

Report on S-124 Project Team activities since WWNWS12

Submitted by S-124 Project Team chair

SUMMARY

Executive Summary: This report gives an overview of the activities of the S-124 Project Team since WWNWS12.

Action to be taken: 5

Related documents: S-124

1. Meetings

During the reporting period S-124 Project Team has met once as a whole Project Team on June 29 and 30. There have also been numerous smaller teams meeting to discuss and progress sub parts of the S-124 Product Specification. Particular focus has been on the data model with the aim of finishing the high level and comprehensive lists of navigational warning types. Portrayal has also been a focus item of targeted meetings.

The chair has participated and reported on S-124 development activities at HSSC13 and NIPWG8.

2. Membership

There have been some changes in the membership in the reporting period. For Australia, Mahesh Alimchandani has replaced Grant Judson and Nick Lemon, for Republic of Korea, Soo-kyoung Yeom has replaced Mi-jeong Kim, and for United Kingdom, Murdo Macdonald and Matt Sheldon has replaced Stephen Gregory.

3. Work activities

Product specification development continues with the plan of completing a version 1 at end of 2021. Three main items; data model update, portrayal update and language, have been the focus of work during the reporting period.

3.1. Data model update

A small task group consisting of Canada, France, Germany and Sweden worked through the definitions of the types of navigational warnings that S-124 should cover. This work included revising the data model to consider a general topic of each navigational warning inspired by the S-53 list of suitable subjects for navigational warnings. This is augmented by a

comprehensive list of detailed warning types. The comprehensive list has several hundreds of entries, which made the team realize the risk the list being too great for the operators to effectively use. In an effort to mitigate this risk, the team created a soft mapping between the general categories and the comprehensive detailed list. These mappings are intended to be a guide for system implementers that can utilize the mappings to filter options based on the general categories. The team worked through several VTC meetings and e-mail correspondence to refine the definitions and the mappings. The work was ultimately shared among the whole S-124 Project Team for review. Numerous comments and proposals for additions were received and the work to add these continues.

3.2. Portrayal update

Portrayal have been through several rounds of review. The chair of the Nautical Cartography Working Group (NCWG) has accepted to review the portrayal draft within the NCWG membership through a circular letter. This feedback is expected end of August, 2021. In parallel, the Project Team established a task group to review the portrayal draft following a discussion the some of the initial questions NCWG chair raised in preparing for the circular letter. This team, led by Chris Gill (UKHO), met and revised some of the draft portrayal components to reflect the outcome of the discussions on the NCWG chair questions. Three main items were looked at;

- Colour choice;
- If (P), (L) and (A) were needed as part of the NW symbology;
- Area symbology when on top of a magenta area (anchorages etc.) with the same special extent.

The group reviewed IHO S-4 and concluded that magenta was the best colour choice for the NW symbology. Moreover, the group gained consensus that (P) and (L) were not needed and could in some situations be confused with other terms such as preliminary notices. There was a lot of discussion about the symbology of areas, especially in regards to large areas or when navigating wholly within an area. It was decided to recommend some changes change the NW symbol such as using a circle indicate an NW of type point, while using a rectangular symbol for NW line or area. It was acknowledged that no other known S-1xx symbology differentiated between points, lines and areas in this way. It was decided to have two different types of line styles for area and line. These are the standard dashed line and a T-line/area for prohibited or restricted areas. It was noted that advice from NCWG will be needed on a few of the details and that this represents portrayal for Edition 1.0.0 of the product specification and that once it has entered testing phase any portrayal challenges uncovered can be fixed as S-124 progress towards an operational Edition 2.0.0. The main proposed portrayal components are shown in Figures 1, 2 and 3.



Figure 1 - proposed point symbol for navigational warnings



Figure 2 - proposed line style for navigational warnings

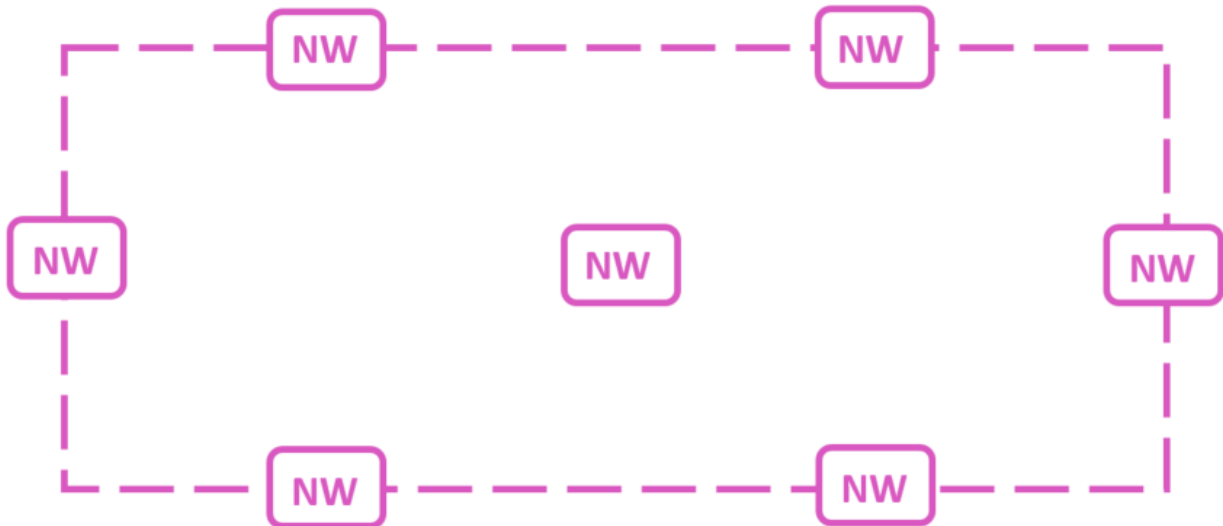


Figure 3 - proposed area boundary and centered symbol for navigational warnings

3.3. Language

The Project Team has discussed the issue of what language a compliant S-124 dataset must use. This issue came about as more countries are starting to look at how to implement S-124 into an operational system. For example, Canada has two official languages and all official info must go out in both languages. At a high level two potential options exist for compliant S-124 datasets; a bilingual dataset, or two separate datasets (e.g. English and French). Previously the focus has been on technical side, not as much on operational aspects. Now that there is more time to think about the operational side, it raises this type of question. It is technically possible to feed local warnings through the current system but it has been operationally restricted.

It was noted that the IMO STCW Convention calls for English language, both written and spoken. There is also an requirement in IMO SOLAS V that require operating language on the bridge of a compliant vessel to be English. However, it is known that there are local warnings that may be issued in local languages, but that such services are not targeted at SOLAS compliant vessels. It was further noted that this two recommendations from IMO necessitates that if an S-124 service is part of the international service, then compliant datasets has to be in English.

S-124 can be used to send any type of warning and it was discussed if S-124 need to be opened up to more national services. There was a firm agreement that maintaining the integrity of international services is essential. It was also noted that there could be risks to the integrity of the international service if access is granted to local services with no guidelines. In an effort

to distinguish S-124 datasets which have been issued as part of an international service and a local service, it agreed to add an attribute in the header of the dataset which indicate whether it is issued by an international or national service. There was further consensus that text must be added in the product specification which elaborate on the rules that allow authorities to use S-124 for both international and local services.

4. SECOM

IEC Technical Committee 80 has now finalized a Committee Draft Version of IEC 63173-2 ED1: Maritime navigation and radiocommunication equipment and systems - Data interface - Part 2: Secure communication between ship and shore (SECOM). The S-124 PT chair took part in several of the development meetings. The CDV is now out for vote among the national committees of IEC. Simultaneously, a submission to IMO MSC 104 by Austria et al, numbered MSC 104-15-7, proposes to create a new output to amend the ECDIS Performance Standard highlighting the importance of SECOM and route exchange (S-421/ IEC 63173-1). If successful, these activities will create significant and necessary infrastructure capabilities among the stakeholders to also facilitate dissemination of S-124 navigational warnings via the same technology.

5. Recommendations

WWNWS is invited to note the report.