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IMO/IHO HARMONIZATION GROUP ON
DATA MODELLING
Agenda item 4

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DEVELOPMENT OF GUIDANCE ON THE DEFINITION AND HARMONIZATION OF THE FORMAT AND STRUCTURE OF MARITIME SERVICE PORTFOLIOS (MSPs)

Input from IHMA on Maritime Service 4

Submitted by IHMA

SUMMARY	
Executive summary:	IHMA was tasked to submit a description of Maritime Service 4 to HGDM 2. In addressing this remit, it was found that the high-level terminology now being used is confusing and that IHMA can only represent their concerns by way of a holding reply to the remit placed by NCSR regarding Maritime Service 4. This document identifies the specific concerns on the high-level terminology currently used in the draft guidance on the definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs) and makes proposals
Action to be taken:	Paragraph 8
Related documents:	NCSR 5/WP.4

Introduction

1   As part of the development of the Guidance on the definition and harmonization of the format and structure of Maritime Service Portfolios (MSPs), IHMA was invited (NCSR 5/WP.4, paragraphs 5.7 and 5.14) to provide an input to HGDM 2 on Maritime Service 4 (MS 4). IHMA has consulted with representatives of other national and non-governmental organizations in the process of developing a response to this task. This document forms a holding reply and identifies high-level concerns regarding the basic terminology that has the potential to result in significant confusion and needs to be resolved before this task can be progressed further.

Discussion

2   The initial draft of the MSC resolution (NCSR 5/WP.4, annex 2, section 6) proposes that Maritime Service Portfolios (MSPs) be redefined to describe a set of Maritime Services. However, Maritime Services (MS) are not yet defined in this same section. A review of the table at annex 6 to this document reveals that Maritime Services had previously been titled Maritime Service Portfolios and the text relating to Maritime Services in other parts of this report suggest a definition along the lines of:

"Maritime Services: The provision and electronic exchange of maritime-related information and data in a harmonized, unified, digital format".

3   However, the generally accepted understanding of a "Maritime Service" in the ports industry is the actual operational delivery of services to ships such as the provision of tugs, the provision of line-handlers, VTS, etc. The term Maritime Services is, thus, being used both for the operational delivery and for the provision of digital information in support of these services. If this is allowed to continue, a clear conflict will be generated whereby "Maritime Services" (as defined under MSPs) are supporting "Maritime Services" (in terms of operational delivery). This confusion is reflected in the opening paragraph of appendix 2 to annex 2 of the reference document where it is unclear as to which particular aspect of "Maritime Services" this paragraph relates.

4   It is recommended that a new term for Maritime Services in the e-navigation context must be found. The previous use of Maritime Service Portfolios was never a particularly clear descriptor but it at least differentiated between the provision of data and the operational Maritime Service being supported; however, the draft at reference redefines the term Maritime Service Portfolio for alternative use. A more logical and descriptive solution would be to retitle "Maritime Services" as "Maritime Digital Data Services" and to add "Digital Data" before "Services" in each of the services currently listed as MS 1-16.

5   Allied to this is the confusion specifically generated through the use of the term "Local Port Services" for MS 4. This title is already in use to describe the situation in ports where a VTS is not considered to be necessary. Guidance sets out that communications in operational Local Port Services (LPS) should be restricted to the passing of navigational information and should not extend to traffic organisation and navigational assistance, for which operators are not trained or qualified.

6   In terms of developing guidance on the provision of digital data under this MSP initiative, a VTS would be supported by MS 1, 2 and 3 whereas an LPS would only be supported by MS 1. In addition, both a VTS and an LPS might also act as the communication channels for other numerous port services, such as cargo handling, customs and immigration, waste services, etc. and, thus, only these services should be the subject of MS 4. The existing title of "Local Port Services" within the developing guidance on MSPs is, thus, in conflict with existing use relating to the provision of navigational information. The description in the table at annex 6 of the document conflates the accepted operational use of the term Local Port Services for the provision of navigational information with the much broader use of this term under MS 4 for the provision of information relating to other port services that are being developed as part of initiatives such as PortCDM and Port Call Optimization.

7   It is recommended that the current descriptor for MS 4 of "Local Port Services" should be retitled to avoid conflict with existing usage. A title of "Port Support and Coordination [Digital Data] Service" is proposed as a descriptor that more accurately identifies what is being delivered.

Action requested of the HGDM

8   The HGDM is invited to consider the need to:

.1   retitle "Maritime Services" as "Maritime Digital Data Services" and to define them accordingly; and

.2   retitle "Local Port Services" as "Port Support and Coordination Digital Data Services" to avoid conflict with existing usage.

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