Meeting Minutes: IHO S-124 Project Team

Date: January 7th, 2026

Agenda

Finalize S-98 Concerns and Verbiage related to S-124.
Discussion and Adjudication of Change Requests from China MSA and OSI Maritime Systems.
Any other Business – UKHO navwarnAreaAffected Findings
Review of the Project Team work plan and schedule for the next meeting.

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1. S-98 Interoperability and Data Retention

Discussion Summary:

The primary focus was to finalize the text concerning S-124 for inclusion in S-98 Version 3.0. A key topic was the retention period for S-124 datasets on an S-100 ECDIS. Original Equipment Manufacturers (OEMs) have expressed a need for a mechanism to purge old warnings.

There were two proposals introduced for discussion:

- A six-week retention period for cancelled warnings, primarily for audit and post-voyage analysis purposes.
- A one-year purge rule for in-force warnings that have remained active for an extended period. This was coupled with a suggestion to amend the Joint MSI Manual to require that any warning in-force for longer than six months be cancelled and reissued.

The group discussed the existing 42-day (six-week) rule, noting that it permits the removal of in-force warnings from the broadcast schedule (like EGC), but they must persist on in-force bulletins. The group debated whether a warning that is active for a year still meets the temporary nature of a navigational warning. Several members stressed the critical importance of ensuring that any new rules are applied consistently across all dissemination systems (S-100 ECDIS, EGC, NAVTEX) to prevent a dangerous discrepancy where a mariner sees different information depending on the system they are using.

The S-98 Chair clarified that the push for a purge timeline comes directly from OEMs who frequently see systems clogged with a high number of old, un-cancelled warnings. He also confirmed that the proposed S-98 text includes a provision for the mariner to manually select a message for retention, which would prevent it from being automatically purged.

Decisions & Actions:

- **DECISION:** The project team reached a consensus to propose that an S-100 ECDIS be permitted to automatically purge any "in-force" S-124 navigational warning after a period of one year from its publication date, unless explicitly retained by the user.
- **ACTION (JP):** Integrate this one-year purge rule into the S-98 draft that will be circulated for review to the S-100 Working Group.
- **RECOMMENDATION:** The project team will emphasize the importance of adhering to the 42-day reissue cycle for long-term warnings in its next report to the WWNWS sub-committee to ensure better data practices withing a S-124 service.

2. Review of Change Proposals

China MSA Proposals

1. Add “navigational warning status” attribute to navwarnTypeGeneral

- **Proposal Details:** China MSA proposed adding a new enumerated value, navigational warning status, to the navwarnTypeGeneral attribute. This would include sub-types for "in-force bulletins," "cancellation messages," and "no warning messages." The goal is to simplify the process for automatically converting S-53 warnings into the S-124 format.
- **Discussion:** IHO, USA, UK, FR and others noted that while the proposal would simplify conversion, the desired functionality can be achieved with the current S-124 v2.0.0 specification. Representatives from the UK and France questioned how the change, if applied, would affect the mariner. A significant barrier is that this change would constitute new functionality, requiring a new edition of the standard (e.g., v3.0.0), for which there is no timeline.
- **DECISION:** The proposal will not be implemented at this time. It will be retained in the project team's change log for future consideration when version 3.0.0 of S-124 is planned.

2. Dynamic Towing Vessel Information

- **Proposal Details:** The proposal is to add a new complex attribute, "related vessel" to the navwarnPart. This attribute would contain specific vessel identifiers like MMSI, IMO number, and call sign. The intent is to enable interoperability with other services (like S-421) and allow for the dynamic updating of a vessel's position, particularly for long-distance tows, by linking to an external data source like AIS.
- **Discussion:** The group widely agreed that the proposal highlights a genuine operational challenge with long-distance tows. The concept of a "related vessel" attribute was seen as a logical and constructive step that could also be useful for other warning types, such as seismic surveys or mobile rigs. However, there were significant reservations about the dynamic update aspect. Concerns included the potential unreliability of AIS data and, that the discrepancy it would create with the static S-53 service during the dual-fuel period. France highlighted that this will also facilitate an environment in which a party, other than the MSI provider, could modify the content of a navigational warning, which is outside of the guidelines of the WWNWS.
- **DECISION/RECOMMENDATION:** The concept of dynamically updating a warning's geometry based on external feeds is considered premature and will not be pursued at this time. However, the proposal to add a "related vessel" attribute is valuable and will be retained in the change log for S-124 v3.0.0. Dynamically updated warnings can be revisited in a post-dual-fuel environment.

OSI Maritime Systems Proposals

1. Correction to “warningInformation” Multiplicity & “textPlacement” Language Support

- **Issue:** OSI identified a clear error in the feature catalog where the “warningInformation” complex attribute has its multiplicity incorrectly set to one (1), preventing a warning from containing information in multiple languages. A related issue was found with the “textPlacement” feature, which contains a “text” attribute but no “language” attribute, effectively making it single-language only.
- **Discussion:** The group, with confirmation from the IHO Secretariat, agreed this was a mistake in the documentation and a necessary correction to support multilingual regions.
- **Proposed Solution:** This is a correction and will be implemented.

- **ACTION (OSI/Chair) and decision:** OSI will provide a modified feature catalog with the corrected multiplicity for “warningInformation” and a new complex attribute for “textPlacement” that includes both text and language fields. The Chair and GER will coordinate with the IHO GI Registry to determine next steps to publish these changes, either as a clarification or correction (v2.0.1 or v2.1.0.)

2. Addition of a “dataCoverage” Feature

- **Issue:** S-124 is the only GML-based S-100 product specification that lacks a “dataCoverage” feature object. OEMs may use this feature as a bounding polygon for the dataset, which assists in data loading and display management. OSI clarified they would not require producers to populate this feature; the ECDIS can compute it from the data's extent, but the feature must exist in the catalog for their systems to function as designed.
- **Discussion:** While the dataset's bounding box is available in the metadata, OSI, 7Cs, and IIC all spoke in favor of adding the feature for consistency and ease of implementation. IIC noted that S-412 (Marine Weather Warnings) is having the same discussion and that consistency across all warning-type product specifications would be ideal. It was noted that any addition of dataCoverage would make version 2.1 of the product specification necessary due to the updates of the UML, GML Schema, and product specification.
- **Proposed:** Add a “dataCoverage” feature to the S-124 feature catalog.
- **ACTION (OSI) and Decision:** OSI will prepare a draft amendment to the feature catalog for review by the project team for final review at a future meeting.

3. Discrepancy in the “restriction” Attribute for Portrayal

- **Issue:** The portrayal catalog contains an XSLT rule that is intended to draw an "approximate position" symbol (QUESMRK01). However, this rule is triggered when the “restriction” attribute has a value of “1”. According to the feature catalog, “1” is not a permitted value for “restriction” on a “navwarnPart” feature. The value “1” for “restriction” corresponds to "anchoring prohibited."
- **Discussion:** The group concluded this is an error in the portrayal catalog. It is highly likely that the rule was intended to be triggered by a different attribute, such as “quality of position”, or that the logic is from a much older version of the specification. The original intent, discussed at a meeting in Halifax (2019), was to have a way to indicate that a warning's position is approximate.
- **Proposed Solution** This issue requires further investigation to determine the original intent before a correction can be made.
- **Decision:** The issue will be documented and added to the agenda for a future meeting. The team will investigate the history to determine the correct attribute to use for triggering the "approximate position" symbology and then apply the fix.

*****UKHO Findings*****

4. UKHO findings concerning NavwarnAreaAffected

- **Issue:** NAVAREA I (UK) raised an issue discovered while implementing the navwarnAreaAffected feature. His team's interpretation is that it would be more efficient for a single defined geographic area (navwarnAreaAffected) to be shared by reference among multiple navwarnParts within the same warning.
- **Discussion:** UK suggested that the multiplicity of the impact’s association on navwarnAreaAffected should be changed from "exactly one" to "one or more". This would allow a single area to be correctly linked to multiple parts of a warning and would also prevent an "orphaned" area from existing in a dataset without being linked to at least one part. IHO mentioned that this functionality was not considered during the original design of the specification, indicating it is a new point for the project team to evaluate. If this functionality is determined to be necessary various use cases will facilitate an update to the DCEG.

- **Proposed Solution:** UK suggested that the multiplicity of the impact's association on navwarnAreaAffected should be changed from "exactly one" to "one or more".
- **DECISION:** The issue will be documented and added to the agenda for a future meeting**.**

3. Work Plan and Next Steps

- **Next Meeting:** The next S-124 Project Team meeting is scheduled for **March 9th, 2026**, which is the Monday preceding the Document Review Working Group meeting.

Meeting Adjourned

4. List of Actions:

Number	Action or Decision	Party Responsible	Complete by date
A1	Integrate the one-year purge rule into the S-98 draft that will be circulated for review to the S-100 Working Group	S-98 Chair (IIC)	HSSC18
A2	Add verbiage to the S-124 PT WWNWS18 report highlighting the importance of the 42 day rule within S-100.	S-124 PT Chair (US)	WWNWS18
A3	Update the proposed S-124 Change Log to take into account decisions made at this meeting	S-124 PT Chair (US)	1 Feb 2026
A4	Add the discrepancy in "restriction" to a future agenda of a S-124 PT meeting	S-124 PT Chair (US)/OSI	15 July 2026
A6	Add the navwarnAreaAffected issue to a future agenda of a S-124 PT meeting	S-124 PT Chair (US)/ NAVAREA I (UK)	15 July 2026
A7	Prepare a draft amendment to the feature catalog concerning dataCoverage	OSI	15 July 2026
A8	Provide a modified feature catalog with the corrected multiplicity for "warningInformation" and a new complex attribute for "textPlacement" that includes both text and language fields.	OSI	
A9	Add dynamic towing vessels to be considered within a new edition of S-124	S-124 PT Chair (US)	15 Feb 2026
A10	Add navwarnTypeGeneral changes to be considered within a new edition of S-124	S-124 PT Chair (US)	15 Feb 2026

A11	Provide S-98 materials to complete section concerning S-124	S-124 PT Chair (US)	9 Jan 2026