



S-124 progress

Report of the S-124 Correspondence Group

By France – Yves Le Franc (leader)

Membership

- The Korea Research Institute of Ships and Ocean Engineering (KRISO) and Turkey joined the CG.
- The members are: Australia, Denmark (Danish Maritime Authority), France, Greece, Japan, New-Zealand, Norway, Sweden, **Turkey**, United-Kingdom, United States, CIRM and **KRISO**.



Activities since August 2014 – points to be considered

- The CG carried out its works according the program announced.
- The background of the modernization of the GMDSS has been considered in addition to the e-navigation background (October 2014).

users' needs
gap analysis
risk control options

Review of the needs and gaps
for each actor (coordinator, mariner)

Insure that the design of the S-124 is in-line with IMO background expectations.



WWNWS-SC Quality survey 2013-2014

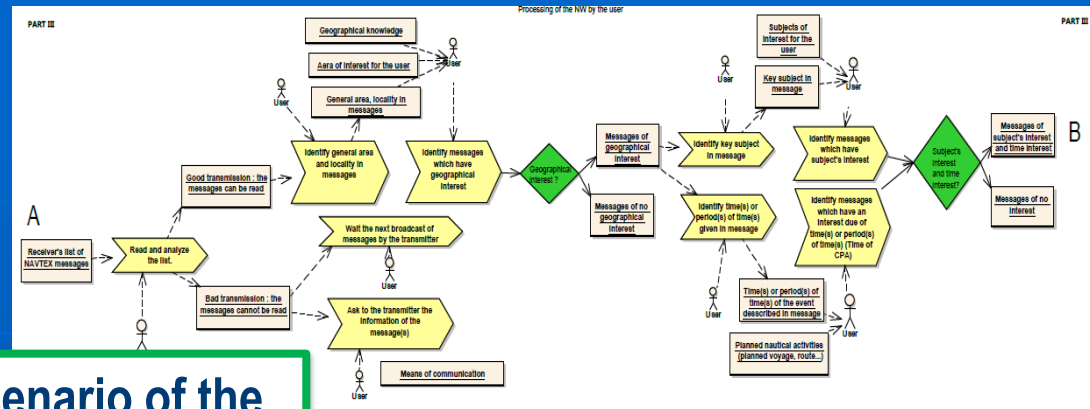
December 2014

Problems with the current service

1	Issue of the added value of plotting information when finally not relevant
2	Plotting is demanding
3	All information is not a subject of interest, too many information sometimes
4	NWs overcrowd charts
5	List of in force messages very often not received when transiting in several NAVTEX areas
6	Same message sent many times by coast station
7	It is not always clear what NWs are in force
8	High consumption of paper
9	Some NWs are corrupted
10	NWs are time-consuming
11	It is possible that NWs from a unwished station are received (same B1 but from a station of another NAVAREA zone, especially during the night with too powerful emissions)
12	Affected area and message should be shown on an Electronic chart
13	There is need of better web support at one place
14	Hardcopy coastal warnings are useful when USGC VHF 16 broadcasts are broken, too soft, or missed during vessel operations.
15	Capitals letters are difficult to read
16	The same information is sometimes received twice



users' needs
gap analysis
Users problems
members' knowledge



**Detailed scenario of the
current processing
aboard of the NWs via
NAVTEX**

October 2014

What the devices do,
what the user does,
with elements of
informations
contained in the NW

Better understanding of
the users' problems and
their origins.

Imagine solutions

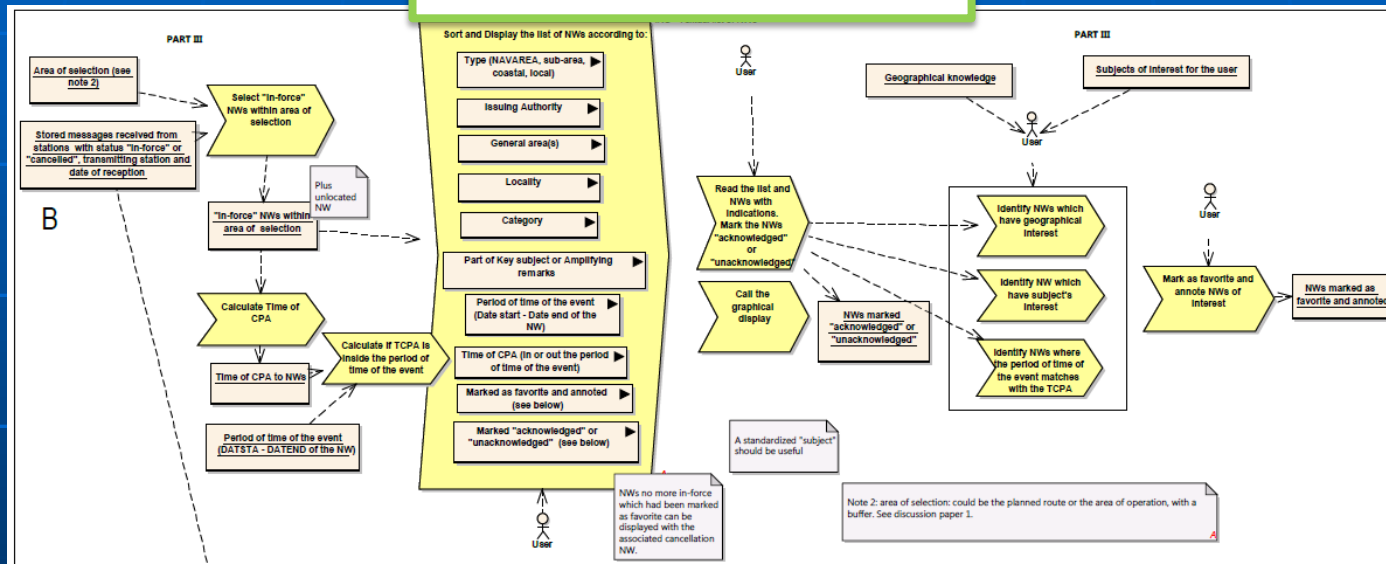


Imagine solutions

On going

New scenario

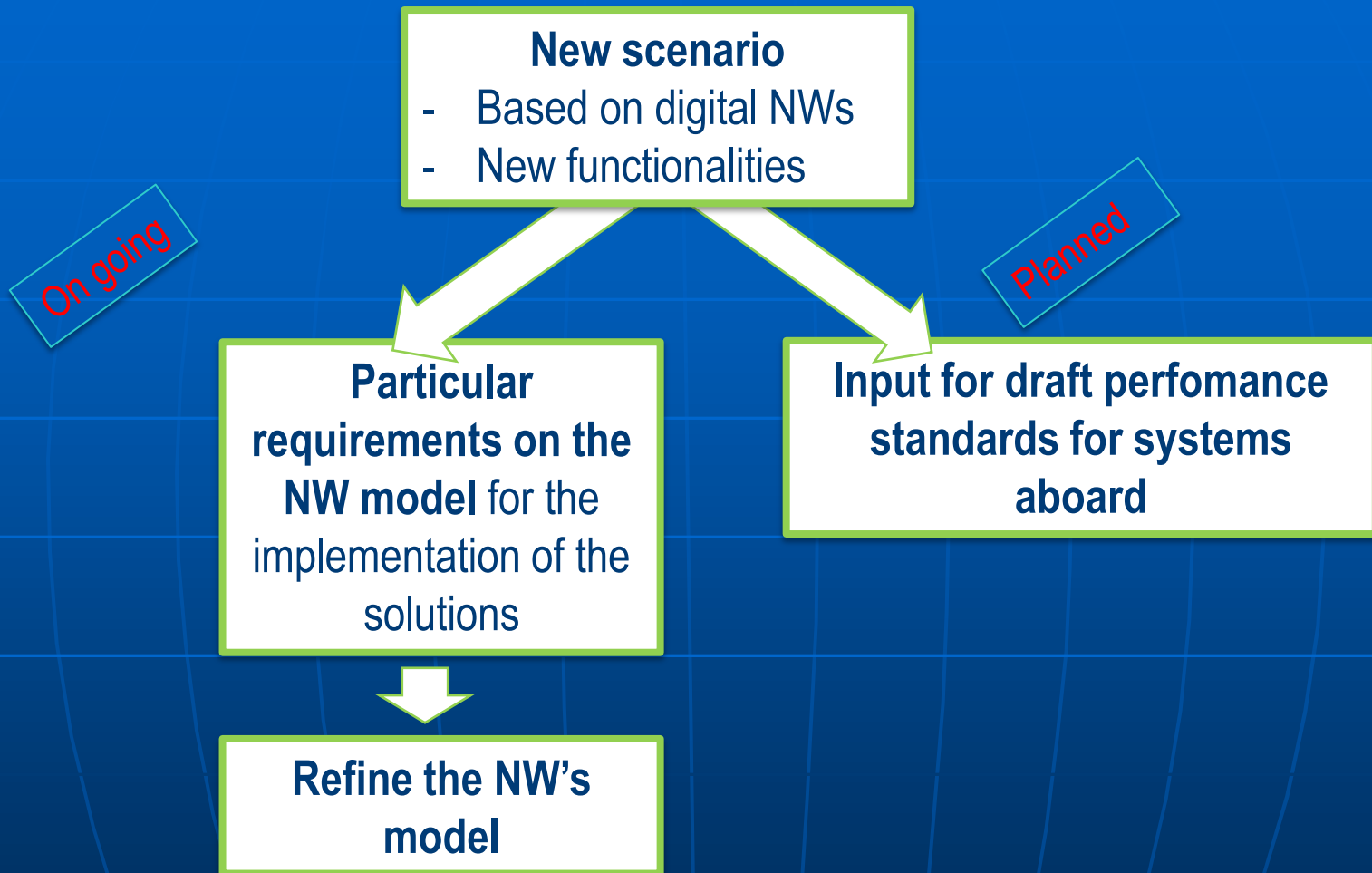
- Based on digital NWs
- New functionalities



May 2015

Reduce unnecessary user's workload





Model

- DMA: initial NW model developed within the ACCSEAS project (Early in 2014).
- KRISO and Jeppesen developed a NW model (KRISO joined the CG in Nov. 2014)
- **DMA and KRISO-Jeppesen work together to harmonize their models (2015)**
- first version of a harmonized model announced during the last HSSC/NIPWG meeting (July 2015)
- Toward an unique model that responds to the requirements and expectations identified.



Changes in the way of doing things for the coordinators

- For some aspects, it is necessary to envisage these new ways of operation to design the S-124 model
- The CG has to format the information related to the NWs status (NWs cancelled, NWs in-force).
- This information must be machine readable to deliver functionalities
- The users' problem to know the NWs in force should be solved, machine needs a clear and reliable process.



S-53 and NWs status

- 5 imperfect means to know the NWS in force:
 - List of the messages received during scheduled broadcasts
 - In-force bulletin broadcast
 - No warnings message
 - Promulgation of the cancellation of NWs (a dedicated NW, an indication within a NW, a self-cancelling NW)
 - NtMs and websites
- Not machine readable, not valid for automation
- S-124 CG Discussion paper to find out a reliable solution.



NIPWG 1 (29 June - 3 July 2015)

- Task G: *“Develop high level specifications for a combined Marine Service Portfolio (MSP) covering the provision of hydrographic services to mariners in accordance with the IMO e-navigation strategy implementation plan”.*
- NWs service are obviously included -> WWNWS-SC involved
- Could include the overall review of the services promulgating new nautical information (NW, T&P NMs, charts permanent updates...).
- Liaison with IALA (developing S-100 PS that may have some connections with the field of S-124 CG (S-201 Aids to Navigation, S-230 Application Specific Messages).



Way ahead

- Refine requirements and NW modelling.
- Define the portrayal of the NW in relation other relevant organizations.
- Provide outputs toward other relevant organizations (INS performances standard, Guidelines for the provision of NWs, consistency with others products and services...) and exchange.
- Draft the PS
- Proceed to test-beds in relationship with projects.
- 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.
- Submit S-124 PS for endorsement.



Tentative schedule

Work Item	Date start	Date end	Comment
Define a work program			done
Review needs, gaps and requirements	Feb. 2014	Nov. 2014	done
Identify basic functions	Dec. 2014	Dec. 2015	Aboard functions have priority. In relation with WWNWS for the new ways of operations and the scenario of the transition. On going
Improve UML model	Feb. 2015	Dec. 2015	On going
Define the portrayal of the NW	Sep. 2015	Jul. 2016	
Tests	2015	2017	
Contribute to draft performances standards	2016	2017	
Enlarge as appropriate the membership and relationships	2014	2017	So that other projects feed us of their ideas and find a normative outlet in them works, to validate functions by actors, to feed other works of other bodies, to reach a consensus, ...
Reach a consensus (impact on stakeholders,...)	2016	2017	
Submit S124 for endorsement		2017	



Action Required of WWNWS-SC

The WWNWS-SC is invited to:

- note the report
- consider the discussion paper in annex B (NWs in force)
- advice the group as appropriate



Thank you for your attention

