

**Paper for Consideration by NIPWG****Hydrographic Dictionary Working Group – Status Report**

<b>Submitted by:</b>	United States (NGA)
<b>Executive Summary:</b>	Update status on NIPWG's proposed definitions to the Hydrographic Dictionary Working Group (HDWG) regarding Under Keel Clearance Management Systems.
<b>Related Documents:</b>	NIPWG6-09.1 Proposed Definitions for Under Keel Clearance Management (UKCM) Systems definitions for S-32 (IHO Hydrographic Dictionary) NIPWG 5-08.6 (Global Under Keel Clearance Management (UKCM) System)
<b>Related Projects:</b>	Updated Mariners' Routeing Guide (S-49) S-129 (Under Keel Clearance Management) S-127 (Marine Traffic Management)

**Introduction / Background**

The S-100 Working Group Under Keel Clearance Management Project Team (UKCMPT) requested NIPWG to include underkeel clearance and underkeel clearance management system information in the Marine Traffic Management (S-127) Test Data Set. NIPWG added the Jussland Under Keel Clearance Management System to the S-127 Test Data Set.

NIPWG realized official definitions for Under Keel Clearance Management Systems had never been created, especially since the development of dynamic/interactive/real-time systems that operate using different methodologies when compared to legacy under keel clearance management systems. NIPWG decided they need to be appropriately defined to avoid any confusion regarding how the different systems operate.

**Analysis/Discussion**

Following NIPWG6, NGA changed the definitions to match the outcome of the Static and Dynamic discussions, which was to leave the final sentences and delete the more detailed operational aspects of the definition. The group also decided the graphics attached to the Static and Dynamic definitions should be deleted as they did not fit the definitions and could cause confusion. NIPWG agreed on the following definitions as a result of the NIPWG6 discussions:

- 1) Dynamic Under Keel Clearance Management System—Dynamic Under Keel Clearance Management Systems use sophisticated models and real-time met-ocean inputs to produce vessel-specific services (e.g. tidal windows, routes, no-go and almost no-go areas) to ensure minimum under keel clearances are maintained.
- 2) Static Under Keel Clearance Management System ---Static Under Keel Clearance Management Systems do not involve real-time interaction between vessels and shore-based service providers.

The new interim IHO HD change proposal form was used and the completed form was sent to the IHO GI Registry Manager per the guidance on the form. The final definitions were then sent on to the HDWG Chairman for eventual inclusion in the HD. The two proposals were said to be a good example that could be emphasised at

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

HSSC 11. In the future, the procedure is moving to be more simplified, as HDWG will not have to go through the lengthy HSSC approval.

The UKCMPT thanked NIPWG for working with their team and advising them on the final decision of the definitions. The UKCMPT Chairman mentioned the final definitions were a good outcome and was satisfied with them being officially approved by the HDWG. It was noted that the S-129PT has already registered their required items in the GI Registry for the S-129 Under Keel Clearance Management Product Specification.

### **Conclusions**

There is no functioning Domain Control Body for the FCD Register in the GI Registry to adjudicate the Static and Dynamic Under Keel Clearance proposals. The NIPWG's proposals have been submitted through the HDWG for approval by the HSSC under the existing adjudication process. The Static and Dynamic Under Keel Clearance definitions are currently going through the existing formal adjudication process and are not in the GI Registry or the HD.

### **Action Required of NIPWG**

The NIPWG is invited to:

- a. Note this paper.