traffic management

1.Introduction.

Most international trade is transported by ship. Roughly 10 billion people exist today. oil and gas accounts for 29%, bulk goods such as ore, coal, grain and phosphates account for 30%, and the remaining 41% consists of various forms of cargo (totaling 53,600 billion tonne miles).[3] It is estimated that $380 billion in yearly freight rates are generated by these merchant ships, representing 5% of world commerce. "There are more than 1.5 million people working in the

[1] "International Maritime Organization 1958"
[2] "International Maritime Organization 2006 (MSC 81)"
[3] "IMO Maritime Safety Committee 2005 (MSC 81)"

maritime industry."[4] "Many different kinds of machinery and systems, including electronic ones, are used in the operation of ships at sea. Rapid technical progress in fields like electronics, radio communications, and computer science has spawned novel approaches to improving existing systems and technologies."[5] With the help of its committees and subcommittees, the International marine Organisation (IMO) closely supervises the parameters and scope of marine vessel equipment to ensure their safety. Due to the foregoing, several countries have suggested to the "International Maritime Organization's (IMO) Maritime Safety Committee (MSC)" that "a vision of a broad strategy for structurally integrating new technologies while ensuring their compatibility with various existing navigation and communication technologies and services be developed."

In 2006, the "International Maritime Organisation" brought E Navigation to the forefront of the shipping industry for the first time. In front of the MSC (Maritime Safety Committee) committee, usually known as just the committee.[6] There was a successful MSC that day. Towards the Growth of Electronic Navigation. "IMO" rules apply to the world of navigation. When it comes to the safety of life at sea and the protection of ships, this group is indispensable. Additionally, it safeguards the marine ecosystem. Furthermore, it offers. Shipping authority on a worldwide scale. It can be defined as: "The Harmonised Collection, integration, Exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance birth-to-birth, navigation and related services for safety and security at sea and protection of the marine environment."[7]

The difficulty arises in ensuring that all parts of the system, including electronic nautical charts, are easily accessible and used effectively to simplify the presentation of the chaotic local navigational environment for the mariner's benefit. The necessary technology for such a bold step forward already exists. To quote the article: "E-navigation, the result of systematically incorporating new technologies and ensuring their use is compliant with the various navigational communication technologies and services that are already available, has the potential to provide global coverage for ships of all sizes at an affordable price."[8]

"The progress on the electronic navigation project is slow. Electronic navigation, communications, and search and rescue (NCSR) are all topics being discussed by the IMO's Sub-Committee on Electronic Navigation at the moment."[9]

2. Further deciphering of E-navigation codes.

[4] Ibid.
[5] Ibid.
[6] "Hagen, John (2017). Implementing E-Navigation. Artech House Publishers. p. 1-2."
[7] "IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) 2017"
[8] "IMO Maritime Safety Committee 2005 (MSC 81)"
[9] Iibid.

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It's not common practise to navigate to the east. It has been evolving for quite some time, and it will continue to do so. need further improvements, and it also need the support of the. With the help of technology, of course. The Vision introduced Skip, also known as the Strategy Implementation Plan. The goal is to advance navigation and provide industry professionals with standardised information for use in developing goods and services that conform to East navigation standards. To encourage electronic navigation, this was created in-house by the organisation.

A picture of e-navigation is implicit in the following generalisations about shipboard, shoreside, and communications components:

The provision, coordination, and interchange of complete data in forms that will be more readily understood and utilised by shore-based operators in support of vessel safety is crucial for the effective management of vessel traffic and related services on land. To achieve this, a unified system for controlling guard zones and alerts is combined with on-board sensors, contextual data, a uniform user interface, and other features.[10]

3. Just Some of IMO's E-Navigation Improvement Work

In a submission to the 81st session of the IMO's Maritime Safety Committee in 2005, Japan, the Marshall Islands, the Netherlands, Norway, Singapore, the United Kingdom, and the United States emphasised the importance of equipping the ship's master and those responsible for shipping safety on land with cutting-edge, tried-and-true technology to enhance marine navigation and communications and decrease errors, particularly those that could result in loss of life.[11] It was also pointed out that the increased maritime safety that is e-navigation's primary objective "might be anticipated to have wider-ranging and more significant benefits for states, ship owners, and seafarers." “The input paper notes that navigation-related incidents still occur frequently despite the widespread availability of technologies like the Automatic Identification System (AIS), the Electronic Chart Display and Information System (ECDIS), the Integrated Bridge Systems/Integrated Navigation Systems (IBS/INS), the Automatic Radar Plotting Aids (ARPA), radio navigation, and the LoRaWAN system.”[12]

The “Sub-Committee on Radio communications and Search and Rescue (COMSAR) and the Sub-Committee on Navigational Safety (NAV)” both proposed include a new item on e-navigation in their respective work schedules. The plan's objective was to develop a comprehensive strategy for using modern and traditional navigational aids, especially electronic ones. By standardising an accurate and cost-efficient system, e-navigation can help reduce navigational accidents, mistakes, and failures, furthering the IMO's objective of safe, secure, and effective shipping on clean waters.

[10] "AIS Transponders". Imo.org. (Last Visited on 13 July 2023)
[11] “ECDIS Procedures Guide. Livingston: 2021. p. ix.”
[12] Ibd.

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4. Advances in Electronic Navigation

Over the past few decades, there have been tremendous developments in communication and navigation systems. The development of cutting-edge technology is lightning fast. There is a greater need than ever before for system coordination and widespread adoption of harmonised standards since modern seafarers have access to more technological instruments than ever before. Although all ships are equipped with "Global Satellite Navigation Systems (GNSS)" and reliable "Electronic Chart Display and Information Systems (ECDIS)", their use is not yet fully linked and synchronised with other on-board systems, systems on other ships, and systems on land.[13]

"As part of the e-navigation strategy, it has been determined that a well organised human machine interface based on strong ergonomic principles is required. In June 2014, the IMO's NCSR (Navigation Communication Search and Rescue) panel reviewed and approved the SIP. From there, it was sent to the Maritime Safety Committee, where it was eventually approved in November of 2014.

5. Plan for Electronic Navigation

There are a few necessary conditions that must be met before electronic navigation may reach its full potential. It is important to establish and review operating procedures, particularly in regards to human-machine interaction, sailors' training and education, and the responsibilities and accountability of those using the system on and off the ship, and to ensure that the adoption of e-navigation is based on user needs rather than technology, to avoid becoming overly reliant on the latter.[14] Despite the increasing participation of shore-based users, the HMI, presentation, and the mariner's ongoing prominent role in decision-making need that human factors and ergonomics remain at the core of system design to enable effective integration. Principal Components of a Maritime E-Navigation Project: "Minimising information overload, ensuring honesty, and receiving enough instruction;" "Adequate resources should be made available and ensured for e-navigation itself as well as the required enablers like training and radio spectrum; Implementation must be methodical and not rash; Costs should not be out of line."

Architecture, human aspect, convention and standards, position fixing, communication technology and information systems, electronic navigational aids (ENAs), equipment, standardisation, and scalability are all important strategic factors for e-navigation.

Processes, data structures, information systems, communications technologies, and regulations must all be defined, built, and maintained as part of the larger conceptual, functional, and technical architecture.[15]

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[13] "IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) 2017"

[14] "International Maritime Organization (IMO), International Convention for the Safety of Life At Sea (SOLAS), London 2014."

[15] "International Maritime Organization (IMO), MSC 85/26, Strategy for the development and implementation of e-navigation, London 2008."

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Training, expertise, language competence, workload, and motivation are all mentioned as crucial elements. Problems with ergonomics, information overload, and alert handling are widespread. In keeping with the IMO's efforts on the human component, these aspects of electronic navigation will need to be considered. E-navigation should be developed and provided in accordance with both domestic and international norms and treaties. E-navigation development and implementation ought to further the IMO's efforts.

Accurate, trustworthy, and redundant position fixing methods should be made available to users according to risk and traffic levels.

User requirements for information and communication systems must be determined. This work may involve updating already existing systems or developing completely new ones. "Data structure, technology, and bandwidth/frequency allocations all have technical standards and procedures that must be followed, and any resulting consequences on the current systems must be detected and addressed. There will be sufficient coverage of consistent ENCs (Electronic Navigational Charts) by the time any further mandatory carriage requirements are approved by the International Maritime Organisation (IMO). Work will continue as needed. performance standards that involve both consumers and producers."[16]

The International Maritime Organisation requires all ship types to adhere to the same safety regulations. One example is the capability of electronic navigation to accommodate an unlimited number of users. Elements of the e-navigation implementation process E-navigation should be rolled out in stages, with each iteration incorporating feedback from the previous one.

6. E-Navigation User Requirements

6.1. Needs of Users

"Finding out who you're trying to reach and what they need is the first step in any successful approach. The next stage is to categorise the activities or services required to provide these fundamental navigational requirements in a way that is both systematic and can be linked to observable gains in efficiency."[17]

6.2. Organisation and evaluation

An integrated e-navigation system's design and concept of operations should take into account the needs of several user types at once, as well as any potential for economies of scale. Comprise all components required to meet user needs, including hardware, data, information, connections, and software.

6.3. Economically Sound

[16] "International Maritime Organization (IMO), International Convention for the Safety of Life At Sea (SOLAS), London 2014."

[17] "Korcz, K., Communication systems for safety and securite of ships, Journal of KONES, Vol. No. 1, pp. 153-160, 2016."

Cost-benefit and risk analysis are crucial parts of the programme. It should be used to make important strategic choices, such as when and where to activate certain functions.

6.4. Architecture

"Using the system's architecture and operational philosophy as inputs, a training specification may be developed. An examination of the institutional and regulatory needs should be performed based on the system's design and operating principles."[18]

6.5. Deficiency analysis

The gap analysis should primarily include the following factors:

regulatory gap analyses, with a focus on pinpointing gaps in current frameworks that require fixing Operational gap analysis to identify a simplified concept of operations based on the integration of current systems and technology is one of the primary parts of a marine e-navigation project.

- identifying and characterising existing systems with desirable properties (such as functionality, reliability, and operability) that might be integrated into the e-navigation concept.

"By comparing the capabilities and qualities of existing systems with the architectural needs, a technical gap analysis can establish if the creation of new technology or systems is necessary on the basis of user requests alone."[19] Management's responsibilities, the law's position on relevant standards and specifications, technical compatibility, and practicality.

The Introduction of Electronic Navigation

Responsibility for various tasks should be spelt out in the plan of action. "The IMO, other international organisations, States, users, and industry all contribute timelines for implementation activities and evaluations. E-navigation will gain support and momentum in the marine sector with a well-thought-out and workable plan for its rollout."[20]

The last stage of an iterative implementation programme should be spent reviewing the results of the lessons learnt and re-planning the subsequent phases of the plan. As user needs evolve and technology improves, new, more efficient phases of logical implementation will be developed. E-navigation is not a fixed concept, and that is something that must be kept in mind.

It is essential, however, that this development be built upon a stable foundation of basic systems and functions that may be expanded throughout time. Implementing the e-navigation approach entails a multi-stage process, which is laid forth in this framework.

Plan for Putting the Strategy Into Action

[18] "International Maritime Organization (IMO), MSC 94/21, The e-navigation Strategy Implementation Plan (SIP), London 2014."

[19] "International Maritime Organization (IMO), MSC 94/21, The e-navigation Strategy Implementation Plan (SIP), London 2014."

[20] "Korcz, K., Maritime Radio Information Systems, Journal of KONES, Vol. 24, No. 3, pp. 127-134, 2017."

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As a result of extensive deliberation, the MSC adopted the SIP for implementing the e-navigation strategy in November 2014. The e-navigation SIP introduces an e-navigation idea that takes into account the ship's infrastructure as well as land-based and wireless components. The SIP's primary objective is to implement the five most important e-navigation systems while also taking into account the recommendations made by the IMO Formal Safety Assessment (FSA). Between 2015 and 2019, these efforts will produce the standardised data necessary for the industry to begin developing products and services compatible with e-navigation systems.[21]

The five prioritised e-navigation solutions that formed the basis of the SIP that was authorised in 2014 are as follows:
"Bridge design that is better, more unified, and more pleasant to users (S1)
S2: Systems for Automated, Standardised Reporting
S3: increased stability, robustness, and integrity of navigational data and bridge-based systems;
S4: Combining and displaying information in visual forms via communication devices; and
To better communicate the VTS service portfolio (not just at VTS stations), this is S5."[22]
Solutions S2, S4, and S5 rely heavily on the efficient transfer of maritime information and data between all involved parties (ship-ship, ship-shore, shore-ship, and shore-shore). Solutions S1 and S3 advocate for efficient and effective utilisation of the available data and knowledge. Each of the aforementioned e-navigation solutions was discovered to have many sub-solutions.
While phase one will involve rolling out the five highest-priority e-navigation solutions, keep in mind that expanding the capabilities of existing and future navigation systems will be an ongoing process driven by feedback from users. "As the plan's users' demands evolve and new technologies are implemented, other e-navigation options may be incorporated. In order to better provide services to boats through e-navigation, it is important to highlight that Maritime Service Portfolios (MSPs) have been recognised as the method of giving electronic information in a coordinated fashion, which is part of solution 5."[23]

Cybersecurity Threats

The risk of cyber assaults is rising as the marine industry becomes more reliant on digital technology. In addition to endangering the well-being of the crew, malware or system breaches may prevent the transport of sensitive materials.
As a result, there has been a push to improve ship-based software and hardware (such communication networks) and software (like data encryption) to better fend off cyber threats. To

[21] "International Maritime Organization (IMO), MSC 85/26, Strategy for the development and implementation of e-navigation, London 2008."
[22] Ibid.
[23] Ibid.

combat this, the shipping industry is spending much on training and awareness programmes for its employees.

From improved navigational aids to eco-friendly alternatives, technology has had a major influence on the marine sector. The rapid adoption of new technologies appears certain to continue in all areas of human life.

play a more and bigger part in shaping the future of the marine industry throughout the world.

Adopting these innovations opens up several avenues for boosting productivity while decreasing overhead. Improvements in safety as well as environmental regulations are driving these shifts. The safeguarding of our irreplaceable marine ecosystems is only one additional benefit that may accrue from the widespread adoption of contemporary technologies throughout the maritime sector.

Conclusion

e-Navigation is a broad concept that all maritime users must adhere to and deal with in the future, but in the short to medium term, it should remain a theoretical idea.

E-Navigation necessitates the use of a GPS or other electronic positioning system, and GNSS is the system of choice for both professional and leisure navigation. As a terrestrial backup for satellite systems and for use in many military situations, radars and conventional Aids to Navigation are still important. "Collaboration between supplementary systems like radar is essential for analysing data and boosting confidence in order to make better decisions. By using the anticipated location data, the radar echo of a buoy can be differentiated from other fixed objects like ships in port or protruding rocks. Future studies may concentrate on determining the cause of the extended radar echoes."[24]

"There are a variety of directions in which the findings of these research might be applied to improve buoy identification and filtering. The e-navigation system is planned to provide digital information and the required infrastructure as shipping enters the digital era. Given the foregoing, it's easy to see that the e-navigation project is an excellent fit for both the present and the future."[25]

The following are only a few of the many advantages of the IMO e-navigation programme:

increased productivity at the bridge, system integration, and improved human resource management, as well as global equipment standards and type certification, lead to lower costs and increased efficiency. Increasing public safety is one of the goals of promoting safe navigation standards. Concern about the planet has increased.

[24] "IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) 2017"

[25] "International Maritime Organization (IMO), MSC 85/26, Strategy for the development and implementation of e-navigation, London 2008."

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The five focus areas of the IMO's Strategy Implementation Plan (SIP) are: streamlined and automated reporting; a unified and user-friendly bridge design; improved reliability, resilience, and integrity of bridge equipment and navigational data; integrated and presented information in graphical displays; enhanced communication of vessel traffic services. It's also important to emphasise that e-navigation is still evolving. On top of that, it will play a significant role in the most recent initiative taken by the International Maritime Organisation (IMO) with regards to MASS.