

Paper for Consideration by NIPWG

S-131 – Considerations for Data

Submitted by:	Germany, Federal Maritime and Hydrographic Agency (BSH)
Executive Summary:	Experiences made by creating a test dataset "Port of Rostock"
Related Documents:	S-12x product specifications
Related Projects:	Development of S-12x datasets of Port of Rostock

Introduction / Background

During the creation of S1xx relevant test datasets, the Federal Maritime and Hydrographic Agency (BSH) started a project cooperation with the port administration of Rostock.

Analysis/Discussion

Using German Sailing Directions and German List of Radio Signals data, S-123 (Marine Radio Service), S-127 (Marine Traffic Management) and S-131 (Marine Harbor Infrastructure) datasets are under development for the Port of Rostock area.

Following information provided in the said publications has been converted into S-100 compliant data model elements:

Geometry: approach and port area

Fairways: description, regulations, recommendations, restrictions, rules for navigation

Natural conditions: surface current

Anchorage; location, regulations, holding ground condition

Port: regulations, restrictions, recommendations, harbor services

Berths: list of berths with relevant berth details

Administrations: telecommunication, contact details

The S-123, S-127 and S-131 data models offer much more elements and content, which are not provided in German nautical publications.

Additional information, such as for administrative divisions, is not available in German nautical publications. BSH is using the current „Port Guide of Rostock“ edition as an additional source to gain more relevant test dataset information .

BSH approached Port of Rostock to provide following details, preferably in GML format:

BerthPosition

Berth/Berth layout

ISPS Level

Cargo handling facilities

Available Berth length

Number of bollards and bollard capacity

Bollards layout (number, dimensions, etc.

Supply options

Electric power, land connection

Bunker/fuel

Potable water

Maximum vessel's dimension

length

draught

available port services

wasteDisposalService

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

berthing assistance
 mooring gang
 tugs
 Fire Fighting capabilities
 Medical services
 Repair servicesturservice
 Compass adjustment
 Diving service
 Mechanic harbour service

Following data model elements are under assessment:

S-123	S-127	S-131
NavtexStationArea GMDSSArea NavigationalMeteorological Area WeatherForecastWarningAr ea Landmark CoastguardStation InmarsatOceanRegionArea	SignalStationWarning RadarRange OrganisationContactArea SupervisedArea ConcentratioOfShippingHaza rdArea SignalStationTraffic IspsCodeSecurityLevel MilitaryPracticeArea RestrictedAreaRegulatory PiracyRiskArea UnderkeelClearanceManage mentArea PlaceOfRefuge	MooringWarpingFacility OrganisationContactArea SupervisedArea HarbourAreaSection

Some of the mentions data model elements are not present in the test area, e.g. S-127: MilitaryPracticeArea or S-127: PiracyRiskArea). Third parties (commercial / administrative) might provide other elements.

Creation and maintenance of a complete S-131 datasets raise following questions:

- Will all port administrations be obliged to create their own S-1xx data sets? That means, will a HO and a port provide individual S-13x data sets? How should they be administered?
- Will the port administrations be obliged to forward all “raw” data to the hydrographic offices and send updates, too?

Conclusions

The Port of Rostock S1xx test dataset is a collection of data obtained and maintained by several maritime authorities.

Creating up to date datasets requires an interaction between these authorities, which might lead to several limitations, especially in the process to updating information.

Recommendations

NIPWG should be aware of these challenges and should address these issues to the HSSC for consideration.

The hydrographic offices might not maintain all relevant S-131 data in their databases. A cooperation with other authorities is of importance to comply with the obligation to create S-1xx products.

It should be defined which responsibilities each administration has in terms of S1xx relevant data products.

NIPWG should identify a general way – as a guideline for the hydrographic offices – on the creation of datasets.

Justification and Impacts

All parties should be aware that a closer cooperation is needed. The amount of data exchange will increase. The HOs might be requested to adapt their cooperation agreements with harbours accordingly.

Action Required of NIPWG

The NIPWG is invited to:

- a. note this paper
- b. discuss on how the need of cooperation should be addressed to HSSC to ensure that the IHMA members are requested to provide their data.