



S-124 progress

Report of the S-124 Correspondence Group

By France – Yves Le Franc (leader)

Membership

- Brazil, Canada, Republic of Korea (KHQA), C-MAP and TRANSAS joined the CG during the period.
- Since 31 August 2016, C-MAP is no more involved
- The members are: Australia, Brazil, Canada, Denmark (Danish Maritime Authority - DMA), France, Greece, Japan, New-Zealand, Norway, Republic of Korea, Sweden, Turkey, United-Kingdom, United States, CIRM, KRISO, TRANSAS and Eivind Mong



Activities since August 2015 – points to be considered

Modelling

- Activity focused on the modelling of the NWs
- KRISO-Jeppesen harmonized model with input from DMA adopted for the continuation of the work (August 2015)
- A “paper” encoding exercise planned
 - review the model on the basis of samples of NWs that members provided.
 - The objective: modelers and coordinators work in a closely way



- Some changes after preliminary discussions between DMA, C-MAP, France, and KRISO
 - NWs in English and in national language
 - Ease the combined reading (graphic display and text) when a NW describes different things in different locations
 - Detection by the ECDIS of a danger in the neighborhood of the planned route (eg a light unlit on the coast)
- First version of the draft Product Specification (PS) issued (December 2015) (not stabilized)
- April 2016: launching of the paper exercise



The encoding exercise

- Transpose various samples of NWs in paper forms reflecting the model
- A difficult exercise, but with results
- Difficulties:
 - Technical description of the model primarily for system integrators and software developers
 - Paper form of the exercise without ergonomics a production system
 - The model is complex



The encoding exercise

- Results:
 - Identification the some unnecessary items
 - Toward a simpler model

In the next future: review the model

- Explain the model in a better manner
- Address unnecessary items
- Address the management of NWs (in-force – cancelled)
- Justify complexity
 - by the expected functions on board
 - by the ability of coordinators to produce such data
- An issue: who is the modeller?



After changes made

Demonstrators for the production of NWs and for the use of S-124 data on board would be very helpful to refine the PS.

DMA has already offered that some of the testing of the model will take place into the EfficienSea 2 project (2015-2018).



Modernization of GMDSS and S-124 NWs

- S-124 NWs = S-100 format, ie an ISO format: GML or ISO8211 (binary file).
- NAVTEX and SafetyNET use TELEX format, and AIS/ASM its own format
- S-124 NWs need communication systems able to convey digital files like NAVDAT or VDES or others
 - To be considered in the modernization plan of the GMDSS
 - S-124 CG will have to consider the capabilities and the requirements of the communication systems of the modernized GMDSS
 - Modernization: with a scenario of transition where current NWs and S-124 NWs coexist
 - S-124 designed for dual production



Performance standards for Integrated Navigation Systems (INS)

- S-124 CG outlined new functions aboard
 - graphic display in an overlay, over ENC on ECDIS
 - indication of dangers along the planned route
 - time of CPA outside or in the period of time of the danger; etc
- NSCR3 :
 - development of a new draft module to the INS Performance standards relating to the display of information received via Communication Equipment (module F) (China) – Comments provided
 - development of draft Guidelines for the harmonized display of navigation information received via communications equipment (Norway)
- S-124 CG will keep up to date of these developments



IALA

- Report to 17th meeting of the IALA's ENAV committee (October 2015)
- Perimeter of S-124 CG clarified:
 - Only NWs within MSI (not MET info)
 - Firstly focused on NWs of the GMDSS (WWNWS): NAVAREA, sub-area and coastal warnings as described in the Joint IMO/IHO/WMO Manual on MSI.
- IALA work on S-100 PS for NWs has ceased, in recognition of the IHO development of S-124
- Within IALA, France suggested that IALA PS S-201 “Aids to navigation information” describes the casualties to aids to navigation for exchanges from Lighthouse Authorities to coordinators.



HSSC

- Report to HSSC 7 (November 2015).
- For HSSC consideration: KRISO-Jeppesen harmonized model with input from DMA is a combined model for NWs and Temporary & Preliminary NtMs, specifying that the S-124 CG is only focused on the NW aspects of the model.
- It was recalled that T&P NtMs for ENC's are taken into account in the S-101 development and more generally studied by NIPWG within Maritime Service Portfolios (MSP) specifications.
- IRCC8 (May 2016) report/decision 14, point 2: *...there is a need to raise awareness of T&P NM updates for ENC's, and HSSC is encouraged to include within its work plan for the ENCWG the delivery of an improved solution for T&P updates in future S-101 based ECDIS. In the interim period possibilities of S-124 should be considered*



Consequences

- S-124 CG is still focused on NWs
- The combined model brings some complexity
 - identify parts related to T&P NtM and not useful for NWs
 - keep them but specify that they must not be used for NWs

Other possible re-use of the model

- SAR information (position of a ship in distress, area of an incident, search area...)



Way ahead

- Review the PS for a version ready for test-beds (2016-2017)
- Define the portrayal of the NW (2017-2018)
- Provide outputs toward other relevant organizations (INS performances standard, Guidelines for the provision of NWs, consistency with others products and services...) and keep up to date. (when appropriate)
- Proceed to test-beds in relationship with projects. (2018)
- Reach a consensus on the draft S-124 by demonstrating its contribution to the development of solutions and its feasibility (impact on the stakeholders) including the scenario of transition. (2018)
- Submit S-124 PS for endorsement.(2019)



Action Required of WWNWS-SC

The WWNWS-SC is invited to:

- note the report
- advice the group as appropriate



Thank you for your attention

