

## NAUTICAL INFORMATION PROVISION WORKING GROUP

NIPWG Letter 3/2020

06 February 2020

NIPWG Members

### Consideration of NIPWG response on IHMA Port Information Manual

Ref: NIPWG letter 9/2019

Dear colleagues,

NIPWG Letter 9/2019 invited you to consider whether the information provided in the IHMA Port Information Manual is useful as one source for the development of the S-100 based product specification "Marine Harbour Information".

Many NIPWG members provided feedback. The assessment of the various comments results in a draft of a response paper to the IHMA, see Annex. I tried to structure the comments. Similar comments have been summarised or combined.


A list of actions for both the IHMA and the NIPWG have been derived.

Before approaching the IHMA, I would like to ask you to check the annex regarding appropriateness and completion.

Your written comments are requested **by the 28 February 2020** at the latest.

This letter is **not a tacit approval** letter. Your responses are appreciated and necessary, as they are the basis of an official NIPWG response.

Best regards,



Jens Schröder-Fürstenberg,  
Chair, NIPWG

## Annex A

### NIPWG response on IHMA Port Manual

#### Paper for consideration by IHMA

#### Port Information Manual 1.4.5 review

<b>Submitted by:</b>	NIPWG
<b>Executive Summary:</b>	Describes the finding and provides comments of the NIPWG on the IHMA Port Manual version 1.4.5 content related to NIPWG work
<b>Related Documents:</b>	
<b>Related Projects:</b>	S-101, S-1xx (Marine Port Information)

#### Introduction/Background

The IHMA released the edition 1.4.5 of their Port Information Manual in December 2019. NIPWG was invited to check the usefulness of the information provided in this Manual and an appropriate NIPWG letter has been issued. Many NIPWG members provided comments. The assessment of the responses has been summarised in the following four sections:

- Principle comments;
- Provision of information;
- Data model comments; and
- Editorial comments.

#### Analysis/Discussion

##### **Principle comments:**

When an S-100 based product specification “Marine Harbour Infrastructure” has been developed, it needs to be defined who will provide the product. Two principle scenarios are imaginable.

1. The provision of the product by the relevant harbour authority. That has the advantage that there is no information supply chain needed. The disadvantage is that all harbour authorities need to establish an S-100 based production environment and to build up the required technical expertise. That could be cost intensive and the global acceptance by all harbour authorities is doubtful.
2. The provision of the product by the relevant HO. The advantage is the existence of an appropriate production environment. The HO staff is well trained to model the information. The big disadvantage is that the HOs will be highly dependent from the good will of the harbour authorities. Detailed and precise information is more demanding regarding its maintenance. Thus, the HO’s nautical products could provide this information only if the harbour authorities communicate this information regularly to the HOs.

A Memorandum of Understanding, which puts more reliability into the information exchange between harbour authorities and HO’s could be one way the resolve the dilemma described in the above paragraphs.

Some NIPWG members reported that they never received requests from ports for the provision of information at the same level of detail as mentioned in the "Port Information Manual". The main concern bases on experience that the ports are very bad at working with data. Either ports provide no data or they provide wrong data. Ports change and build facilities, but fail to inform the relevant HO. That means the most HOs have removed harbour information from harbour ENC's because it was impossible to keep the ENC's up to date.

DRAFT

### Provision of information:

Nautical Publication information is primarily used for the route planning purposes. Route monitoring belongs to the ENC. The ENC gives precise location of objects. The Port Information Manual content should be assessed to determine what is needed for the berth-to-berth route planning and which product specification would be the most convenient to store and to provide this information. A nautical publication information complements in any case the ENC information for route planning purpose.

A generic information on terminals, berths and berth positions is useful for general route planning. When it comes to the specific creation of the route, the more precise information should be available from the ENC.

Thus, the description of the ports as specified in S-4, S-57 and S-101 should be reviewed to consider the needs expressed in the Port Information Manual. For example, berths are currently represented with a point symbol on paper charts (INT1 F19.1 - S4 § B-321.7 – see Fig.1). This implies that a large number of ENCs probably encodes the BERTHS with punctual geometry while linear objects are expected.

For example, the information on bollard number and meter mark number of berth position is useful to mariners. That means that the chart specifications need revision too. That in turn implies that NCWG, ENCWG and S100WG (S-101 PT) are affected in addition to NIPWG.

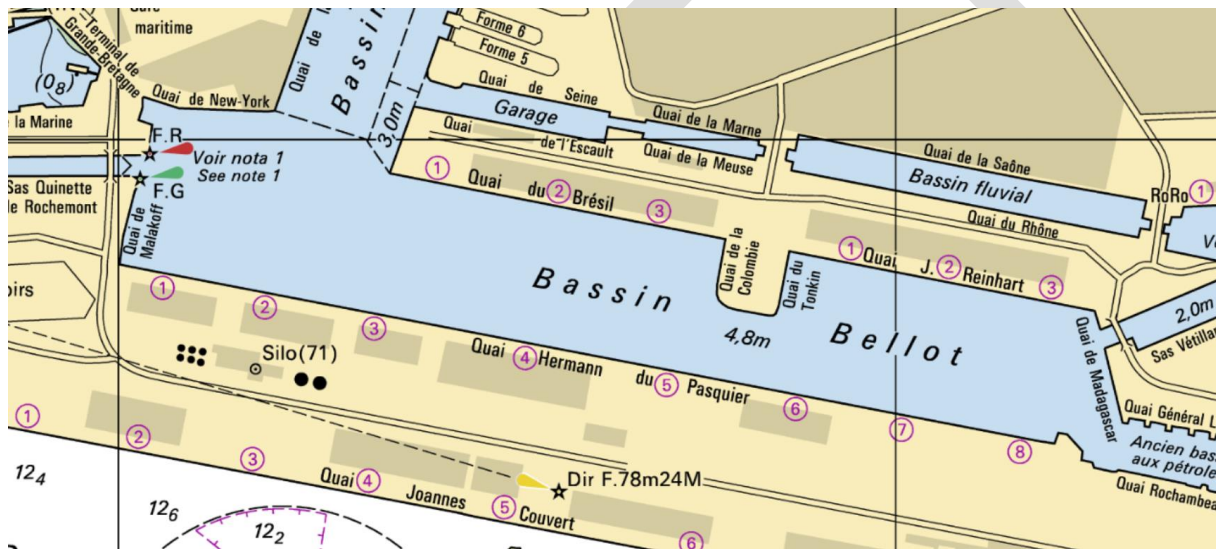


Fig 1 – Le Havre harbour on the French paper Chart. Portrayal of berths using INT1 F19.1.

### Data model comments:

6.2 definitions: following definitions and data model concepts and components can be obtained from the NIPWG Wiki or the IHO HYDRO registry; preferably from the latter.

- ISPS security level
- Maximum vessel sizes
- Time Zone
- Local Holidays
- Working Hours
- Cargo
- Point of contact
- Inter ship communication
- Pre arrival reports
- In port Reports
- Pre departure reports
- Regulations and exemptions
- Services

The meaning of the following definitions or sub-attributes is not clear

- Charts

8.2 Horizontal restrictions: Consider the creation of additional data model components:

- Minimum Parallel Mid-Body alongside;
- Maximum Arrival Displacement; and
- Maximum Displacement Alongside.

11.8 Comparison of certain data elements used in the Port Information Manual (PIM) and the IHO Registry

	PIM Items, location related	Identification & data fields	Related items in IHO GI Registry/FCD Register
Areas & Lines Locations	Port	UN/LOCODE (P) Name, general port data	HRBARE(HarbourAreaAdministrative): S57&S101(A), covering only the water part (S58)
	Terminal	GLN (P, A) Name, ISPS no., SMDG code, general terminal data	HRBFAC(HarbourFacility)/CATHAF(category OfHarbourFacility)=1,3,7,8,10,11...: S57&S101(P,A) Terminal: Inland ENC
	Berth	GLN (L, or actually P ?)	BERTHS(Berth): S57&S101(P, L, A)

		Need berth's linear extent, with both ends named and/or numbered  Name, local reference, general berth data	
Waypoints	Pilot boarding place		PILBOP(PilotBoardingPlace): S57&S101(P,A)
	Berth position	GLN of Berth + extension (bollard/meter mark no...)	
Sections	Fairway	GLN, name	FAIRWY(Fairway): S57&S101(A)
	Turning basin	GLN, name, max. length	RESARE(RestrictedArea)/CATREA(categoryOfRestrictedArea)=25(swingingArea): S57&S101(A)  TurningBasin: Inland ENC
	Basin	GLN, name	HarbourBasin: Inland ENC
	Berth pocket	GLN, name	BERTHS(Berth): S57&S101(P, L, A)
Berth	Bollard	number	MORFAC(MooringWarpingFacility)/CATMOR(categoryOfMooringWarpingFacility)=3(bollard): S57&S101(P,L,A)
Port	Nautical Services	Type, name, service area, details, working hours  (PIM p.32)	
Port	Vessel Services	Type, name, service area, details, working hours  (PIM p.32)	
Port	Emergency Response Equipment	Types, availability  (PIM p.31)	

Further:

Consider the S-211 (Port Call Message Format) data model elements introduced by the International PortCDM Council (IPCDMC) and fully registered in the IALA domain of the IHO GI register.

**Editorial comments:**

All: Replace “harbor” by “harbour” for consistency unless it is truly spelled “harbor” from the source. (NP100)

All: Spell out the abbreviations when mentioned the first time, add a list of abbreviations

2.2 First Sentence. Add a period after “chain”

2.5 First Sentence. Add a period after “Guide”

2.6 Local community or state and National or federal authority: Replace “... efficient shipping. Certainly if the income ...” by “... efficient shipping, especially if ...”

2.6 National or federal authority, last sentence. Add a period after “difficult”

2.6 A mix of local / state community and national / federal authority. . Add a period after “before”

2.6 Private parties. Replace “... instances normally...” by “... “... instances are normally ...”

2.6 Second it depends on whether nautical and vessel services are private or public. Add a close quote after “Internal Operator.

5.2 Definition. Terming Basin. Add a period after “purpose”

6.2 Delete duplication paragraphs “General Information”, “Developments” and “Limits description”

10.6 Container sector, second bullet point. Delete the “6+”

11.1 Delete the space after “BIMCO”

11.1 Replace “,” by “and” between GS and Informational

11.3 Second paragraph. Delete the second “)” after GLN

12.1 Replace “not-for-profit” by “non-profit”

## **Impacts**

The provision of port information in a harmonised way provides fast and structured access to port information globally. It is one-step towards the common goal of digitised more efficient and environmental friendly maritime transport.

A close cooperation between the harbour authorities and the HOs is requested. The HOs workload will increase. The responsibility of all harbour authorities on their data increases.

## **Actions Requested**

It is recommended that the IHMA

- Review the Port Information Manual considering the substantial and editorial comments.
- Discuss and develop a sufficient way within the harbour master community to provide and update port information globally in a reliable, sustainable and accurate way.
- Inform IHO on the discussion results,
- Develop alternative approaches if no global agreements can be achieved.

It is recommended that the NIPWG

- Seek HSSC endorsement to initiate the development of an S-100 compliant product specification “Marine Port Information”.
- Inform HSSC that other WGs should also be involved in modelling Port Information Manual data (S101PT, ENCWG, NCWG).
- Establish close liaison with the International PortCDM Council (IPCDMC) when starting the development.