

# S-128 service provision implications

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# Background

- WENDWG12 discussed possible ways on how to provide the S-128 files to the end users (on board systems and port state control officers).
- It was realized that the IHB (INToGIS in particular) may not be able to act as a reliable and always up to date S-128 repository, although IHB will be processing S-128 data as well.
  - IHB has no authority to require S-100-based data producers to submit data to INToGIS.
  - S-100-based data may be produced by organizations that are not under IHO membership (WMO for example).
- NIPWG has been asked to consider the implications of this and to make HSSC aware of the issue.

# Discussion Goal

Goal of this discussion will be to identify the questions that must be answered so that they can be raised at HSSC.

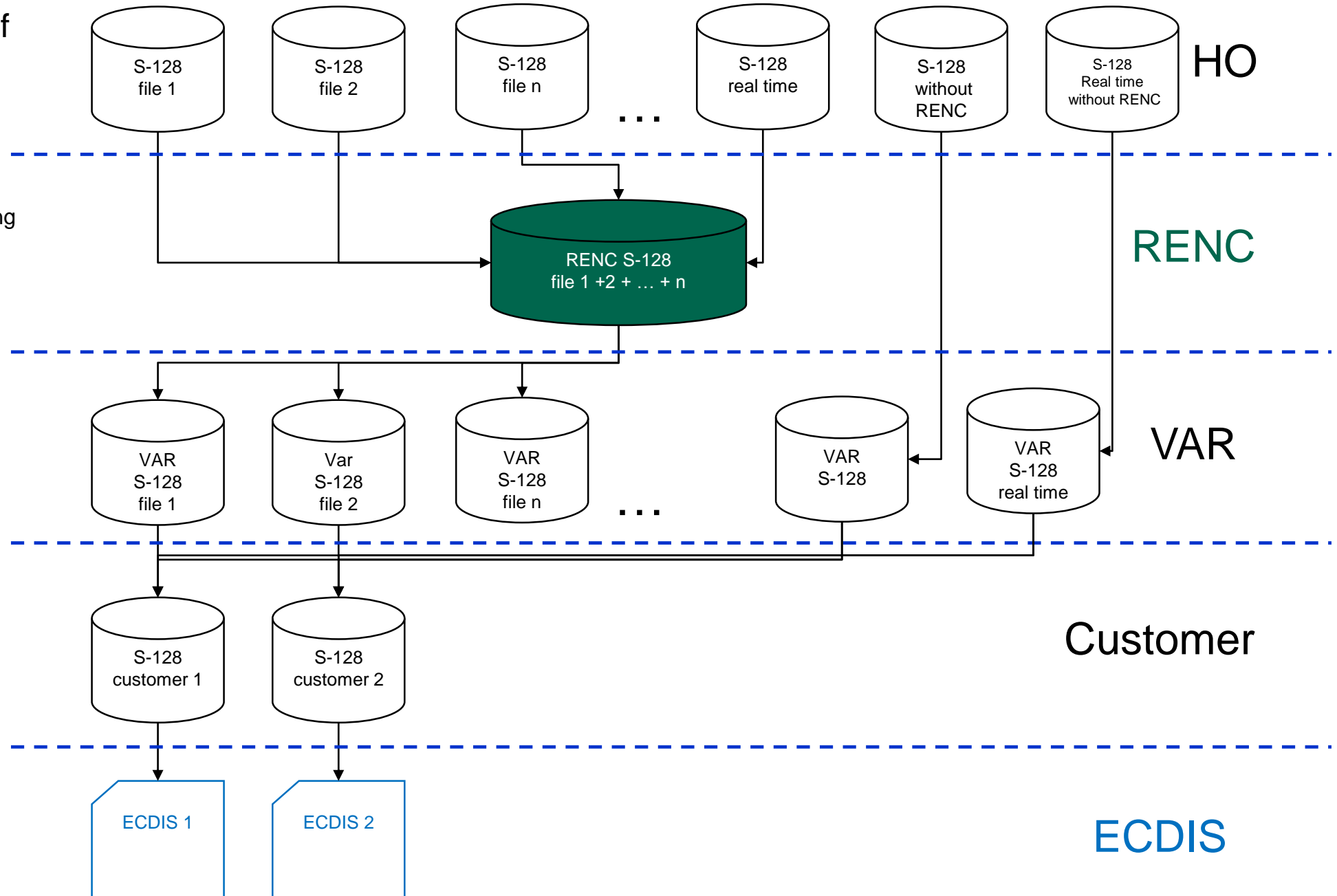
# S-128 is an essential part of S-100 ECDIS

- S-100 ECDIS needs a machine-readable way to determine up-to-dateness of system electronic navigational data. S-128 provides this function.
  - This means that all S-100-based data need to be combined with an S-128 service for the paradigm to work.
- It is necessary to draft example S-128 distribution scenarios which describe the role and responsibilities of each participant.
  - This need to consider scenarios where a data producer is not a member of a RENC.
  - The role of S-128 in the Maritime Services in the context of e-Navigation must be described.
- Is it necessary to create mechanisms that make it so that S-100-based navigational data services cannot operate without a S-128 service?
- Do we need one aggregator for up-to-dateness S-128?
  - If yes, Where and How? How will the ECDIS find the S-128 service?
- Do we need to think two main categories of S-128?
  - Catalogue for navigational purpose and others usages, what are the implications of such a service in light of S-100's intended universal use. What are the added workload implications.

# Potential WEND view of S-128 service for navigational data.

## Notes to consider;

- Non-Member States are missing
- Non-HO data producers are missing
- The RENC concept had many challenges in the beginning



ECDIS

# Diagram notes

- 1. HOs or any other data provider may produce 1..n S-128 files. (I have been in contact with IC-ENC seeking their comments on how they imagine the provision of real-time data. No response so far.)
- 2. These files will be a) provided to the responsible RENCs or b) forwarded directly to the VARs (The latter case happens if a data provider is not part of the RENC distribution system)
- 3. The RENCs compile the individual S-128 into one big data package. (real time data might be provided differently)
- 4. The VARs grab the big S-128 data package and the S-128 provided directly, merge them to one big S-128 data set and split this dataset afterwards into individual data sets (real time data might be provided differently)
- 5. These individual dataset will be forwarded to individual users and their ECDIS systems. (real time data might be provided differently)

# S-128 is an essential part of Port State Control

- Is there a need for a definition/description of a S-128 service that Port State Control officers will access to evaluate the update status of the onboard products?
- Should each VAR provide this information to them individually? How? PSC owned and operated repository? Is this service description a IHO responsibility?
- We could also say that IHO/HOs provide the data/content. The packing of the container, the transport, the unpacking and the last mile is not IHO/HO remit. Will this position be accepted by the maritime community?