

Portrayal of S-124 datasets

Submitted by Canadian Coast Guard

SUMMARY

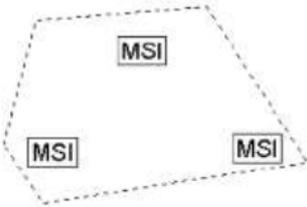
Executive Summary: Portrayal is the instructions for how information is to be displayed to the user. Several factors influence important details when defining portrayal.

Action to be taken: Agree upon a direction of development with regards to portrayal in S-124.

Related documents: S-124 Product Specification Draft 2.0.0

1. Navigational Warnings portrayal can be provided by a portrayal catalogue that includes a symbol set and symbol instructions for the various feature and attribute combinations.
2. Portrayal is potentially an integral part of a product specification. In S-100, it is optional to specify portrayal in a product specification. The consequence of not specifying portrayal is that the user systems must implement something to visualise the information, and when the product specification does not do this, it is likely that each user system will do this slightly differently, leading to a non-harmonized visualization of Navigational Warning information. It is therefore recommended that portrayal be specified in S-124
3. IMO imposes via IMO SN.1/CIRC.243 Rev 2 a MSI symbol as a harmonized symbol for Navigational Warnings, Weather Warnings and other safety critical information, but the text indicates there is some flexibility.
 - a. The NSCR 6 report includes the following statement, which may give some indications of permitting amendments to a portrayal that is more specific to NW;

5.9 As there was no time for developing new symbols at this stage, and recognizing a need to avoid conflicts with the presentation and display of information received on board for use in navigation equipment, the Group noted that several international organizations were developing information product specifications that would make available revised or new information in the coming years. The Group also noted that the IHO's S-100 Working Group was dealing with harmonization issues between developing information product specifications within their remit, and in this respect, encouraged participation in the IHO's S-100 Working Group. The Group was of the view that after completing its work on e-navigation maritime services, the Organization should continue its work on the harmonized display of information received by communications equipment by revisiting the Interim guidelines for the harmonized display of navigation information received via communication equipment (MSC.1/Circ.1593).

Topic	Symbol	Description
<p style="text-align: center;"><u>MSI</u></p>	<p style="text-align: center;">Example of point symbol</p>  <p style="text-align: center;">Example of area symbol</p> 	<p><u>MSI point symbol should be presented as a box with the "MSI" inscribed inside it. The box should be centred at the position derived from the MSI message. The box should be drawn using a thick solid line style.</u></p> <p><u>The MSI area symbol should be presented as a series of lines bounding a geographic area designated as "caution" to navigation. Connecting lines should be drawn using thin dashed line style and using the same basic colour as the symbol itself. The area should be filled with a sparse pattern of MSI point symbols.</u></p> <p><u>Note that the source of MSI may be NAVTEX, AIS ASM function identifier 22 or 23 (SN.1/Circ.289), etc.</u></p>

- Should S-124 use the MSI symbol, or something else? If something else, is it one symbol for all NW or should some additional variations be given? E.g. plain boundaries for non-restricted areas vs 'T' line for restricted areas. Additionally the symbols drafted by SMART Navigation Project could serve as a starting point for NW symbols.

