

For HSSC

Report of the S-124 Correspondence Group of the
WWNWS Sub-committee

submitted by Canada (CCG)

S-124 Product Specification development progress



Membership

- The members are Australia (AMSA), Brazil, Canada (CCG), China, Denmark (DMA), France, Germany (BSH), Greece, Japan, New-Zealand, Norway (NCA), Republic of Korea, Sweden, Turkey, United-Kingdom, United States (NGA), CIRM, Furuno, INMARSAT, Iridium, Kongsberg Norcontrol AS, KRISO, TRANSAS and WR Systems.
- New members include Amund Gjersøe (Kongsberg Norcontrol AS), Elena Maria Gnehm (German Hydrographic Office/BSH), Ed Weaver (WR Systems) and Dave Wilson (Maritime New Zealand) replacing Stuart Caie (LINZ).

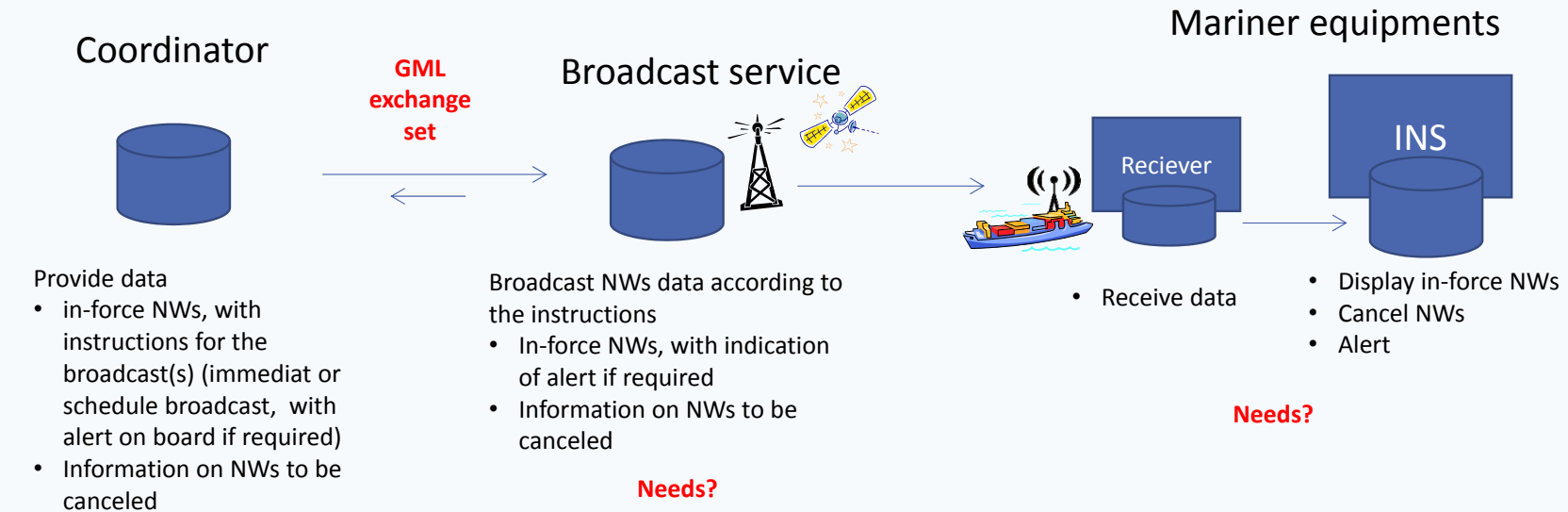


Highlights

- WWNWS10 clarified scope; T and P NtM are not within the current scope of S-124.
- The data model that included T and P NtM was shared with NIPWG, who is developing an NtM exchange format for printing.
- Ongoing testing of a service in the Baltic area related to STM Validation project.
- First draft product specification has been reviewed.



Development scope



S-124 data + technical services

May provide data to different broadcasters and to other clients.

May broadcast NWs data from different coordinators and from other services

May receive data from different broadcast services or from other applications (including the same NWs data)



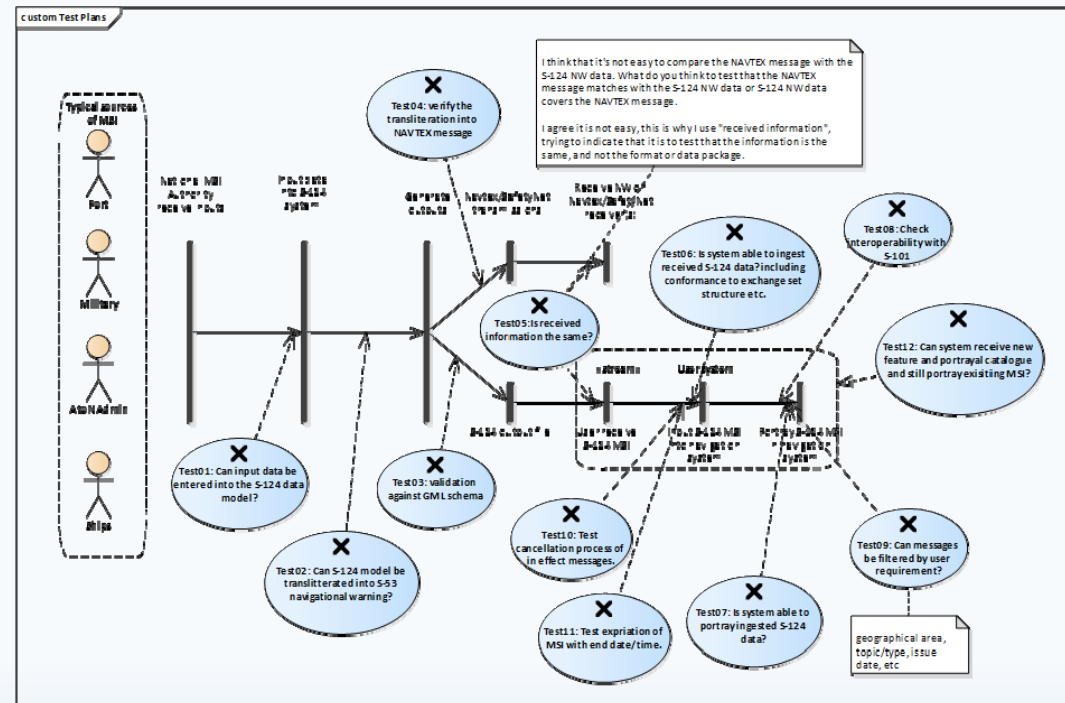
Ongoing Activities

- Data Modelling
 - Input from STM and SMART Navigation projects improved data model.
 - WWNWS10 decided NtM T/P should not be included.
 - The warning type code list is very long (a growing).
 - Consideration given to grouping values and breaking it down into sub lists that are bound together by a complex attributes.
 - Alternative is to accept the list is long and leave each implementation to group the values as best suit the producer.
- Product Specification
 - First draft released for review in October 2018.
 - Comments being adjudicated.



Ongoing Activities

- Test case development; work lead by KRISO.
- Will include test data.
- Review being done to evaluate the completeness.

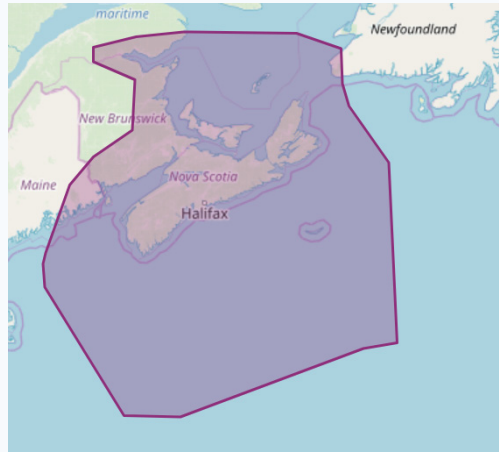
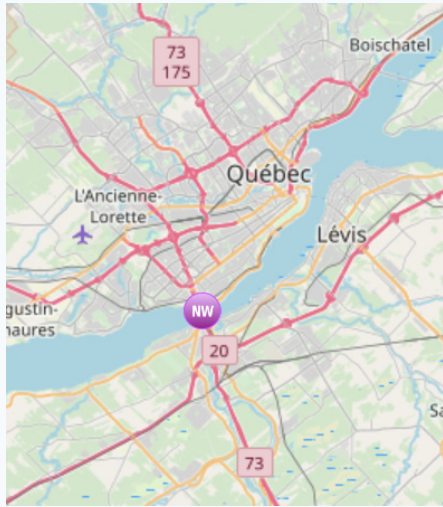


Ongoing Activities

- Valuable input from STM-Validation and SMART Navigation Project continues to support the testing of S-124.
- A team of participants from STM and SMART Navigation meets regularly with the S-124 Chair to coordinate the testing and development of S-124 facilitated by The Marine Connectivity Platform (MCP) consortium.



Ongoing Activities – portrayal



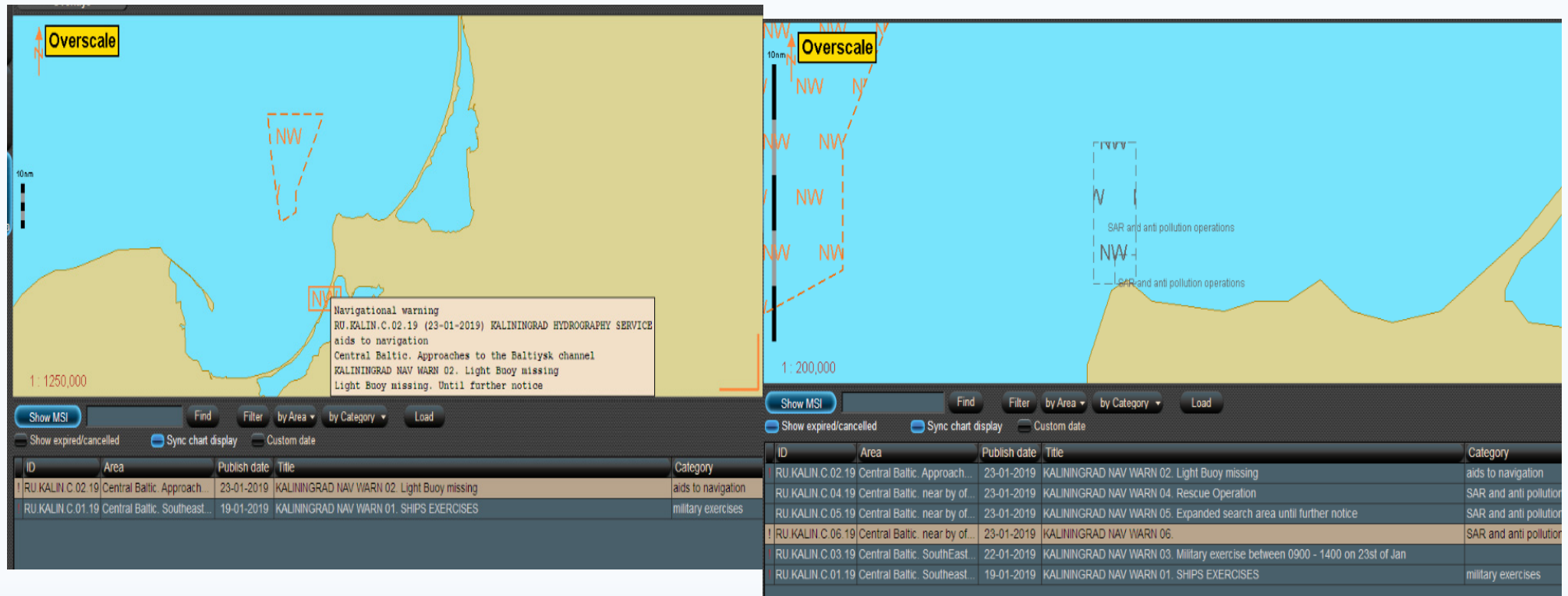
<http://nis.ccg-gcc.gc.ca>



Ongoing Activities – portrayal




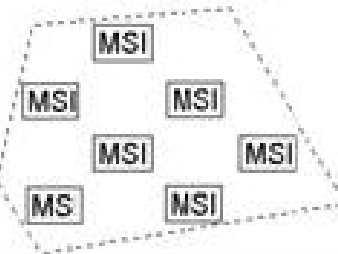

Ongoing Activities – portrayal




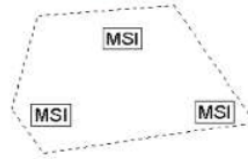
Source: Transas



Limitations imposed by IMO and IEC

<p>5.4</p>	<p>Maritime Safety Information, MSI</p> <p>MSI point symbol shall be presented as box with the "MSI" inscribed inside it. The box shall be centred at the position derived from MSI message. The box shall be [6] mm in height, drawn using a thick solid line style.</p> <p>MSI area symbol shall be presented as a series of lines bounding a geographic area designated as "caution" to navigation. Connecting lines shall be drawn using thin dashed line style and using same basic colour as the symbol itself. The area shall be filled with a pattern of MSI point symbols.</p> <p><i>(NOTE: Source of MSI maybe NAVTEX, AIS ASM(22, 23), etc)</i></p>	<p>Example of point symbol</p>  <p>Example of area symbol</p> 
<p>5.5</p>	<p>AIS shore base station</p> <p>AIS shore base station shall be presented as a diamond with crossed lines centred at the reported position of the base station. The</p>	

Screen shot from IEC 62288

Topic	Symbol	Description
<p><u>MSI</u></p>	<p>Example of point symbol</p>  <p>Example of area symbol</p> 	<p><u>MSI point symbol should be presented as a box with the "MSI" inscribed inside it. The box should be centred at the position derived from the MSI message. The box should be drawn using a thick solid line style.</u></p> <p><u>The MSI area symbol should be presented as a series of lines bounding a geographic area designated as "caution" to navigation. Connecting lines should be drawn using thin dashed line style and using the same basic colour as the symbol itself. The area should be filled with a sparse pattern of MSI point symbols.</u></p> <p><u>Note that the source of MSI may be NAVTEX, AIS ASM function identifier 22 or 23 (SN.1/Circ.289), etc.</u></p>

Screen shot from NCSR6 report [Guidelines for the Standardization of User Interface Design for Navigation Equipment]



Thank you for your attention