

**10TH MEETING OF THE DQWG
Brest, France, 7 - 9 July 2015**

**Paper for Consideration by DQWG
Quality Issues and Nautical Shipping Incidents**

Submitted by:	IHB
Executive Summary:	Following the decision of the DQWG to maintain a “list of hydrographic data quality related incidents” and the promotion of this list through Hydro International, this paper recommends further consideration of the status and scope of the list and more generally taking steps to ensure that the appropriate lessons from nautical incidents are assessed and shared for the collective benefit of the IHO and its Member States.
Related Documents:	Report of DQWG7 Hydro International News dated 2 Oct 2014 (http://www.hydro-international.com/news/id7234-Interactive_List_of_Ship_Incidents.html)
Related Projects:	Work Plan of HSSC

Introduction / Background

1. At its 7th meeting, the DQWG decided to collect examples of past accidents and incidents, and create a list for future use as examples to run tests of data quality portrayal proposals. Accordingly, a “list of hydrographic data quality related incidents maintained by IHO Data Quality Working Group” is posted on the DQWG page of the IHO website (see miscellaneous section – direct link: http://www.iho.int/mtg_docs/com_wg/DQWG/DQWG_MISC/DQWG_List_of_ship_incidents_public_version.pdf).
2. The DQWG list of nautical incidents has been promoted through Hydro International as the basis for an interactive list developed by eNav International and managed “in collaboration with the IHO Data Quality Working Group”. Yet the purpose and existence of the list have not been reported to IHO Member States.
3. DQWG-7 considered also the task placed on it by the HSSC at its 4th meeting “to review, in liaison with training institutions, the adequacy of existing HO publications on the quality aspects of the practical use of ENCs”. The DQWG identified the need to access and consider as many existing reference publications produced by Member States as possible and a request for information on Hydrographic Office Publications explaining data quality was circulated to IHO Member States (IHO CL 51/2013 dated 16 August 2013 refers). Some of the publications provided in response are based on the analysis of nautical incidents and it seems that further consideration should be given on the best use of the lessons learned from nautical incidents.
4. When a nautical incident occurs, there is no existing IHO Resolution in M-3, equivalent to IHO Resolution 1/2005 as amended – *Responses to disasters* for instance, that provides guidance to the HOs on the best ways and means to react, to communicate or to share the lessons learned. There is also no standing procedure to involve the relevant IHO WGs (DQWG, NCWG, and NIPWG).

Analysis / Discussion

5. Several issues are to be considered:
 - a. The first one is about the status, scope and specifications of the DQWG list of nautical incidents.
 - b. Another issue is about the most effective procedures to be recommended within the IHO (through national HOs as well as through IHO Committees and WGs) when an incident occurs, in order to collect the lessons from such nautical incidents, to share them within the IHO for

mutual benefit and best practices, and to assess and consider their impact on IHO standards and recommendations, if appropriate. This procedure involves, at least, the HOs, the DQWG and possibly the NCWG and the NIPWG. It should be noted that the NCWG (former CSPCWG) has had a related standing general agenda item “Lessons Learned from Marine Incidents” for its meetings since 2009.

- c. An important issue linked to any nautical shipping incident is to carefully manage the legal aspects and the communication plan. The need to develop some IHO guidance on this matter for the benefit of hydrographic and charting authorities should be assessed.

6. The status, scope¹ and specifications of the list of nautical incidents should be considered by the DQWG and, if the continuation of the list as an IHO tool is considered appropriate, then the DQWG should develop a proposal to HSSC in liaison with the NCWG and NIPWG. Such a proposal should include business rules documenting the submission of information and the management of the list.

7. Then, it is important to make sure that the IHO WGs responsible for standards related to nautical products are kept abreast of any incident in (possible) relation to the use of nautical products. These are namely the DQWG, the NCWG and the NIPWG. Noting that the HO concerned by the incident should have the lead in the immediate response but may require assistance, the IHB is of the view that points of contact should be designated in the relevant groups to coordinate the development of advice and recommendations on request. Post-event analysis and assessment could be included as a permanent work item of the relevant groups.

8. Subject to agreement on the need to develop some IHO guidance on collecting and sharing the lessons learned from nautical incidents, the effective development of such guidance will require the identification of appropriate resources.

Conclusion

9. The IHB believes that recent nautical shipping incidents have been well addressed by HOs and the IHO WGs in general. However, in a world where sound management of information and informed decision making is so important, it seems that the IHO arrangements in relation to nautical incidents require further consideration.

Recommendations

10. The DQWG should draft specifications for the list of nautical shipping incidents, describing its status, its scope, its content and the maintenance procedure including the information flow for submission by HOs.

11. The draft specifications should be considered by the HSSC and, if appropriate, submitted to IHO Member States for approval.

12. The DQWG should propose to the HSSC a work item, in liaison with the NCWG and the NIPWG, to develop draft guidance on assessing and reporting nautical shipping incidents and providing recommendations as appropriate (IHO standards revision, portrayal improvements, improvement of data quality display, development of new product specifications, etc.).

13. The DQWG should propose to the HSSC that the relevant working groups designate a point of contact to coordinate the development of advice and recommendations in relation with nautical incidents on request of the HO concerned and that a permanent work item on post-event analysis and assessment be included in their work plan.

Justification and Impact

14. Impact to be considered by the relevant WGs in terms of resources needed and available, and priorities. Then, proposals to be made as part of the DQWG report to HSSC and included as new proposed tasks and work items.

¹ The current title of the list is “DQWG List of hydrographic data quality related incidents”. A title such as “Shipping incidents in possible relation to nautical products” might be more appropriate.

Action required of the DQWG

15. The DQWG is invited to:
 - a. **Note** this report,
 - b. **Consider** and adopt the recommendations in sections 10 to 13,
 - c. **Take any other actions** considered necessary.