

## Worldwide Electronic Navigation Services Drafting Group Progress Report

<b>Submitted by:</b>	WENDWG Vice-Chair
<b>Executive Summary:</b>	To provide a progress report of the WENS Drafting Group on the proposed transformation of the WEND Principles to the WENS Principles
<b>Related Documents:</b>	WENDWG9-05B, C2 Minutes – Actions C2/30 and C2/31

### Introduction / Background

During the WENDWG 9 the United States prepared a draft update to the WEND Principles, shifting it from a pure ENC focus to one that represents a more comprehensive suite of S-100 based services in support of Council actions C2/30 and C2/31. A drafting group to collect comments regarding the WENS Principles was authorized under action WENDWG9/22 and was charged with submitting a progress report to IRCC11.

### Analysis/Discussion

The WENS Principles Drafting Group Coordinator received comments from six member states, five of which volunteered to be members of the Group. Comments regarding the WENS direction were generally positive, but there were some notes of caution regarding scope and timing.

- Implementation cannot be separated from having final approval of the IHO Strategy at Assembly 2
- The WENS should reference the S-100 Strategic Implementation Plan that is under development
- WENS should focus on the S-100 services that support “Blue Growth” and highlight “Maritime Knowledge” that is both hydrographic and non-hydrographic
- Further analysis is required, with recommendation that the unsuccessful aspects of WEND be considered – remaining gaps in ENC coverage, overlapping data, information overlays, etc.
- RENCs intend to further discuss S-100 services and WENS
- RENCs have been successful with ENC distribution so should be well suited to assist with WENS implementation
- Considerable concern with coordinating services
  - o Service Providers may be confused with VARs
  - o Overlaps with ENCs have not been resolved, other services may be more difficult
  - o Some S-100 based services may sit outside the RHC domain, for example weather
- The IMO e-navigation Strategy provides a policy umbrella for WENS - which services will fit under WENS?
  - o MSP 5 - Maritime Safety Information
  - o MSP 11 - Nautical Chart Service
  - o MSP 12 - Nautical Publications
- S-100 services that are in this scope for WENS are S-101, S-102, S104, S-111, S-121, S121, S122, S-123, S125, (S-126), S-127, S-128 and S129.
- Need to prioritize the future potential of the WENS workload but leave the prioritization of the WENS work to its work plan rather than its principles.

### Conclusions

Though there is strong support for the WENDWG to evolve into the WENSWG, there is still significant work to be done on the WENS Principles. Consideration and inclusion of the new IHO Strategy and the S-100 Strategic

Implementation Plan (waiting for them to be finalized), along with limiting the scope of the WENS are two decisions that must be made before moving forward.

There may need to be some consideration regarding the governance of the WENS-development. WENS may not be considered to be purely an RHC issue but one that is more pertinent to individual member states. If that is the case, which body should lead its implementation, the IRCC or the Council?

It is also very important to consider the work of the RENCs during the drafting process and to learn from the previous successes and failures of the WEND Principles.

### **Justification and Impacts**

- The IHO is on the cusp of realizing the implementation of numerous S-100 based services. It needs to rapidly develop recommendations for the distribution, boundaries, and governance of these new services as it did regarding ENCs. The WENDWG has a strong history of providing this guidance and is well suited to expand its mandate to become the WENSWG.