

## Paper for Consideration by NIPWG

### Considerations on Providing Maritime Assistance Service and Rescue Services Information

<b>Submitted by:</b>	Germany
<b>Executive Summary:</b>	Considerations related to the provision of Maritime Assistance Service and Rescue Service information in S-100 compliant product specifications
<b>Related Documents:</b>	none
<b>Related Projects:</b>	S-100

#### Introduction / Background

With the intent to provide a full picture showing all S-100 compliant product information of the Rostock Harbour and adjacent water area, Germany encoded various NPUB information of several publications.

The German VTS Service provides information on Maritime Assistance Service (MAS) whereas the German List of Radio Services and the German sea charts provide information on particular rescue services.

A check of the product specifications under the remit of NIPWG shows that none of them provides appropriate data model elements to encode this information. Considering that NIPWG intentionally omitted the provision of this information in an S-100 compliant ECDIS environment, Germany conducted a deeper research either to proof this omission or to develop alternative solutions.

This paper provides the results of the investigations.

#### Analysis/Discussion

##### Rescue Services

The nautical publication List of Radio Services provides usually Rescue Services (MRCC or other similar organisations) contact details and possibly the area of responsibility. The information consists of two parts. The contact details and the area of responsibility.

Contact details are not useful for rescue operations as the frequencies used in a rescue case are predefined, they are book knowledge and a vessel has no options to change them. Contact details might be useful as rescue services also provide services in addition to rescue. That means S-123 and S-127 products may provide rescue service contact details for other purposes than rescue operations, such as contact of ship reporting systems.

The spatial information on areas of responsibility is superfluous. A vessel initiating a rescue case by the internationally agreed calls/signals/alarms has no influence on the rescue coordination stations decisions of what rescue equipment they use and/or send to the vessel in distress.

S-101 provides following information related to rescue. The chart entries base on S-4 recommendations. The usefulness of these chart entries for navigational purposes or for enhancing the safety of navigation could be questioned.

Category of Airfield:

Search and Rescue Airfield
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Category of Rescue Station with following entries:

Rescue Station with Lifeboat
Rescue Station with Rocket
Refuge for Shipwrecked Mariners
Refuge for Intertidal Area Walkers
Lifeboat Lying at a Mooring
Aid Radio Station
First Aid Equipment

Function:

Sea Rescue Control

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The investigation result does not prevent other stakeholders to consider the provision of areas of responsibility information of Rescue Services in other S-100 complaint product specifications.

### **Maritime Assistance Service (MAS)**

By checking the German Publication "VTS Guide Germany", it seems that VTS Centres provide the MAS in Germany.

Encoding MAS as part of the VTS service does not work. According to the IMO resolution A.857(20), and by assessing the current S-127 data model, VTS services provide following core services:

- 1 Information Service
- 2 Traffic Organization Service
- 3 Navigational Assistance Service

and not MAS.

According to IMO Resolution A.950(23), a MAS is established for the purpose of

[.....]

(b) monitoring the ship's situation if a report,[...],discloses an incident that may cause the ship to be in need of assistance;

(c) serving as the point of contact between the master and the coastal State concerned, if the ship's situation requires exchanges of information between the ship and the coastal State but is not a distress situation that could lead to a search and rescue operation;

(d) serving as the point of contact between those involved in a marine salvage operation undertaken by private facilities at the request of parties having a legitimate interest in the ship and the coastal State, if the coastal State concerned decides that it should monitor all phases of the operation,

[.....]

A coastal State can assign the provision of MAS to any organisation. That the MAS is assigned to VTS in Germany is a national decision and not necessarily applicable to other coastal States.

### **Conclusions**

Encoding Rescue Services and Maritime Assistance Services information in product specifications under the remit of NIPWG is not necessary. If a vessel is in need of assistance, a national organisation defined by the responsible coastal State will decide if either a rescue operation or a MAS will be initiated.

### **Recommendations**

The S-123 and S-127 DCEGs should contain statements describing that the provision of MAS and Rescue Service information is not needed as own data model entities and that therefore, the data models don't contain appropriate elements.

### **Action required of NIPWG**

The NIPWG is invited to:

- a) note this paper
- b) initiate the addition of relevant statements in the respective product specifications.