Input paper: [[1]](#footnote-2) PAP44-6.9.3.1

Input paper for the following Committee(s): check as appropriate Purpose of paper:

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

**□** ENAV **□** VTS **□** Information

Agenda item [[2]](#footnote-3) 6.9.3

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

Author(s) / Submitter(s) VTS Committee…………

Strategic Direction – Maritime Services

# Summary

This paper summarises VTS Committee’s views on its work programme tasks associated with maritime services and its considerations on how this should be progressed. In particular:

1. There is no longer a need for IALA to develop a guideline on maritime services in the context of   
   e-Navigation noting the description of maritime services is now included in IMO circular MSC.1/Circ.1610.
2. Consideration be given to preparing a submission to IMO to update MSC.1/Circ.1610 to update and address the inconsistencies that have become apparent in the period since the Circular was first approved.
3. IALA should, as a nominated domain coordinating body, give greater focus to preparing the guidance on the implementation of the technical services (i.e. the requirements and interface descriptions) and data models (i.e. the format of information) necessary to ensure effective and harmonised maritime services.

## Purpose of the document

The purpose of this input paper is to communicate the VTS Committees view on maritime services and seek clarification on future strategic direction.

# Background

At PAP42, the PAP considered inputs from the ARM and VTS committees seeking clarification on the tasks for IALA committees relating to maritime services. The response addressed the immediate task of merging the three maritime services relating to VTS into one and the incorporation of new maritime services relating to AtoN and PNT but, with the rapid development of work in this area, further consideration and direction is required.

During 2018/19, IALA drew up a proposal in the form of a draft guideline to inform the development of   
e-Navigation documentation at IMO. At MSC 101 in June 2019, MSC agreed two documents relating to maritime services which drew on the IALA work. These IMO documents were:

* IMO Resolution MSC.467(101) - Guidance on the Definition & Harmonization of the Format and Structure of Maritime Services in the Context of e-Navigation [1], and
* MSC.1/Circ.1610 - Initial Descriptions of Maritime Services in the Context of E-Navigation [2].

The initial maritime service descriptions in the MSC.1/Circ.1610 were submitted by IALA, IHMA, IHO, IMHA, IMPA and WMO. The template used and the descriptions of maritime services for which IALA is coordinating body originated from the draft IALA guideline on maritime services in the context of e-Navigation. Since the publication of the MSC.1/Circ.1610 no significant development has been done of the draft Guideline.

# Summary of Maritime Services Interactions

The interactions between the different services levels (e.g. maritime services, technical services and data models) are described in the diagram below.

MSC.1/Circ.1610 sets out the relationships with maritime services. For example, for each maritime service there may be one or more technical service, and then one or more data models (based on S-100 framework when appropriate). It also describes the role of domain coordinating bodies in providing guidelines from which technical services can be developed. The two appendices of the IMO Resolution provide templates for the format of the descriptions of maritime services and for the specification of technical services.



Source: Figure 2 of IMO Resolution MSC.467(101)

# Discussion

## Maritime Services and IMO

VTS task 1.2.4 states that the expected outcome is to provide input to ARM (lead Committee) for the development of a guideline on maritime services in the context of e-Navigation relating to VTS. Noting the descriptions of maritime services are set out in MSC.1/Circ.1610, PAP42 agreed that it is inappropriate for IALA to draft a new IALA guideline that duplicates the same information of the IMO document.

The VTS Committee would also suggest that IALA should consider developing a plan or a way forward for the committees’ work concerning the maritime services where IALA is the domain coordinating body. This should include preparing a submission to IMO to update MSC.1/Circ.1610 to address the inconsistencies that have become apparent in the period since the Resolution was first approved. These include:

* Update and merge the three maritime services on VTS 1-3 into one single maritime service (MS1) to be aligned with the new IMO Resolution on VTS, which is expected to be adopted by IMO Assembly in December 2021.
* Propose inclusion of additional new maritime services, including AtoN and PNT as identified by the ARM and ENG Committees.
* Explain and remove the confusion between the operational service and maritime service in the context of e-navigation. This can be done by clarifying that the descriptions of maritime services refer to the provision and exchange of information in digital format.
* Review other relevant maritime service descriptions to consider whether consolidation of maritime services or further maritime services are required.

The development of a submission to IMO will require close cooperation between IALA Committees and may also require consultation with other bodies such as IMPA, WMO, IHO and IMHA.

## Technical Services

As a domain coordinating body, IALA should develop guidelines that can provide information on the development of technical services as means to implement the maritime services recognising that one maritime service can use several technical means to deliver information.

Currently there appears to be gaps between maritime services and data models/product specifications. For example, considerable work has already been undertaken on the development of data models/product specifications several of which are already available on the IALA website as draft or test versions, but none has been approved yet ([www.iala-aism.org/technical/data-modelling/iala-s-200-development-status/](http://www.iala-aism.org/technical/data-modelling/iala-s-200-development-status/)). However guidance on the implementation of technical services that connect the maritime services to the data models is still missing.

IMO Resolution MSC.467(101) provides a template for the description of technical specifications. VTS Committee suggests that IALA as the domain coordinating body should give a greater focus to the preparing guidance on the implementation of the technical services (i.e. the requirements and interface descriptions) and data models (i.e. the format of information) necessary to ensure effective and harmonised maritime services. The internal responsibility between IALA committees need also to be clarified.

# References

1. IMO Resolution MSC.467(101) - Guidance on the Definition & Harmonisation of the Format and Structure of Maritime Services in the Context of e-Navigation.
2. MSC.1/Circ.1610 - Initial Descriptions of Maritime Services in the Context of E-Navigation.

# Action requested of the PAP

With regard to what has been mentioned above, the PAP is requested to:

1. Consider the need for cross committee work to prepare a submission to the IMO to update MSC.1/Circ.1610 to address the inconsistencies that have become apparent in the period since the Circular was first approved.
2. Consider in co-operation with the IMO arranging a meeting with the other domain coordinating bodies such as IMPA, WMO, IHO and IMHA in order to get updates also to other maritime service descriptions in the MSC.1/Circ.1610.
3. Communicate to all Committees the need for a greater focus on preparing guidance on the implementation of the technical services (i.e. the requirements and interface descriptions) and data models (i.e. format of information) necessary to ensure effective and harmonised maritime services.

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