S-124 Project Team update

Presented by Eivind Mong (Canadian Coast Guard, S-124WG PT Chair)

From Correspondence Group to Project Team

- WWNWS11 agreed to transition S-124 Correspondence Group into a Project Team (WWNWS11 Action 20)
- Draft Terms of Reference (ToR) developed by the Correspondence Group membership
- ToR approved by WWNWS chair on December 20, 2019
- New name of the group is S-124 Navigational Warning Project Team or S124NW PT for short

Cooperation with other bodies

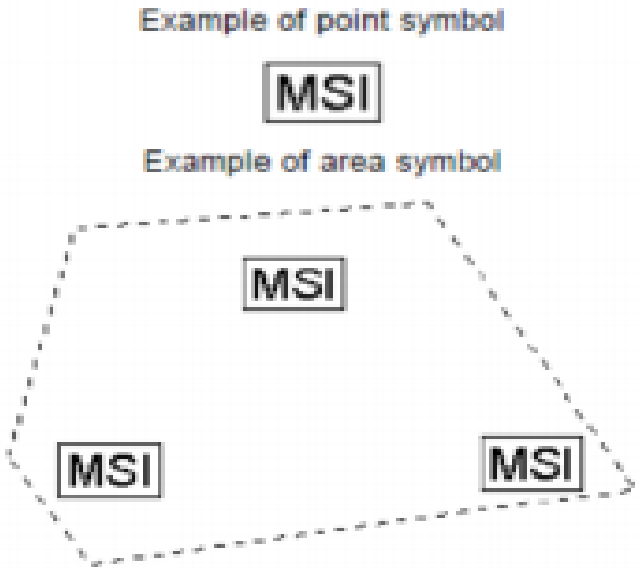
- Attending S-100WG, NIPWG, HSSC meetings
  - Reporting on S-124 development
  - Seeking input on the direction of S-124 development
  - This activity is particularly useful in preparing the S-124 product specification to enable ECDIS use of S-124
- IEC SECOM development meetings
- S-124 related discussion forums organized by Maritime Connectivity Platform (MCP) consortium

Membership update

- The S-124 Project team consists of;
  - 27 members (16 Member States)
  - 10 Expert Contributors (industry and academia)

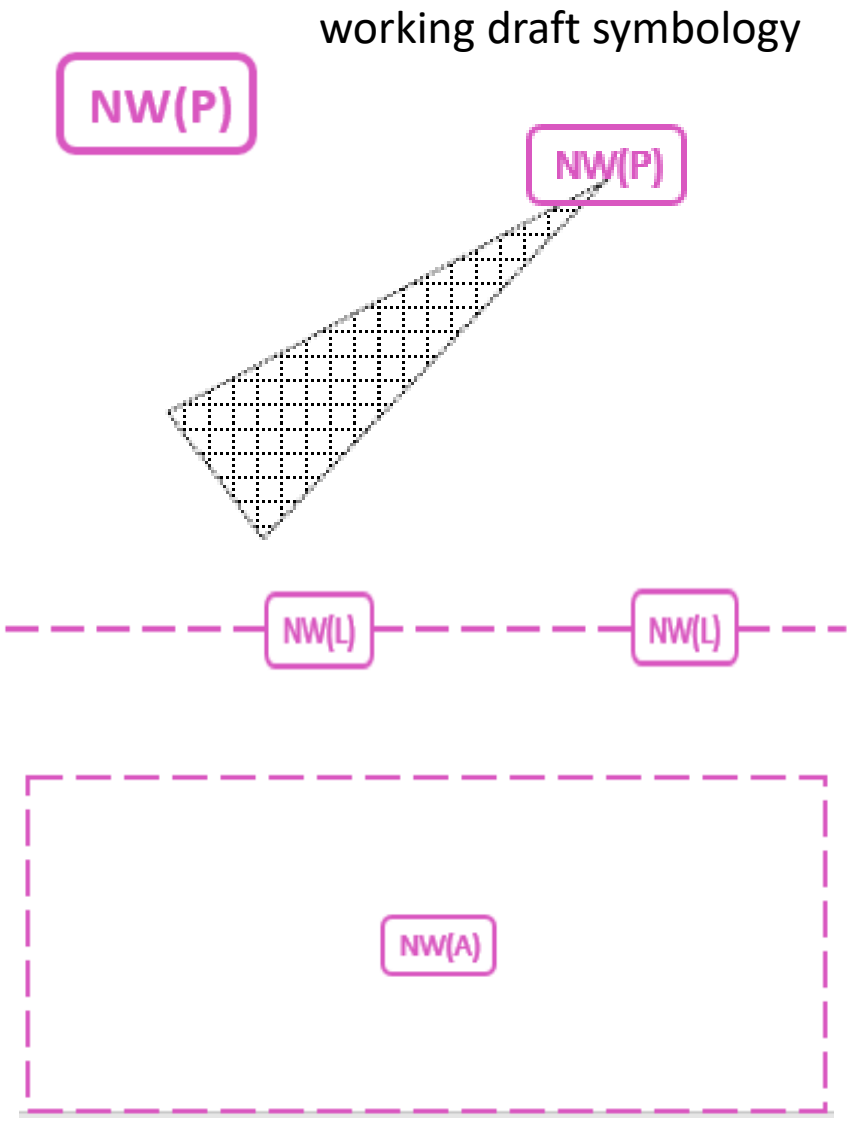
S-124 Portrayal

- Discussions at S-100WG and TSM meetings revealed that the MSI symbol present in IMO SN.1/Circ.243/Rev.2 would present a challenge in developing portrayal for navigational warnings.
- To address this an input paper that was submitted as a Canadian input to IMO NCSR7 (NCSR 7-22-2).
- Discussions resulted in agreement in the sub-committee on recommending Maritime Safety Committee remove the MSI symbol from the circular.
- This act will remove the limits imposed by the circular on the S-124 portrayal discussions and development.



S-124 Portrayal

- Portrayal discussions led to the formation of a group to work on portrayal rules
- Drafting of symbols and portrayal operation descriptions is underway
- Some of the envisioned portrayal functions will likely need change to S-100 Portrayal
- Submission planned for TSM meeting in the fall
- NCWG input has not been received



Meetings

- Face to face meeting have been cancelled due to COVID-19
- Two online meetings were held online June 11 and June 18
  - Hosted by Canadian Coast Guard using Microsoft Teams
  - Attendance was 25 and 18 people in attendance to the two meetings
- The focus of the meetings were on progressing the development of the S-124 Product Specifications
- Minutes from the meetings can be found on the S-124 Project Team webpage

Product Specification development

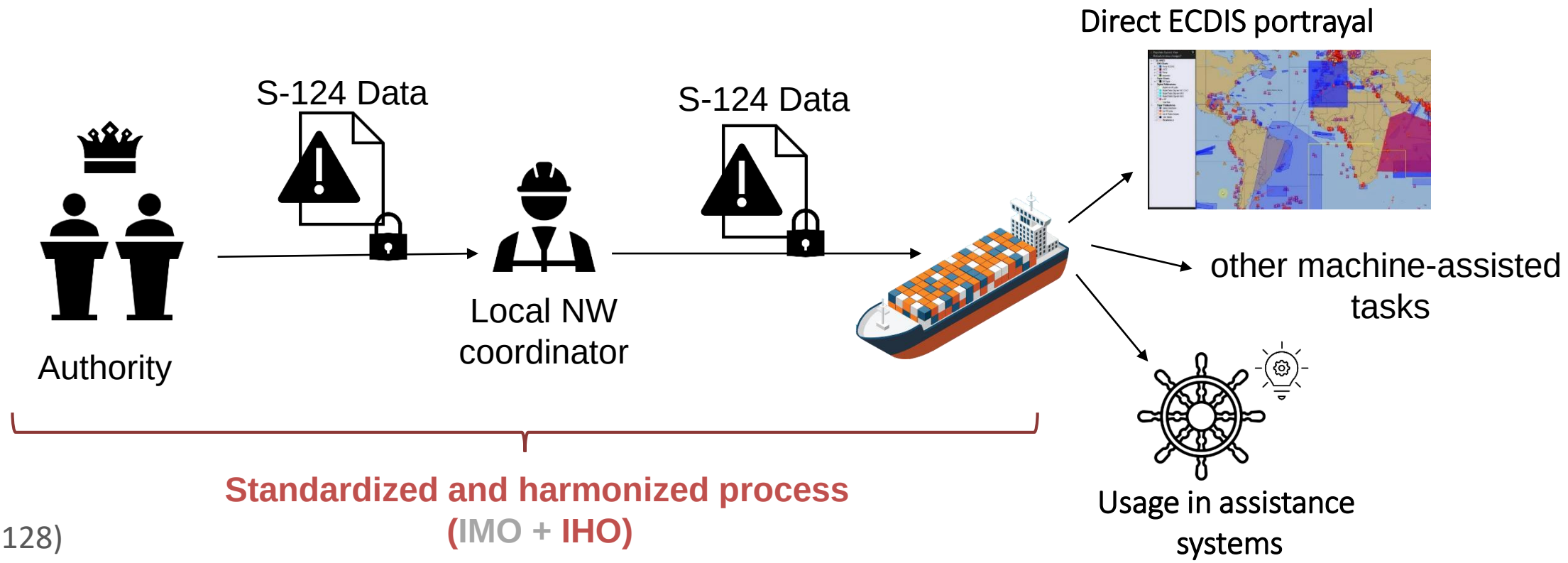
- Missing definitions being drafted for PT review. Last push to finish is underway and expected in a couple of weeks.
- Elena Gnehm (Germany) volunteered to become the submitter for S-124 to the GI Registry.
- Ed Weaver (GeoNavigation Technologies) volunteered to create the S-124 feature catalogue using the Feature Catalogue builder.
- A new draft GML schema has been developed with support from the Julius Muller (OFFIS), Maritime Connectivity Platform (MCP) Consortium. Will need a revision following the finish of definition work.

Product Specification development

- Overall progress is decent but some momentum lost due to COVID-19
- Distribution paradigm still in development
  - Grey zone between producer and communication technology. Investigating how far into the communication technology S-124 must go to ensure secure reception on ECDIS?
  - MCP & SECOM
    - Candidate solution for distribution from producer to user
    - Not dependent on S-124; S-421 route exchange is main driver. I.e. low effort for S-124
    - Maybe there are other options, but seems no others being specified by IMO recognized bodies in the context of E-Navigation (e.g. IALA, IEC, etc..)

How does it work?

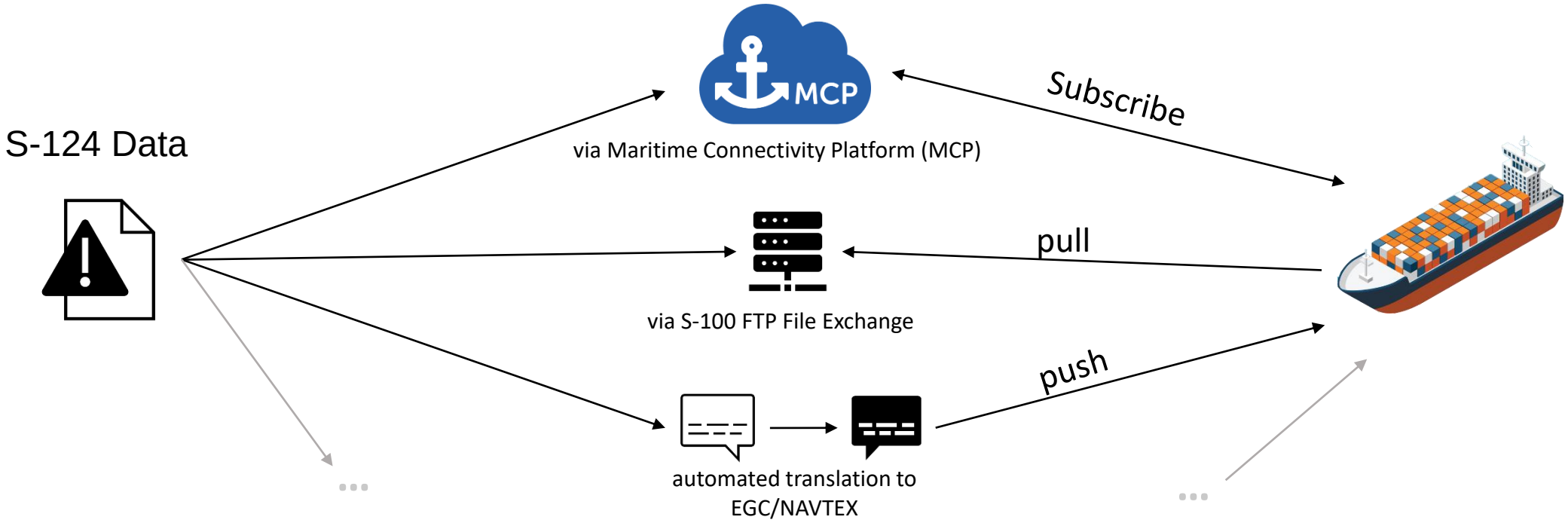
- Structured Navigational Warnings (S-124) for *machine-assisted* processing
- Technical Service associated with **Maritime Service 5: Maritime Safety Information** in IMO's "*Initial Descriptions of Maritime Services in the Context of e-Navigation*"
- IMO defined IHO as domain coordinating body for Maritime Service 5 and is as such expected to define[1] the associated technical services



[1](IALA G1128)

Independent Communication of S-124

- Everybody will understand S-124 independently from where it is coming from
- S-124 could also be automatically translated (using e.g. CSS or XSLT) to EGC/NAVTEX messages
- The MCP could help with the **secure** and efficient transmission of S-124 data by providing infrastructure



Questions?