



NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY

Know the Earth... Show the Way... Understand the World

IALA/IHO Interaction on the IMO Maritime Service Portfolio Program

Michael Kushla (NGA)
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The International Maritime Organization has proposed 16 Maritime Service Portfolios (MSP) to assist in the future provision of digital ship-to-shore and shore-to-ship information. Service Providers have been designated for each MSP.



The following MSPs fall within the scope of IHO responsibilities:

- MSP 5—Maritime Safety Information (MSI) Service.
- MSP 11—Nautical Chart Service.
- MSP 12—Nautical Publications Service.
- MSP 13—Ice Navigation Service.
- MSP 15—Real-time Hydrographic and Environmental Service.



The following MSPs fall within the scope of IALA responsibilities:

- MSP 1—VTS Information Service (IS).
- MSP 2—Navigational Assistance Service (NAS).
- MSP 3—Traffic Organization Service (TOS).
- MSP 4—Local Port Service (LPS).



IHO/IALA Cooperation

“...the IHO (is invited) to provide comments on the IALA draft guidelines and consider how the two organisations can use this as a basis for further development and coordination of MSPs.”

(IALA Liaison Note to IHO [ENAV 19-14.1.21])



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6. **What information is the vessel required to provide to the Responsible Authority?**



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5. How is the Responsible Authority contacted (VHF, telephone, facsimile, e-mail, web interface, etc.)?
6. What information is the vessel required to provide to the Responsible Authority?
- 7. What information does the Responsible Authority provide to the vessel?**



- The only apparent difference among the MSPs is the information provided (No. 7 above) by the Responsible Authority to the vessel.
- Is it necessary to have four MSPs for such a small difference?
- Can we treat Vessel Traffic Service as the equivalent of a Feature with the IS, NAS, TOS, and LPS treated as the equivalent of Attributes, thereby reducing the number of Vessel Traffic Service MSPs from four to one?



IMO Input and Control of the MSP and Effects on the Work of IALA and the IHO

1. Who is driving the boat on the MSP project? Is there some sort of a chain-of-command in this process? Is there a consensus about who is in charge?
2. What is actually/will be in a portfolio? Will they be web site links, actual data files of some sort (pdf, html, XML, etc.), libraries of hard copy items that need to be in a vessel's library, etc.?
3. Who is actually populating the portfolios? Did the IMO come up with the MSP idea, expecting other organizations to populate the portfolios or are they going to adopt information currently existing or under development by other organizations?
4. Who will be responsible for maintaining the MSPs?
5. Is the IHO (via the WGs) doing this at the request of the IMO or has the IHO gone to the IMO with a "request" for guidance about the direction of the MSPs (with the IMO kicking the ball back saying "Why don't you tell us what we need")?
6. What function will the MSPs serve in the future? How will they affect the work of the IHO (and by extension, the WGs)?
7. Will this be required information or just "nice to have information" to make the mariner's life easier? If it is required, it needs to be advertised and codified so regulated vessels can comply with the new rules during an inspection.



Recommendations

- NIPWG and the IALA ENAV Committee should maintain a close liaison to ensure consistency and accuracy between IHO and IALA MSP responsibilities.
- Reduce the number of Vessel Traffic Service MSPs from four to one.
- Ensure the S-127 (Traffic Management) Product Specifications are included in any Vessel Traffic Service MSP.
- Submit this paper to the IALA ENAV Committee for their input and comment.



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