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**X** ARM **□** ENG **□** PAP **X** Input

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Agenda item [[2]](#footnote-3) 8.4

Technical Domain / Task Number 2 …………………………………

Author(s) / Submitter(s) IHO-NIPWG chair group

Recommendations for S-125 development

# Summary

IHO Nautical Information Provision Working Group had its 9th meeting in Niteroi, Brazil, hosted by the DHN of the Brazilian Navy. At the meeting there was a discussion of the outcomes of the IHO/IALA S-100/200 Workshop following a report (NIPWG9-05.1A Rev1) by the NIPWG chair and vice-chair, both whom attended the S-100/200 Workshop. Among the topics discussed at the workshop was S-125 and some recommendations were made with regards to how S-125 services should be developed and consumed by end user equipment. NIPWG noted these discussions and endorsed the recommendations made at the workshop regarding the scope of S-125.

## Related documents

# Background

The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) and the International Hydrographic Organization (IHO) in association with the Norwegian Coastal Administration (NCA) are hosting a joint workshop on S-100/200 development and portrayal in Ålesund, Norway, from 05 to 09 September 2022.

The workshop had three working groups, where working group 2 addressed questions about the development of S-201,124 and 125, the data flow between the S-201,124 and 125 product specifications and interoperability of S-201, 124 and 125 with S-101.

S-125 is a product specification owned by NIPWG, but has a close relation to S-201. As S-125 initially was given a low priority within IHO, IALA ARM volunteered to develop this PS in cooperation with NIPWG. NIPWG has relied on IALA to develop the S-125 product specification and report progress at NIPWG meetings.

# Discussion

At it’s 9th meeting, NIPWG discussed the Joint IALA/IHO workshop outcomes relative to S-125 and noted the following recommendations;

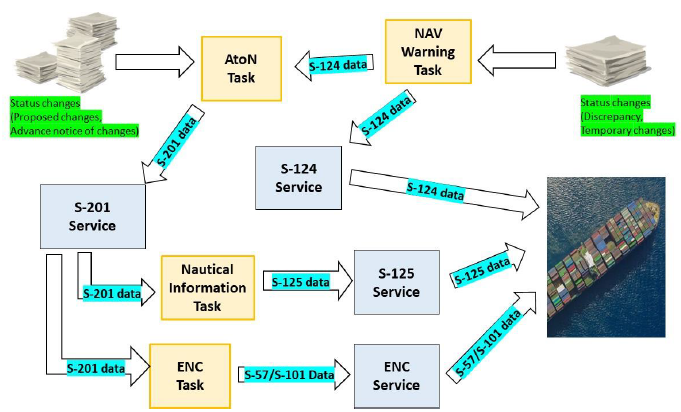
* a clear and concise understanding of the purpose and use of S-125 was agreed upon. It was agreed that S-125 would be a suitable replacement for the List of Lights and Fog Signals and act as a bridging mechanism.
* the joint IHO/IALA development of S-125 should continue and the dataset should include, at a minimum, the same AtoN data contained in the S-101 Product Specification. S-125 should be tested at the earliest opportunity utilizing the services of the IHO Singapore lab that have been offered for this purpose.
* as there are differences in the frequency of when the S-101 data can be issued, which is to the best of the ability of the provider, the S-125 dataset should be updated at a frequency necessary to support navigational safety.
* content in S-124 and S-125 should be coordinated on a regional level, in order to minimize data duplication.
* integration of S-125 into ECDIS is a medium term outcome but it will need immediate action in order to meet that goal.
* The use of S-125 data merely as an overlay was considered a big enough first step to implement instead of data replacement. As an option for replacement of data, portrayal of only the status data, and not replacing nor duplicating actual existing AtoN symbology was generally accepted. It was noted, that the actual dataset could still contain a full set of AtoN data, although only status would need to be portrayed on ECDIS. The status indicator symbol would merely be flagging and not obscuring the ENC symbol.
* It was agreed upon that S-201 should be the update source for AtoN data for use by hydrographic authorities.

NIPWG generally agreed with these recommendations as a good approach for the continued development of S-125 and recommends to IALA ARM Committee that these be guiding principles that the development builds upon. It was also noted that it may not be sufficient to only portray status data from S-125 in ECDIS, since there may be temporary AtoNs that are deployed for a duration that is too short for make it into an ENC due to the ENC update cycle. NIPWG recommends that this type of scenarios also be considered in the development of the first draft of the S-125 product specification.

It was further noted that since S-201 should be the source of updating AtoN data by hydrographic offices and since it may be a hydrographic office that is responsible for the S-125 service, it would be beneficial for S-201 datasets to be capable of containing the AtoN status data. This could enable S-125 to be a true subset of S-201. NIPWG recommends that this be considered in the development of the S-201 product specification.

## Aids to Navigation information data flow.

NIPWG noted the figure below developed at the workshop and agreed that it shows a comprehensive general data flow process and well represents the majority of scenarios for AtoN data flow. NIPWG recommends that it or a version of it be utilized further to explain the roles of S-101, S-124, S-125 and S-201 as aids to safe navigation.



# References

# IHO NIPWG9-05.1A Rev1

# Report of the Joint IALA/IHO workshop on S-100/200 development and portrayal

# Action requested of the Committee

The Committee is requested to:

1. Note this paper
2. Take any necessary actions towards S-125 and S-201 product specification developments

1. Input document number, to be assigned by the Committee Secretary [↑](#footnote-ref-2)
2. Leave open if uncertain [↑](#footnote-ref-3)