

US-CA SPI Status For Awareness

March 2023

DRAFT FOR REFERENCE

The following SPI's¹ are measured by the coastal state, member state or hydrographic office.

SPI		Canada	US
1.1.1	Percentage of Member States having operationalized production and distribution of hydrographic data products and services based on IHO Universal Hydrographic Data Model (S-100), under an implementation framework of coordination and agreed timelines (2026: 100%)	<p>Yes. CA is producing and delivering S-102 in selected areas now and S-111 is available for all of Canada.</p> <p>S-101 ENCs will be available by 1 January 2026.</p>	<p>Yes. S-101 ENCS will be available by January 1, 2026.</p> <p>S-102, S-111 are being produced in prototype form in selected areas of the US</p> <p>What does “full service mean” for product specifications mean (S-111 for example) with regards to availability of the underlying S-101 ENC?</p>
1.2.2	Percentage of navigationally significant areas (e.g. charted traffic separation schemes, anchorages, channels) for which the adequacy of the hydrographic knowledge is assessed through the use of appropriate quality indicators (2026: 100%) ²	<p>CA waters 77% of navigationally significant areas have a CATZOC value other than ‘U’ (unassessed). This assessment -taken from C-55 – requires revision.</p>	<p>USA waters: nearly 100%</p> <p>In terms of percentage of navigationally significant charted areas with the appropriately assessed CATZOC applied, the U.S is close to 100%.</p>

¹ IHO Strategic Plan https://iho.int/uploads/user/About%20IHO/Strategic%20Plan/IHOSP2021_2026_final.pdf

² See IRCC14 Post meeting document. “IRCC Chair proposal regarding SPI allocated to IRCC.” https://iho.int/uploads/user/Inter-Regional%20Coordination/IRCC/IRCC14/C6_2022_04.2_EN_AnnexC_IRCC_Chair_Proposal_on_SPI.pdf. “Navigationally significant areas: areas covered by Usage Bands 3 to 5--Appropriate quality indicator: Percentage of the area, where CATZOC is other than U (Unassessed).

1.3.1	Ability and capability of Member States to meet the requirements and delivery phases of the S-100 implementation plan (2026: 50%) ³	Yes. CA is confident that it will have the capability and the ability by 2026.	Yes. The US is confident it will have the ability and capability to deliver “phase one” navigational routing S-100 products by 2026. ⁴
2.2.1	Percentage of adequately surveyed area per coastal state	CA entry for C-55 is out-of-date (last done in 2019). Nationally, 11% of CA waters are adequately surveyed, however, the high proportion of inadequacy surveyed waters is predominately due to the large area of Arctic waters that are un-surveyed or covered by frontier surveys only.	U.S. entry for C-55 is out-of-date. As of January 2023, U.S. waters are 50% mapped per a 100-m analysis of data presence at NCEI/DCDB. The area is 50% of 3,590,500 square nautical miles (snm) or more precisely restated in terms of area, 1,796,800 snm of U.S. waters are mapped.
2.3.1	Number of HOs ⁵ reporting success applying the (<i>GGIM</i>) principles in their national contexts (2026: 70%)	Yes	Yes
3.1.1	Percentage of Coastal States that are capable to provide marine safety information (MSI) according to the joint IMO/IHO/WMO manual on MSI (2026: 90%)	Yes	Yes

³ <https://iho.int/en/s-100-implementation-strategy> and Implementation Roadmap at https://iho.int/uploads/user/About%20IHO/Council/S-100_ImplementationStrategy/S100_Roadmap_Decade_v2.1_EN_3Nov2022.pdf

⁴ We understand the IHO's views the primary attention will focus on S-101, S-102, S-104, S-111, S-124 and S-129. These are the ones that are contained in S-98 which is the navigation interoperability specification and essential for route monitoring. The others in the IHO timeline (such as S-122) are considered “phase two” work.

⁵ For the IHO, we assume there are 98 HOs with each member state having one HO. 70% of 98 HOs (members of the IHO) would equal 70, in this case.