WG1-WG2 Joint Session Notes about VTS Product Specification version 0.6.0

A disclaimer should be put in the document that the scenarios mentioned in the presentation from the Korean Register are examples that apply to the specific area that was taken into account during the development of the product specification.

**Pre-arrival Report & Request Entering VTS Area**

Workflow diagram:

* This scenario is not applicable to all countries; some of them don't have any actions if a vessel is transiting for instance
* Deny/Accept the entrance is not applicable to all countries
* The authorization for entering inside the country is sometimes bases on the clearance and restrictions associated to the vessel
* Sometime the pre-arrival is just a notification

Features:

* Ship information does not include static information only such as Cargo, Number of Passengers and Ship Crew that are (Dynamic information)

Suggestion:

* Combine Pre-arrival and Entrance scenarios to make just one scenario called Arrival

**Vessel Entering & Movement Report scenario**

Workflow diagram:

* Pre-movement vs Departure as a movement for leaving a VTS area vs Departure manoeuvre
* Traffic image/VTS Area information and traffic Clearance should be added
* Machine-to-machine communications could fail (3 levels of acknowledgment identified by ENAV Committee)
* Acknowledgement/response from the VTS is missing (from the VTSO or the machine) and must be added after the pre-movement reporting
* "Reporting Arrival" or "Reporting Arrival at Destination" instead of "Reporting Arrival Destination" that is confusing with Destination and ETA reported at the beginning in this workflow

**Accident Report scenario**

Workflow diagram:

* Incident instead of Accident
* The 3 sub-scenarios (SAR, Medic and NUC) could become separate scenarios by themselves and be expanded

**Request VTS Area Information scenario**

Already Used inside other scenarios as a "super-scenario"

**Broadcasting Alarm from VTS Center scenario**

"Sending" instead of "Broadcasting" that is too much specific (point-to-point, multi-cast, broadcast)

A more appropriate term for "Alarm" would be Warnings, including Navigation Warnings (S-124) and Environmental Hazards (S-412)

Workflow diagram:

* Include the acknowledgement at the end
* "Broadcasting Accident Information" is repetitive with a previous scenario (Incident Report)

**In general, the author (source) and the addressed party should always be identified either in the VTS-DIS message format or inside the "S-100 envelope" of the message**