

IALA Recommendation V-145

On

the Inter-VTS Exchange Format (IVEF) Service

Edition 1

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Document Revisions

Revisions to the IALA Document are to be noted in the table prior to the issue of a revised document.

Date	Page / Section Revised	Requirement for Revision

IALA Recommendation on the Inter-VTS Exchange Format (IVEF) Service (Recommendation V-145)

THE COUNCIL:

RECALLING that one of the aims of the Association is to foster safe, economic and efficient movement of vessels and the protection of the marine environment through the improvement and harmonisation of aids to navigation, vessel traffic services and other means world-wide;

RECOGNISING that the e-Navigation architecture will assist in the development and maintenance of application interactions between ship and shore and shore to shore, in the following fields:

- shore-based technical e-Navigation services;
- technical means for communication;
- data modelling and referential data;
- Human-Machine Interface presentations.

RECOGNISING ALSO the responsibilities of IALA National Members regarding national and international e-Navigation applications:

- that the shore-based e-Navigation systems of National Members are embedded into local, regional, national, supra-national and global topologies of systems;
- that there are data/information flow chains within the local, regional, national, supra-national and global topologies of systems which support local, regional, national, supra-national and global e-Navigation applications;
- that requirements regarding quality parameters, such as accuracy, reliability, continuity, confidentiality, and others, will need to be taken into account when designing elements of the common shore-based e-Navigation system architecture.

RECOGNISING FURTHER that the Inter-VTS Exchange Format (IVEF) service, as laid out in this Recommendation, will assist in the efficient deployment of services to the mariner and to the maritime community by:

- allowing shore-based systems of National Member and other appropriate Authorities and Entities to participate in harmonised data exchange;
- easing the integration of components;
- improving the efficiency in organisational terms by exploiting commonalities;
- harmonising data exchange to systems of other shore-based stakeholders (local, regional, national and global);
- taking into account the value, timeliness and sensitivity of data.

NOTING that

- IALA Recommendation e-NAV-140 on ‘The e-Navigation Architecture – the Initial Shore-based Perspective’ [1];
- IMO’s strategic plan regarding e-Navigation [2];
- that IMO expressed an interest in the contribution of IALA to the work on e-Navigation [3];

ADOPTS the Guidelines on the Inter-VTS Exchange Format (IVEF) Service set out in the annex to this Recommendation; and,

RECOMMENDS that National Members and other appropriate Authorities and Entities, introducing an IVEF Service into their shore infrastructure, take into account the principles as set out in the Guidelines on the Inter-VTS Exchange Format (IVEF) Service.

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ANNEX

The Inter-VTS Exchange Format (IVEF) Service

1 INTRODUCTION

The IVEF Service is intended to provide a common framework for the exchange of vessel traffic image¹ information between shore-based e-Navigation systems, such as VTS systems, e-Navigation stakeholders and relevant external parties.

Figure 1 shows such a situation, where VTS centres share information about the common operational area and also to relevant other users and authorities.

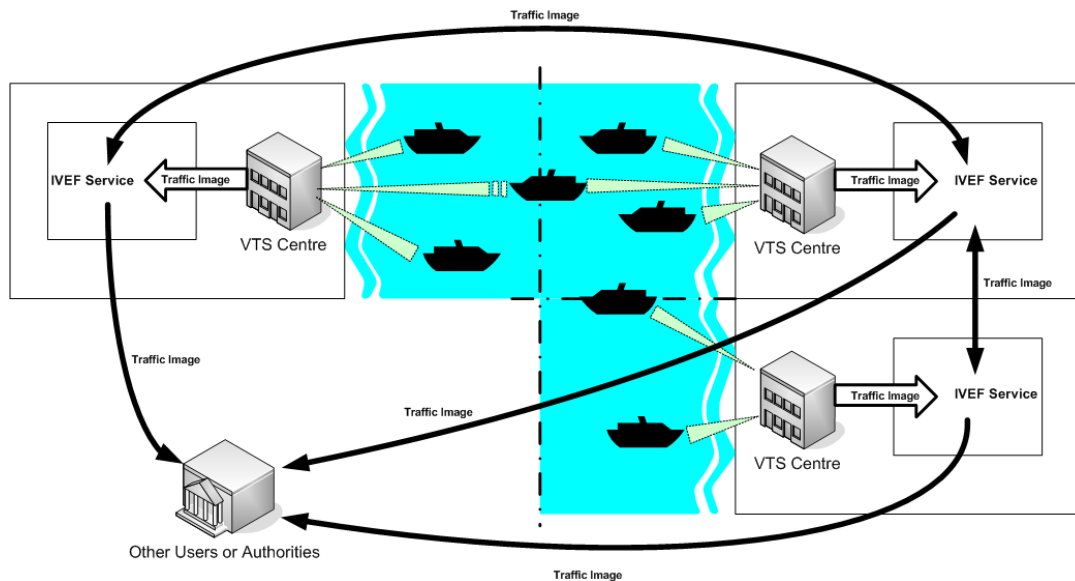


Figure 1 The IVEF Service in operation

The IVEF Service is client/server-based. Clients make a connection to a server, running the IVEF Service and receive traffic image data according to their specific preferences and authorisations (Figure 2). Different clients may specify different data requirements, such as the area of interest, the update frequency and the particular traffic objects that are relevant to them. Based on the client credentials, the IVEF Service will enforce restrictions on the data that is being served to the client. These restrictions can be specified by the data provider.

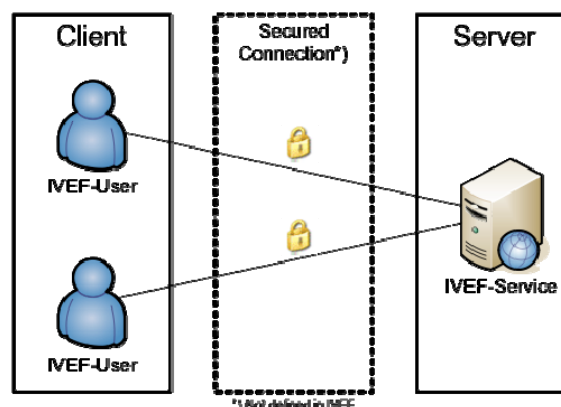


Figure 2 The IVEF Service Client/Server Model

¹ See section 6 - Definitions.

2 THE IVEF SERVICE AS DESCRIBED BY OTHER IALA RECOMMENDATIONS

The IVEF Service is a gateway service, as contained in the general description of the common shore-based system architecture in the '*IALA Recommendation on Shore-based e-Navigation System Architecture*' [see reference [1]]. Such a gateway service is specialised in data exchange shore-to-shore. It interfaces to other e-Navigation systems and to external systems of 'third parties'. These systems may request the IVEF service to forward relevant data to them. A IVEF service can interface shore-based systems locally, nationally, regionally, and globally.

3 SERVICE MODEL OF THE IVEF SERVICE

3.1 Overview

The IVEF Service specification is organised according to the (draft) '*IALA Recommendation on Generic e-Navigation Service Engineering Model Template*' [1] as depicted in Figure 3.

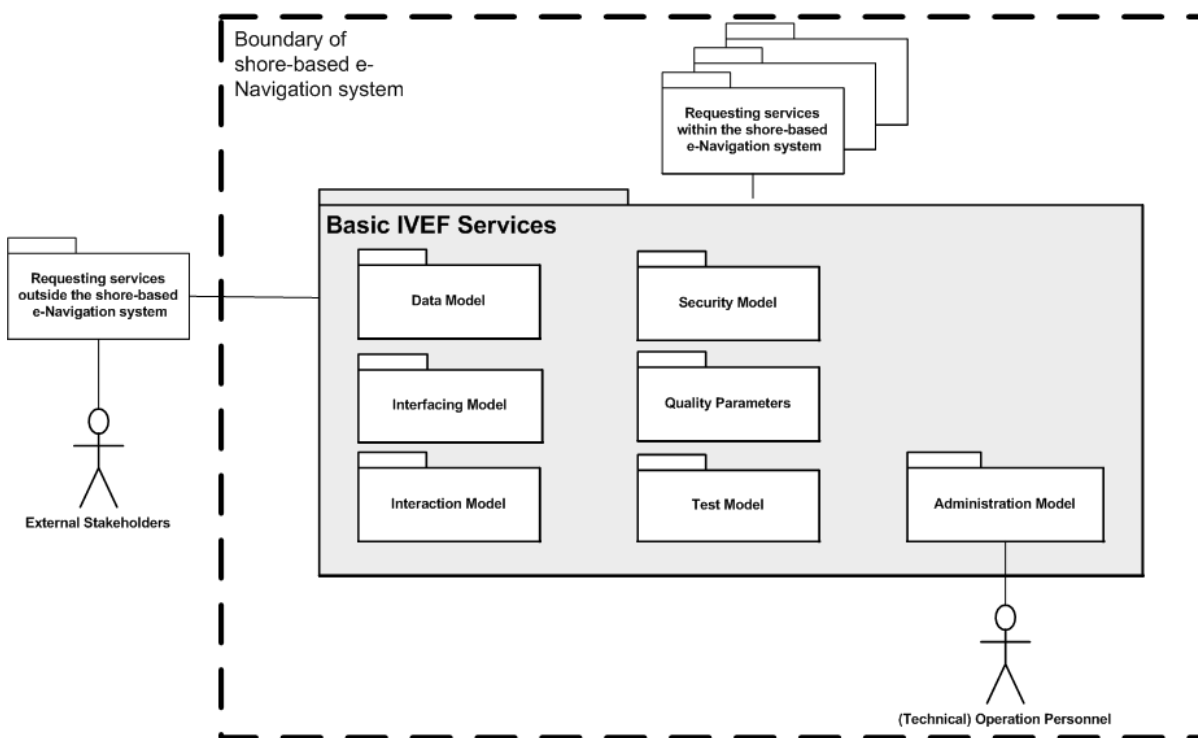


Figure 3 The IVEF Service Model

The specification contains exactly those elements that are relevant for a full description of the service. The following is a brief description of these elements:

Basic IVEF Services: capabilities of the IVEF Service and its functional interface statements.

Data Model: the abstract descriptions of the data provided by the IVEF Service at its Basic IVEF Services to shore-based e-Navigation systems and external systems. It defines the data types and data objects of the IVEF Service.

Interaction Model: the dynamics of the interaction of individual components of the IVEF Service (data flow and protocol).

Interfacing Model: the data encoding and interface protocols between the provider of the IVEF Service and the clients, requesting data from the service.

Security Model: control of access to the IVEF Service (filtering and access rights).

Quality Parameters: performance and reliability considerations of the IVEF Service.

Test Model: test and validation of the IVEF service.

Administration Model: the technical administration and maintenance aspects of the IVEF Service.

A full description of all these aspects follows in the remainder of this document.

3.2 Capabilities of the IVEF Service for the Shore-based e-Navigation System

3.2.1 Introduction

The IVEF Service is an optional part of a shore-based e-Navigation system. Its basic purpose is to provide a vessel traffic image to related vessel traffic service systems, to e-Navigation stakeholders and to relevant external parties. Any IVEF Service provides, at least, the so-called *Basic IVEF Services (BIS)*. A particular characteristic of the IVEF Service is that these services are only rendered on request of another e-Navigation system or of an external system, i.e. the IVEF Service follows the client/server model as already described in the introduction of this specification (Figure 3).

3.2.2 Basic IVEF Services (BIS)

There is only one basic IVEF service, which is

Vessel Traffic Image Data Exchange Service – deliver vessel traffic situation data, according to a specific service profile. Such a service profile determines e.g. the data items delivered, the area of interest and the update rate.

The IVEF Service is part of the e-Navigation Client/Server-based architecture. A general way of describing communication architectures is via the ISO/OSI reference model [3], which describes communication between applications through a layered model. Each higher-level layer in this model increases the level of abstraction. The communication between client and server is described here at the so-called ‘application layer’ in the reference model. The implementation of the lower layers is not discussed here. It is only suggested to use a secured and reliable link between the client and server.

3.2.3 General Use Cases

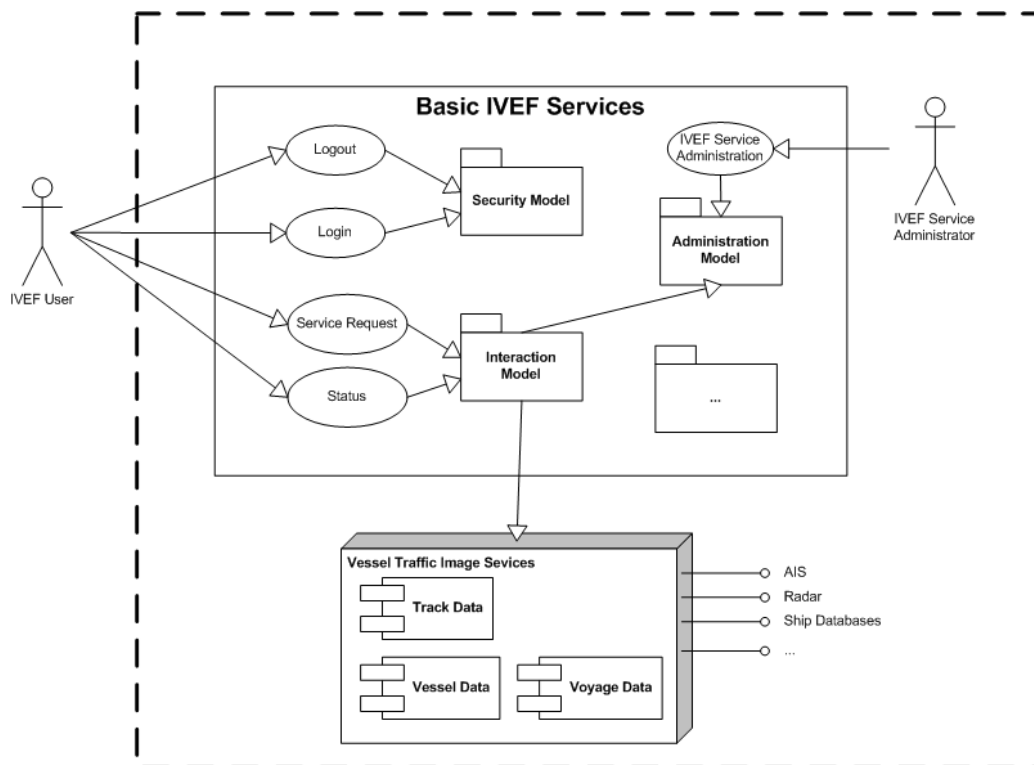


Figure 4 IVEF Service Primary Use Case

3.3 Data Model of the IVEF Service

3.3.1 Introduction

The Data Model of the IVEF Service will be part of the IALA Universal Maritime Data Model (IALA UMDM), as described in [1]. It provides the well-structured and abstract (functional) description of the data that is exchanged through the IVEF Service.

The Data Model itself does not contain data encoding information which is required to create an actual implementation of the service. Separating the data encoding from the Data Model of the IVEF Service provides flexibility in selecting an encoding technique as deemed appropriate by the competent authority. A portfolio of suitable encoding techniques for data objects of the IVEF Service is given in section 3.6 on the Interfacing Model.

3.3.2 The Place of the IVEF Service in the e-Navigation Architecture

Figure 5 illustrates the place of the IVEF Service in the e-Navigation architecture as described by *IALA Recommendation on the e-Navigation Architecture – the Shore Perspective* [1]. It clearly identifies the co-operative nature of the shore-based IVEF Service. Note that the IVEF Service shares the dependencies of the e-Navigation architecture.

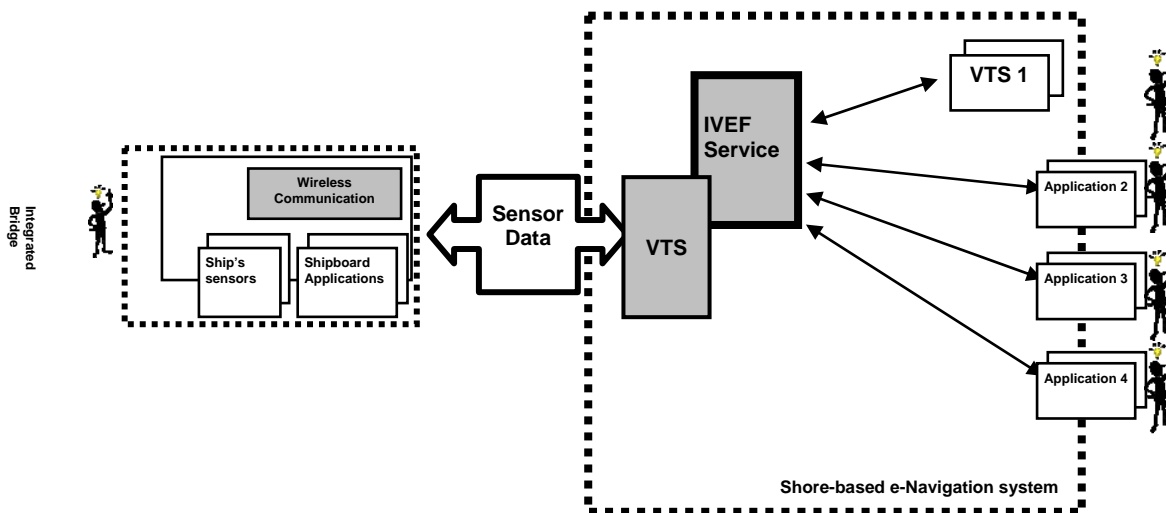


Figure 5 The Place of the IVEF Service within the e-Navigation architecture

There may be many client-server-relationships, since the 'gateway services' of the shore-based e-Navigation system may be requested by other e-Navigation services within that system, there can be identified. These client-server-relationships can be combined into a hierarchy within the shore-based e-Navigation system (see Figure 6, which is derived from reference [1], Figure 5).

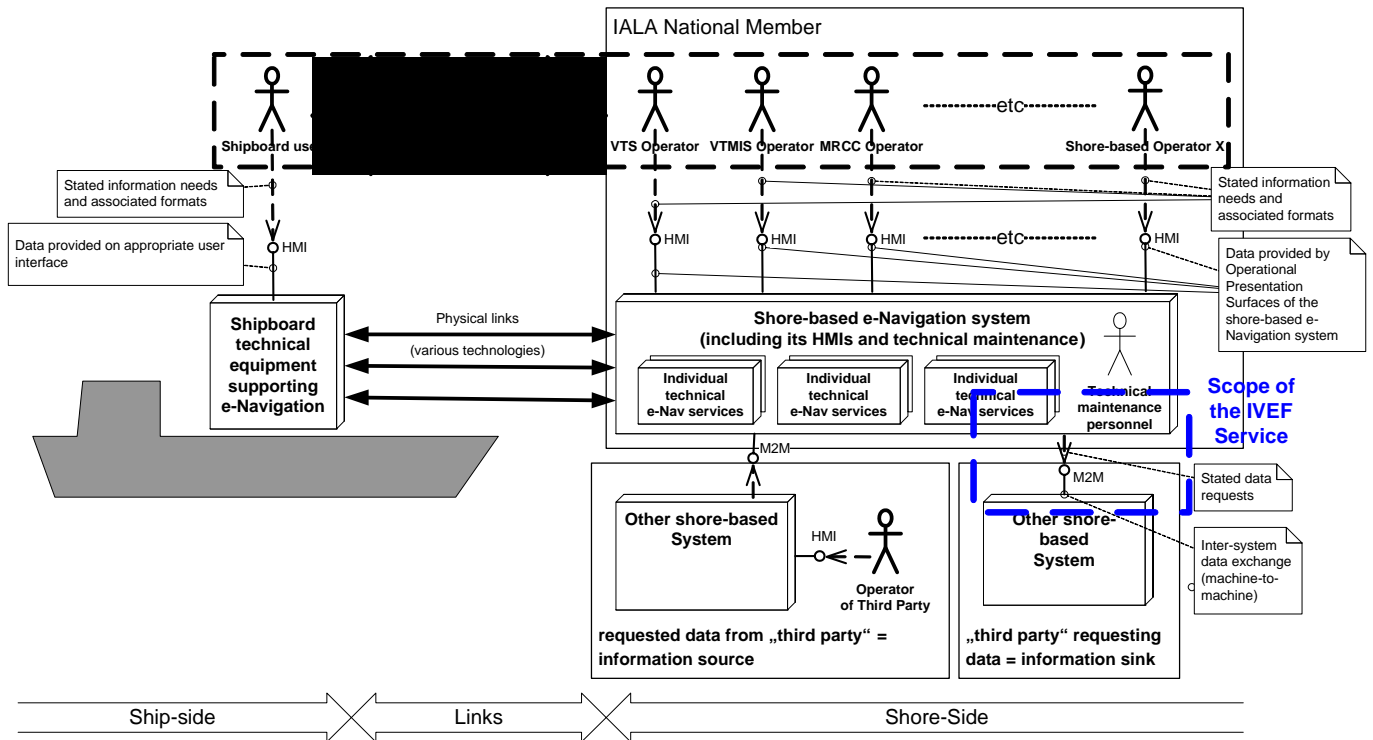


Figure 6 Client-server relationships of the IVEF Service with other shore-based e-Navigation service (see reference [1], Figure 5)

3.4 Interaction Model of the IVEF Service

3.4.1 Context

IVEF Service Interfaces are point-to-point connections between e-Navigation Gateways. One Gateway acts as an information source whereas the other Gateway acts as an information sink.

Note that the IVEF Service by itself has no provisions for data compression and encryption. IVEF describes the data exchange format between e-Navigation applications; it relies on transport layers underneath to convert between physical, electrical and network interfaces. Additional transport layers may add data compression and encryption, depending on the system requirements (see Figure 7).

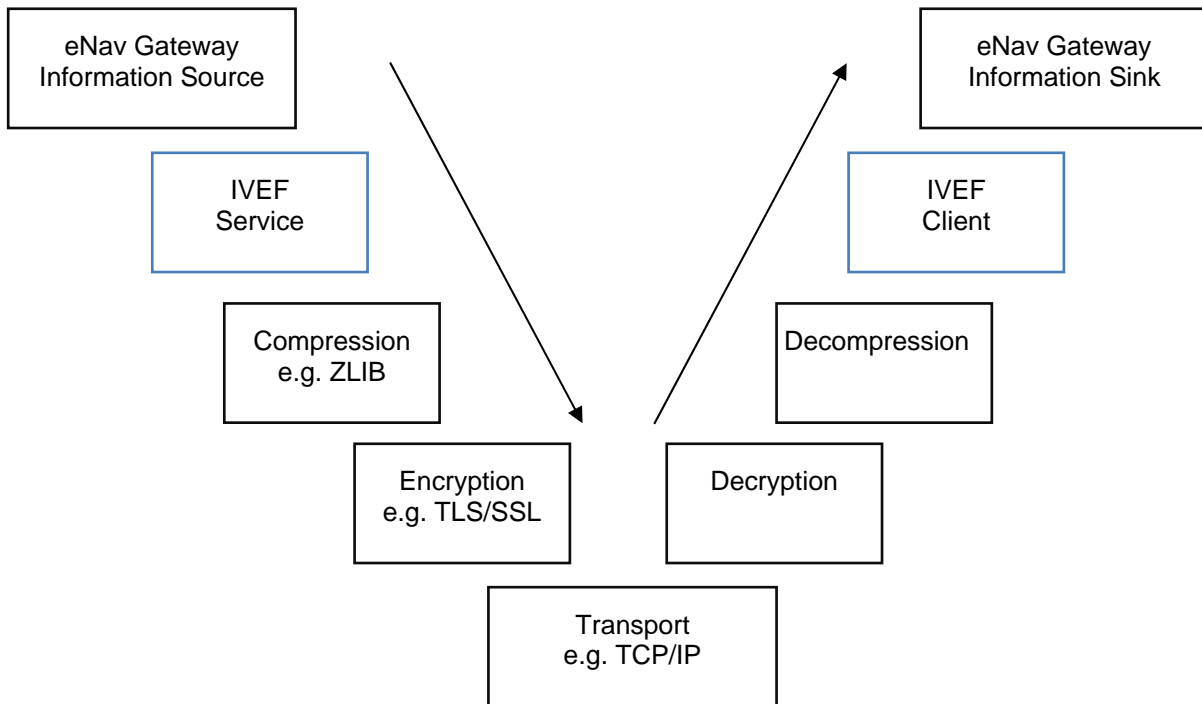


Figure 7 The Communications Stack

The justification for this approach is the fact that these transport layers are already well-defined and standardised. Furthermore, standard compression and encryption algorithms are readily available.

Recommended layers (at this time) are TCP/IP for transport, TLS [5] or SSL [5] for encryption and ZLIB [7] for compression.

3.4.2 Service Negotiation

The IVEF interface is a service based protocol. This means that the data exchange between the parties is not pre-defined, but rather the result of a negotiation between the information provider and the information consumer.

3.4.2.1 Introduction

When a client (an e-Navigation Gateway acting as an information sink) wants to connect to server (an e-Navigation Gateway acting as an information source), it has to initiate the service by authenticating. To do this, the client sends a Login message to the server, the server validates the login requests and if correct, it sends a LoginResponse message. The server initiates the default service for that particular user. An example of a service is:

‘using an interval of 10 seconds, output all position information and voyage information about all vessels that are within in the following area $(x,y) - (x1,y1) - (x2, y2) - (x3,y3)^2$

After the client is logged on, the server starts outputting the traffic image that matches the specification in the service.

The client can also send a ServiceRequest to terminate or change the active service. Services can be defined with different transmission characteristics, which allows a server push or client pull of the information, or a combination.

3.4.2.2 Service parameters

A service is defined by a number of parameters:

² Note that x , $x1$, $x2$ and $x3$ shall be specified in Longitude co-ordinates and that y , $y1$, $y2$ and $y3$ shall be specified as Latitude co-ordinates.

- 1 Object Selection, which objects should be sent?
 - a Area based
 - b Filter based on the object properties (e.g. ship length > 50 m)
- 2 Item Selection, which information elements should be sent?
 - a Track Information
 - b Vessel Information
 - c Voyage Information
- 3 Transmission Selection, when should it be sent?
 - a Single Occurrence (Pull)
 - b Periodic, with specified update rate (Push)
 - c A-Periodic, synchronous with update (Push)

A filter, based on object properties is a logical expression consisting of object property terms. These terms may be combined by the logical operators 'or', 'and' or 'exclusive or' in increasing order of precedence. An object property term may be negated by preceding it with 'not'.

Object property terms may contain the standard numerical predicates '=', '!=', '>', '>=', '<' and '<='. In case of string-valued object properties, the predicates '=', '!=', and the wildcards '*' and '?' are supported, where '*' means any sequence of characters, including the empty sequence and '?' means any single character.

Filters are validated against the known object properties and the set of rules above. Invalid filters will be rejected.

3.4.2.3 Information flow dynamics

The interface supports the following messages; the contents and meaning of the messages mentioned below are covered in section 3.4.3.1

Table 1 Interface Messages

Message	From	To	Description
<i>Control Information Messages</i>			
Login	Client	Server	This message is used to identify the client
Login Response	Server	Client	Login accepted or refused, if refused a reason will be supplied
Logout	Client	Server	This message is used to terminate the IVEF Service
Ping	Both	Both	Heartbeat message
Pong	Both	Both	Response to a Heartbeat message
Service Request	Client	Server	This message contains the definition of the service requested by the client. It will replace the current service.
Service Request	Server	Client	Request accepted or refused, if refused a reason will be supplied

Response			
Service Status	Server	Client	This message will be sent by the server to indicate the status of the service ³ .
<i>Real Time Messages</i>			
Object Data	Server	User	The track, vessel- and voyage related data of objects in the traffic image.

3.4.2.4 Timing and priorities

Control Information Messages have a higher priority than Real-Time Messages. This means that in an overload situation, Object Data Messages may be dropped in favour of Control Information Messages.

The service must start with a login message. The server will terminate the connection on transport layer when any other message is received, in order to prevent a possible Denial-of-Service (DoS) by mis-configured or malicious clients. If a service is interrupted at transport level, both server- and client sides will terminate the session and the client must login again to regain access to the service.

Messages, sent as a response to another message (LoginResponse, ServiceRequestResponse and Pong), must be responded to within agreed-upon period (e.g. 4 seconds). If the response message is not received within a specified timeout period, the sender may retry sending the message before terminating the service.

Ping messages must be sent when the sender has no other means⁴ to detect whether the receiver is still connected. The Ping message must be sent after an agreed-upon period of inactivity.

3.4.3 Part I: Primary service use cases of the BIS

The primary service use cases all have in common, that they are justified by at least one interaction with a 'requesting service' within the common e-Navigation system architecture: The 'requesting service' is any other service of the common shore-based e-Navigation system architecture making a request (*logon*) to the BIS in the previous chapter.

³ e.g. in an overload situation the server may drop messages, in this situation the Service Status message is sent to the client to make him aware of lost information.

⁴ Depending on the transport layer (e.g. SCTP), and receiver activity, the sender may detect the connection state of the receiver automatically. In this case the Ping message is not required.

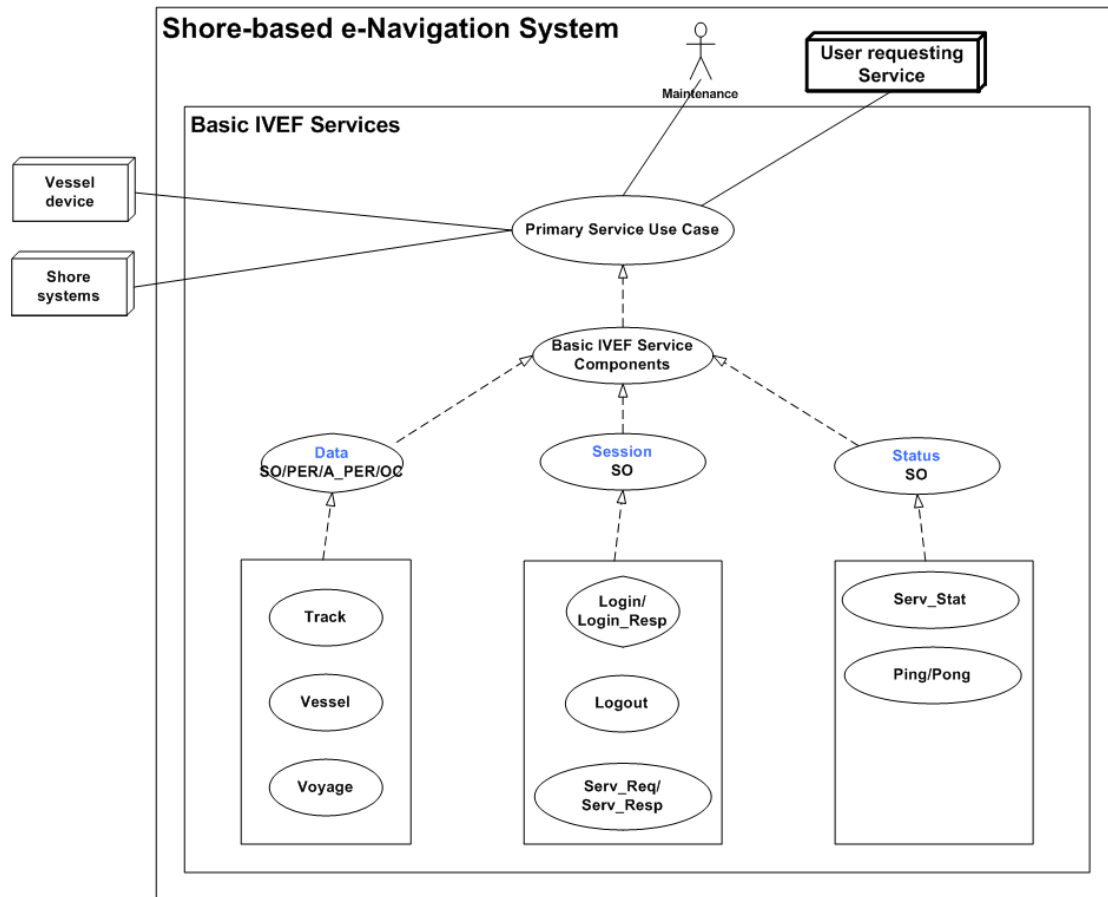


Figure 8 Overview of the primary service use cases of the IVEF Service

Note: The dotted lines indicate an inheritance relationship.

The complete list of external BIS Components and their categories is given below:

BIS Components:

STATUS	Service Status
DATA	Object Data
SESSION	Session Management

BIS Transmission Category

SO	Single occurrence (non-real-time)
PER	Periodic, with a specified update rate (real-time)
A-PER:	A-periodic, synchronous with the received track update (real-time)
OC	On change, updates are sent as data elements change

BIS Basic Service Data Elements:

LOGIN:	Authentication request
LOGIN_RESP:	Authentication response
LOGOUT:	Service termination notification
SERV_REQ:	Service request (category, area)
SERV_RESP:	Service response
SERV_STAT:	Service Status
PING:	Alive request
PONG:	Alive response

TRACK: Track data
VESSEL: Vessel data
VOYAGE: Voyage data

3.4.3.1 Service Component DATA

3.4.3.1.1 Service Model

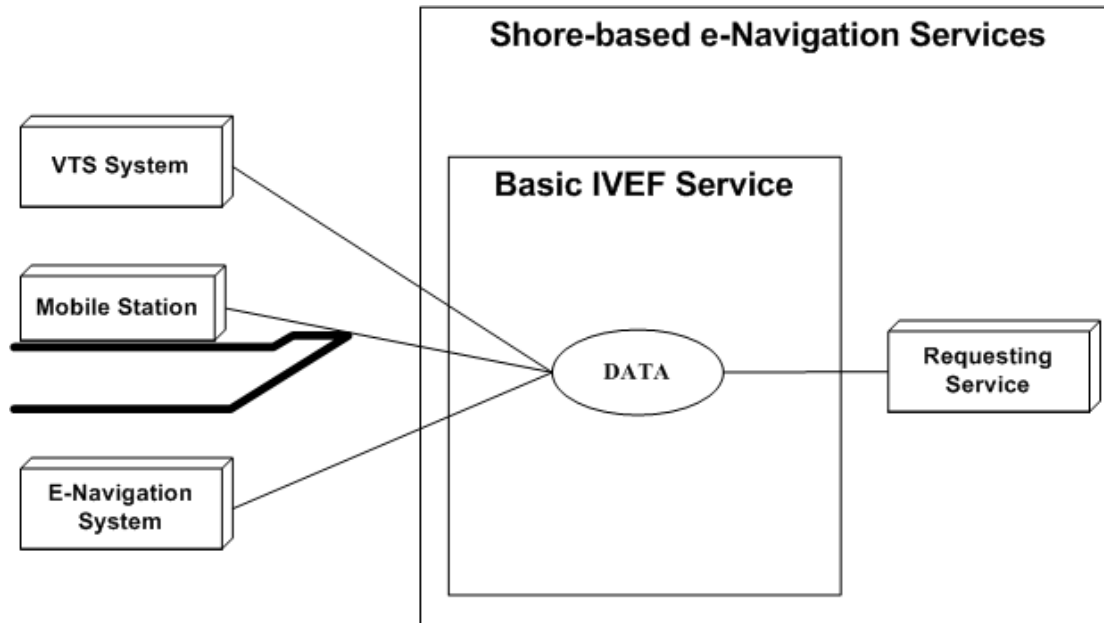


Figure 9 The DATA Service Component

3.4.3.1.2 Description

The DATA service component provides the following information:

- 1 Object track information; generally dynamic information about an object such as present position and speed.
- 2 Optionally Object vessel data; more or less pertinent information about an object such as call sign, IMO number and object dimensions.
- 3 Optionally Voyage data; such as Destination and ETA.

Service Data Structure

See APPENDIX 1.

3.4.3.1.3 VESSEL: Vessel Data

Use

The vessel information is used to identify and classify ships.

Risks

The vessel information is obtained from several sources including manual entry onboard a ship or in a VTS system or from database systems. It is possible that this data may be incorrect.

Service Data Structure

See APPENDIX 1.

Operating Characteristics

- 1 The BIS shall start automatically upon logon confirmation.
- 2 The data will be sent depending on transmission category.

3.4.3.1.4 TRACK: Track Data

Use

The track data combined with the data derived from VESSEL and, optionally, VOYAGE represents the actual traffic image.

Risks

The track data that is exchanged is the result multi-sensor fusion of various sensors. Sensor data is inherently noisy and subject to all kinds of disturbances, therefore the track represents the best effort representation of the true situation, but not necessary the true situation itself.

Service Data Structure

See APPENDIX 1.

Operational Characteristics

- 1 The BIS shall start automatically upon logon confirmation.
- 2 The data will be sent depending on transmission category.

3.4.3.1.5 VOYAGE: Voyage-related Data

Use

The voyage-related ship information is used to classify ships with regard to cargo, draught, destination and the route.

Risks

- 1 The voyage information is entered onboard a ship or in a VTS system and it is possible that this data may be incorrect.
- 2 Information on the type of cargo provides only the classification of dangerous goods (Carrying DG, HS, or MP, IMO hazard or pollutant category A, B, C, D). This may not be sufficient in case of SAR/Pollution prevention.

Service Data Structure

See APPENDIX 1.

Operational Characteristics

- 1 The BIS shall start automatically upon logon confirmation.
- 2 The data will be sent depending on transmission category.

3.4.3.2 Service Component SESSION

3.4.3.2.1 Service Model

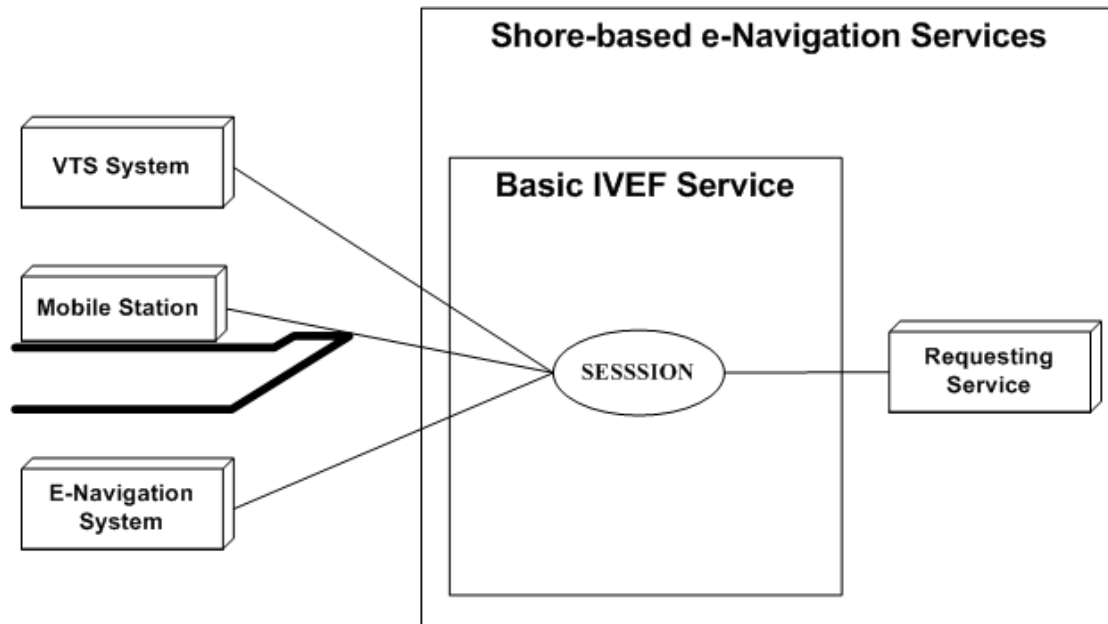


Figure 10 The Session Service Component

3.4.3.2.2 Description

The SESSION service component is responsible for set-up, termination and terms-of-service negotiation.

3.4.3.2.3 LOGIN/LOGIN_RESP/LOGOUT

Use

- 1 A session is started by issuing a login request with the appropriate account details.
- 2 The account details are verified and the service responds with a login response granting or denying access to the service.

A session can be terminated by issuing a logout request.

Risks

Secured communication should be considered on the transport layer. IVEF provides only authentication support. Encryption and non repudiation must be established on transport layer using suitable technologies (VPN, https, ssl, direct lines...).

Service Data Structure

See APPENDIX 1.

3.4.3.2.4 SERVICE_REQ/ SERVICE _RESP

Use

- 1 A service request is used to negotiate the terms-of-service, i.e. data content, area of interest and frequency of delivery.
- 2 A service request is acknowledged by a service response. Once acknowledge it will replace the previous service request.

Risks

- 1 A service request could lead to a data link overload. The client is responsible for issuing the service request that matches the available resources.
- 2 The server could be overloaded by too many user requests. Proper mechanism should be applied.

Service Data Structure

See APPENDIX 1.

3.4.3.3 Service Component STATUS

3.4.3.3.1 Service Model

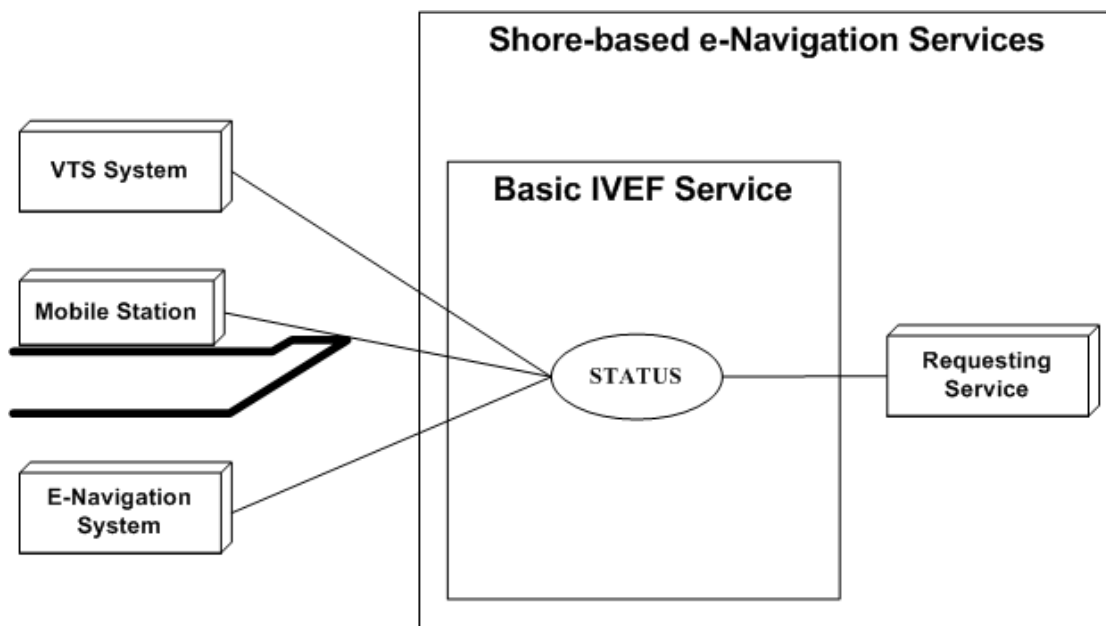


Figure 11 The Status Service Component

3.4.3.3.2 Description

The STATUS service component provides service-related status information and maintains alive status.

3.4.3.3.3 PING/PONG/SERV_STAT

Use

- 1 PING / PONG are messages exchanged at regular time intervals to verify alive status of the data link.
- 2 SERV_STAT indicates the status of the server to the client (ok/not ok) with an optional description.

Risks

No risks.

Service Data Structure

See APPENDIX 1.

3.4.4 Part II: Secondary service use cases of the BIS

3.4.4.1 LOCAL ADAPTATION

Use

The TAGGED_ITEM message can be used for non-standard, additional data exchange.

Risks

Requires additional agreement between client side and server side.

Service Data Structure

See APPENDIX 1.

3.5 Security Model of the IVEF Service

The security model concerns the following aspects of the service:

- Authentication – this concerns both clients of the service and providers of the service;
- Authorisation – this concerns the clients of the service;
- Data protection – this concerns the data that is being exchanged;
- Physical security – this concerns access to the server- and client systems and the interconnecting network.

The security model of the Basic IVEF Service addresses only the first two items, i.e. authentication and authorisation. The latter two items are outside the scope of this document. For data protection, suitable encryption methods can be defined at communication link-level (see section 3.4) or by providing a, so-called, Virtual Private Network (VPN) for clients.

The IVEF service is usually strictly contained within a shore-based e-Navigation system. Hence, it is assumed that appropriate measures for safeguarding the physical security of the service have been taken at the system level.

The model that is chosen for authentication and authorisation is a simple one, based on a shared secret between client and server (such a shared secret is commonly referred to as 'password'). There is no specific authentication of the server (although this can be arranged, e.g. by using SSL certificates) and knowledge of the shared secret is assumed to identify the client. Once the client has authenticated itself, a set of client-specific rules is enforced by the server to guarantee that only those data are sent to the client for which the client has been authorised (see also section 3.9).

Note that the security model of the IVEF service is, in fact, independent of the traffic image exchange service and can easily be replaced by a more elaborate security model (e.g. based on certificates) if required.

3.6 Interfacing Model of the IVEF Service

The IVEF Service refers to the Presentation and Application layers as defined by the Open Systems Interconnection (OSI) Reference Model [3].

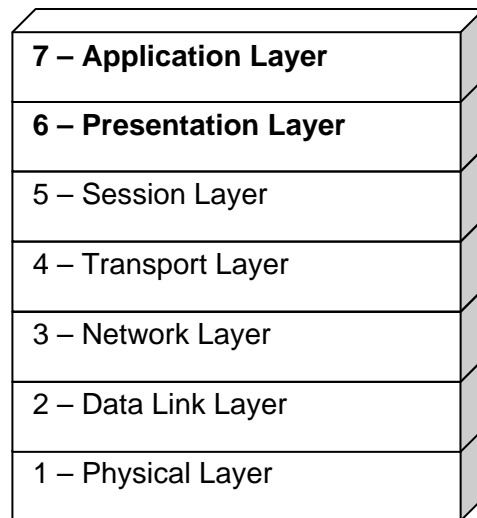


Figure 12 The ISO/OSI Reference Model

The definition of the lower-level telecommunication support layers is beyond the scope of the IVEF Service definition. Transmission of an IVEF-coded vessel traffic image can make use of any available communication medium, for instance a packet-switched Wide Area Network (WAN) or a Local Area Network (LAN).

The specific lower-level telecommunication protocol layers should be agreed upon by all partners of the data exchange, taking into account requirements such as data rates, reliability, security and latency.

In order to ease the exchange of data between different systems (e.g. potential network interconnection) it is advisable to apply standard telecommunication protocols (e.g. TCP/IP).

The IVEF Service uses XML [3] as a Presentation Layer protocol and defines the structure of the data to be exchanged over the communication medium.

3.7 Quality Parameters of the IVEF Service

The quality parameters of the IVEF Service depend on the intended use of the service: is it a real-time service, suitable for Vessel Traffic Services, or a near-realtime or non-realtime monitoring service that is regularly updated?

An important assumption of the service is that the server and client systems operate with a common time reference. Therefore it is recommended to use a time service that provides UTC time, e.g. based on GNSS or internet time servers (NTP), at both the server and client.

A possible application of the IVEF Service is the provision of monitoring data to a stakeholder, for example a ship owner that wants to have information on his fleet. In such a case, only the relevant data will be delivered; everything else will be filtered out. Also the update rate will be fairly low, say in the order of a few messages per hour. Furthermore, neither availability of the service nor message delays are critical issues.

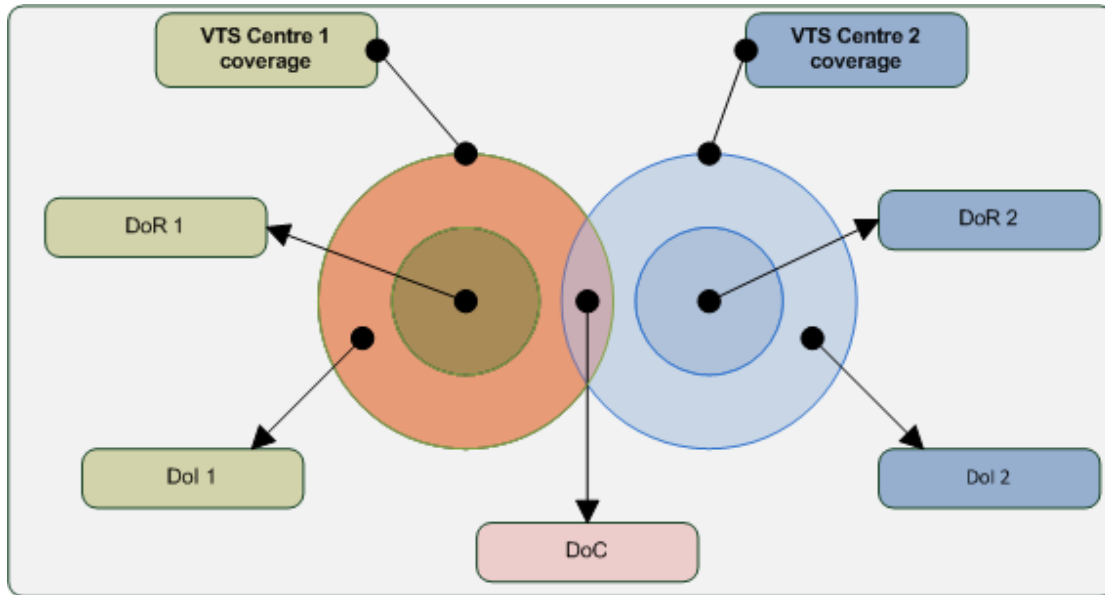


Figure 13 Domains of Interest, Responsibility and Co-operation

Although the IVEF Service is a one-way service (from server to client), a common operational scenario, where VTSs are involved, is a mutual service, where each VTS provides data to the other (Figure 1).

In such a scenario, three areas are considered

- 1 *Domain of Interest (DoI)* – the geographical area which is of interest to a particular VTS centre. In general, this is the total sensor coverage area.
- 2 *Domain of Responsibility (DoR)* – the area for which the VTS centre is mandated to provide their VTS service, i.e. an Information Service, Traffic Organisation Service or Navigational Assistance Service.
- 3 *Domain of Cooperation (DoC)* – a subarea within the cross-section of the Dols of the two VTSs where special processing is done to guarantee continuity of position, speed and course of objects.

In order to use the concept of the DoC, additional functionality is required in both VTSs.

This additional functionality consists of:

- the capability of associating multiple tracks to a single object, i.e. in the DoC, both systems will have a track and these tracks must be correlated to the same physical object, for instance via matching position and speed, or some other method.
- the capability of smoothing out differences between the correlated tracks for the same object. The recommended processing to guarantee continuity across the Domain of Cooperation is to use a weighted average of the track states (see Figure 13).

In such a scenario, there should be a mutual agreement between the VTSs involved about the quality of service. This agreement should address:

- availability and timeliness of the IVEF Service;
- emergency/breakdown procedures, if applicable;
- integrity of the VTS data delivered. This also concerns possible filtering of the data, for instance for commercial reasons.

A more complicated use case is where there are multiple providers of an IVEF Service to a common authority (Figure 14). The common authority is responsible for further distribution of the data to recognised data users. This means that the common authority is also responsible for validation of these users. In this case, there will be agreements between the common authority and the IVEF Service providers, but also between the common authority and the recognised data

users. Obviously, the quality aspects in these agreements may be quite different, depending on the intended use of the data.

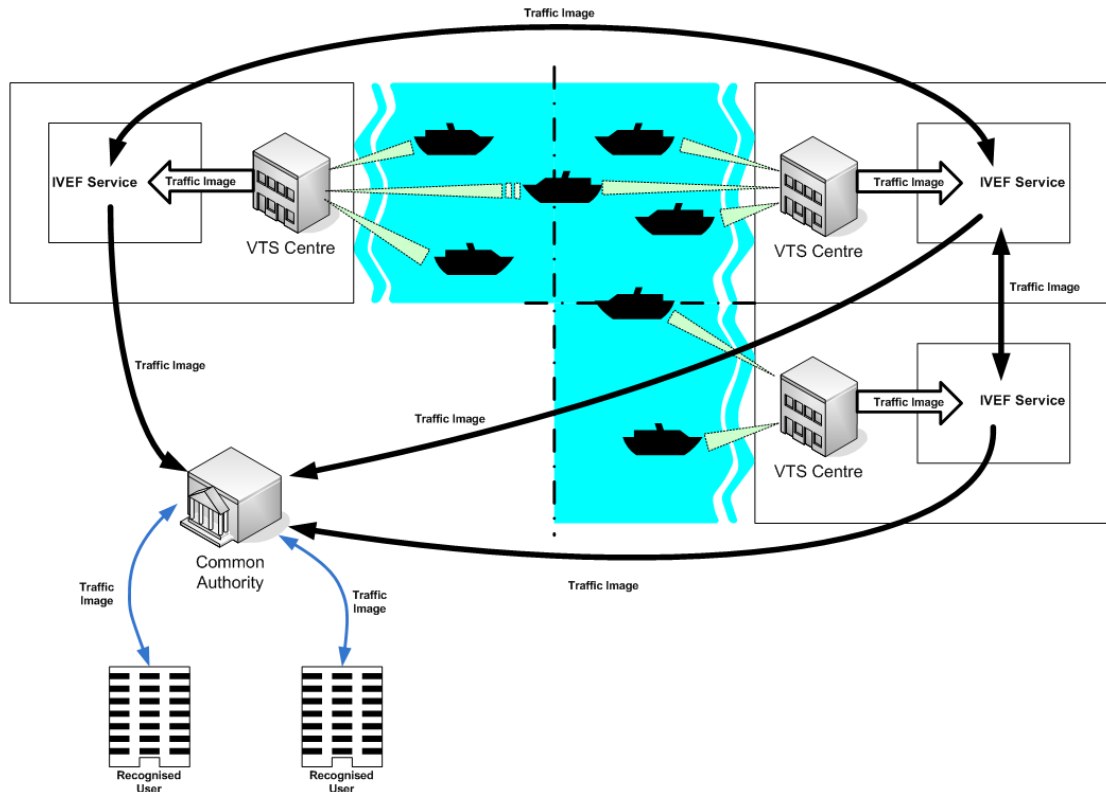


Figure 14 IVEF Service using a Common Authority

3.8 Test model of the IVEF Service

3.8.1 Well formed messages

Each IVEF Service Message must comply with the W3C XML specification [3]. This specification defines an XML document as a text, which is well-formed, i.e., it satisfies a list of syntax rules provided in the specification. The list of rules is fairly lengthy; the most important rules are:

- A message contains only properly-encoded legal Unicode characters.
- None of the special syntax characters such as '<' and '&' appear except when performing their markup-delineation roles.
- The begin-, end-, and empty-element tags, which delimit the elements, are correctly nested, with none missing and none overlapping.
- The element tags are case-sensitive; the begin- and end tags must match exactly.
- There is a single 'root' element, which contains all the other elements.

3.8.2 Valid messages

In addition to being well-formed, an IVEF Service Message must also be valid. This means that data elements and attributes must comply with the definition as specified in APPENDIX 1. In addition, the values must adhere to minimum value, maximum value, length, precision etc., as specified in APPENDIX 1.

3.8.3 Valid data

All track numbers, at any given time instant, should be unique.

3.8.4 Interaction behaviour

A login should be answered by a login response as indicated in Figure 15. The same holds, modus modendi, for ping/pong and service req/service respectively.

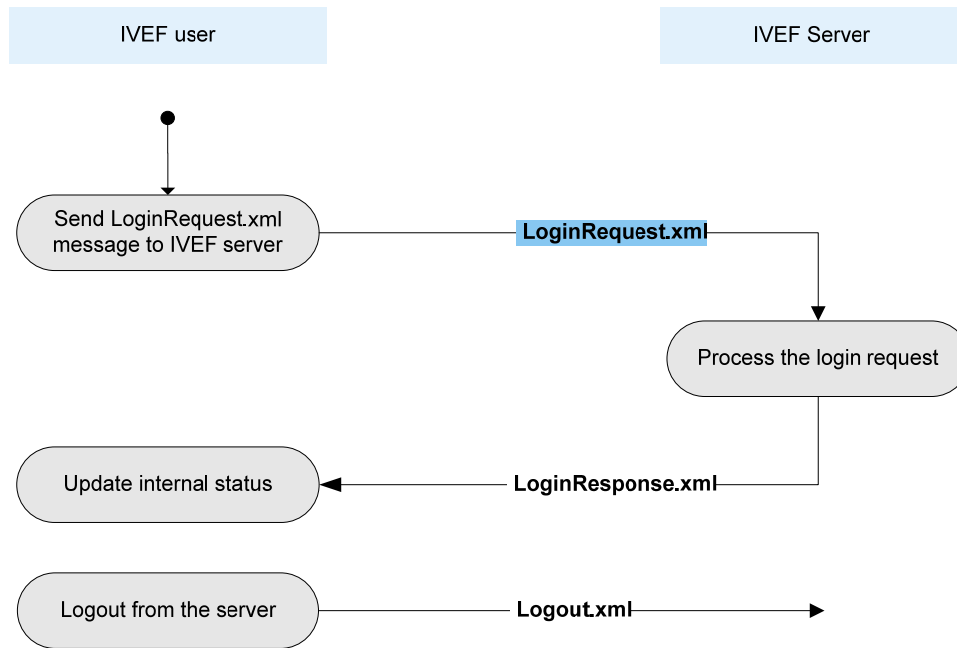


Figure 15 Login/Logout Activity Graph

3.9 Administration Model of the IVEF Service

The Administration Model describes the aspects of the service that can be configured by service provider. For the IVEF Service, this concerns the maintenance of the user database. The user database contains the shared secret for each user and the user authorisations, i.e. the restrictions, that are enforced by the server, on the data that is provided to a particular user. Additionally, the user database may contain default services for each user. These default services may be adapted by the respective user or be left to the discreteness of the service provider.

Considering the complexity of the user database, the provision of a graphical Human-Machine Interface (HMI) is strongly recommended for this purpose.

4 REFERENCES

- [1] IALA Recommendation on the e-Navigation Architecture – the Shore Perspective, IALA Recommendation eNAV-101
- [2] Generic e-Navigation Service Engineering Model Template, (draft) IALA Recommendation eNAV-210, 2009
- [3] Open Systems Interconnection (OSI) Reference Model, International Standards Organization (ISO) Standard 7498-1, 1994
- [4] Extensible Markup Language (XML) 1.0 (Fifth Edition), W3C Recommendation 26 November 2008, <http://www.w3.org/TR/2008/REC-xml-20081126/>
- [5] The Transport Layer Security (TLS) Protocol, Version 1.2, August 2008, <http://www.ietf.org/rfc/rfc5246.txt>
- [6] The SSL Protocol, Version 3.0, November, 1996, <http://www.mozilla.org/projects/security/pki/nss/ssl/draft302.txt>
- [7] ZLIB Compressed Data Format Specification, Version 3.3, May 1996, <http://www.ietf.org/rfc/rfc1950.txt>

5 DEFINITIONS

Object – a vessel, wind turbines, off-shore platform, bridge, an Aid-to-Navigation or a helicopter (SAR).

Gateway Service – a generic type of service, as defined in [1].

Vessel Traffic Image – the consolidated information about vessels and their movements in a particular area of interest.⁵

6 ABBREVIATIONS

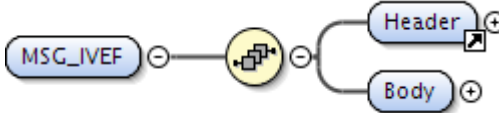
BIS	Basic IVEF Services
DoC	Domain of Cooperation
DoI	Domain of Interest
DoR	Domain of Responsibility
DoS	Denial of Service
GNSS	Global Navigation Satellite System
HMI	Human-Machine Interface
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IALA UMDM	IALA Universal Maritime Data Model
IVEF	Inter-system Vessel traffic image Exchange Format
ISO	The International Standards Organisation
LAN	Local-Area Network
NTP	Network Time Protocol
OSI	Open Systems Interconnection
SAR	Search and Rescue
SSL	Secure Socket Layer
TCP/IP	Transmission Control Protocol/Internet Protocol
TIE	Traffic Image Exchange
UTC	Universal Time Coordinated
VTS	Vessel Traffic Services
W3C	World-Wide Web Consortium
WAN	Wide-Area Network
XML	eXtensible Markup Language

⁵ This information may be presented in different ways according to the task at hand.

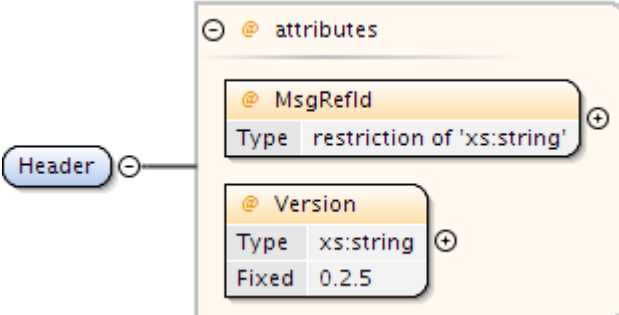
APPENDIX 1 DATA DEFINITION

1 ELEMENT DEFINITIONS

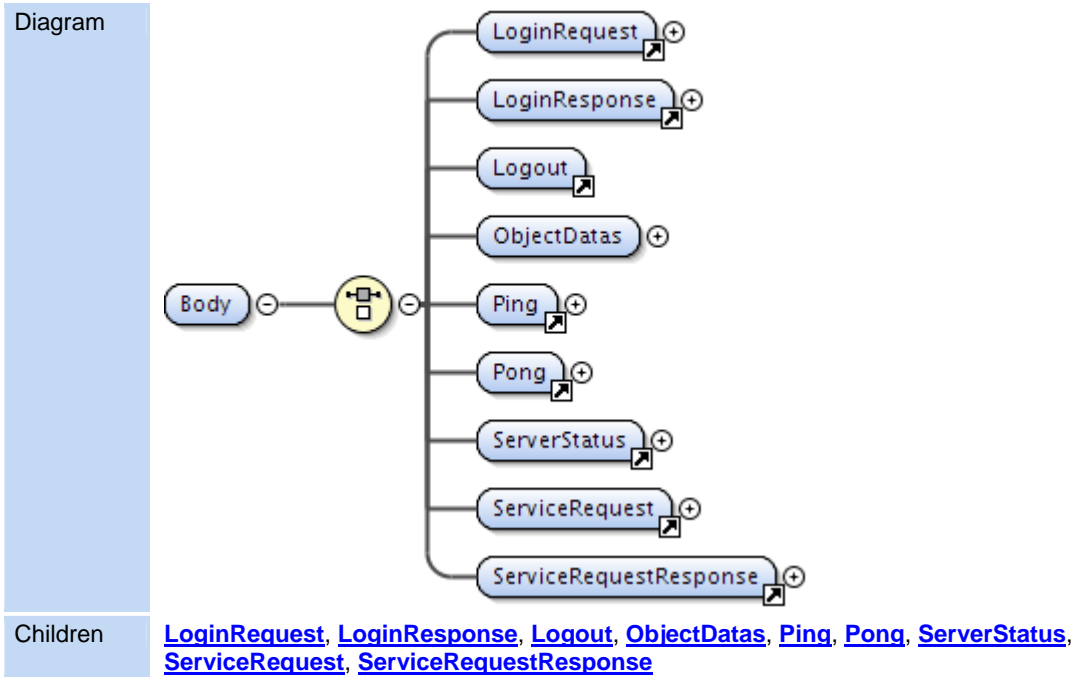
Element **MSG_IVEF**

Annotations	Root MESSAGE
Diagram	
Children	Body , Header

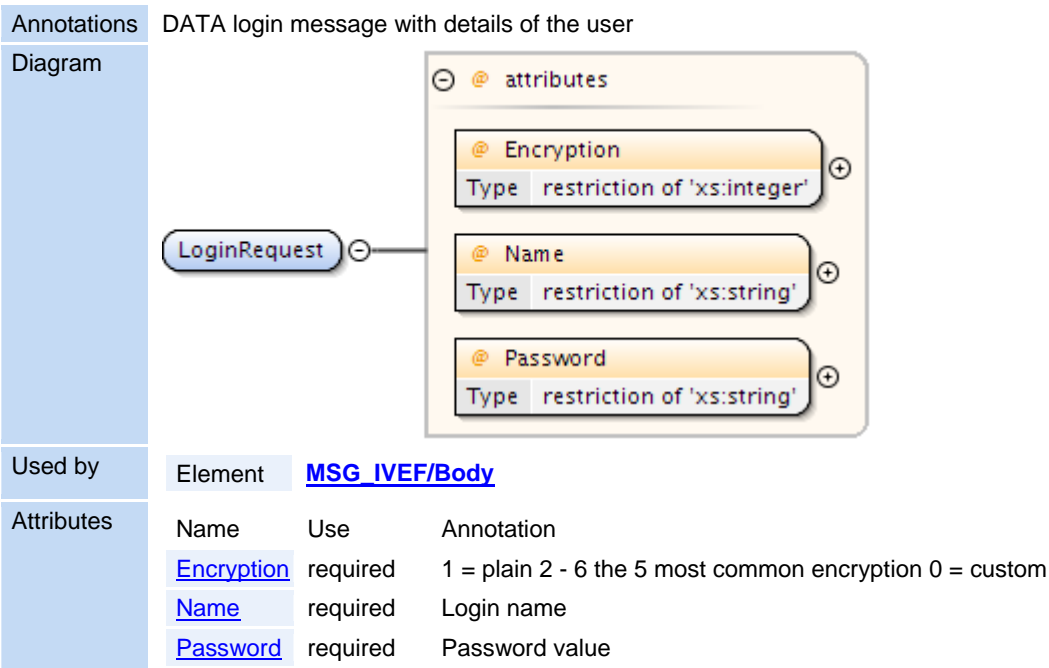
Element **Header**

Annotations	HEADER part of every message with version and uniqueness information		
Diagram			
Used by	Element	MSG_IVEF	
Attributes	Name	Use	Annotation
	MsgRefId	required	Must be an Universally Unique Identifier for each message (TU-T Rec. X.667 ISO/IEC 9834-8.) Reply messages refer to this id to identify the message they are replying to. In its canonical form, a UUID consists of 32 hexadecimal digits, displayed in 5 groups separated by hyphens, in the form 8-4-4-4-12 for a total of 36 characters, enclosed by brackets. For example: {550e8400-e29b-41d4-a716-446655440000}
	Version	required	Defines the version of the protocol used. Syntax is major.minor.patch patch releases fix only bugs, minor releases may add functionality but are compatible, major releases are not compatible

Element **[MSG_IVEF](#) / Body**

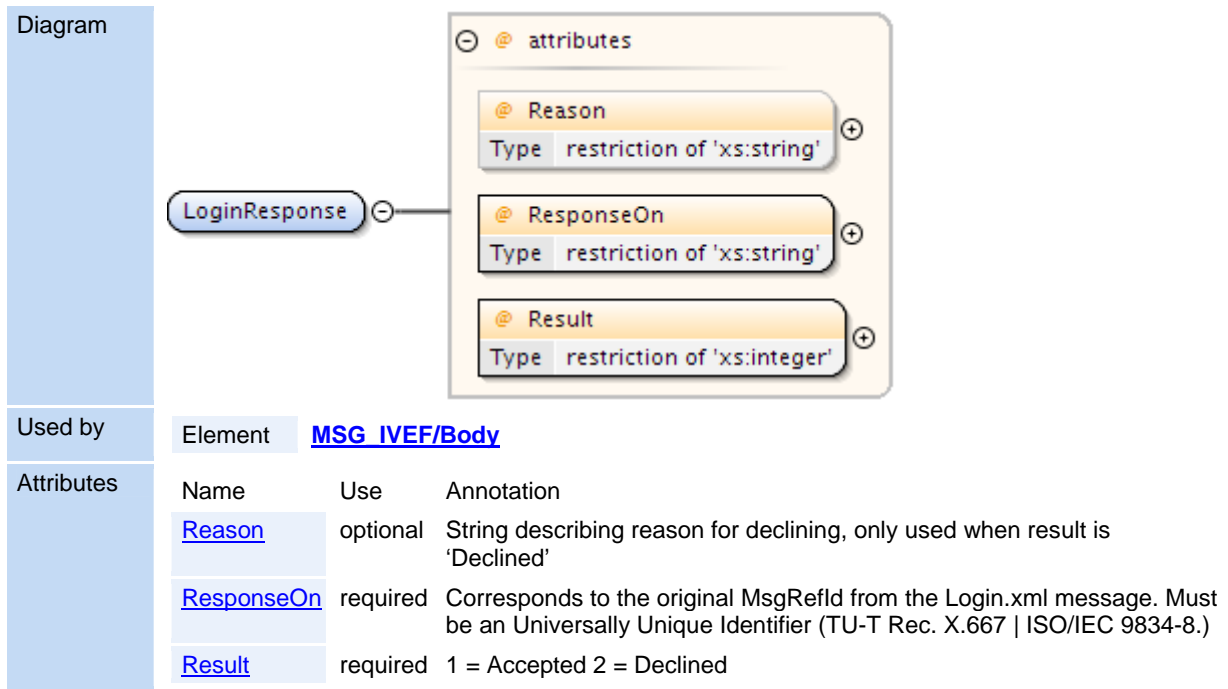


Element LoginRequest



Element LoginResponse

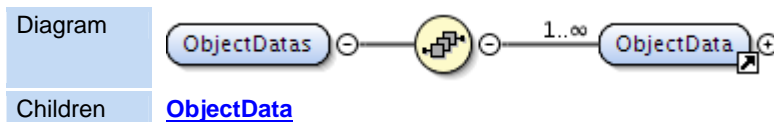
Annotations DATA login response with acceptance or deny with optional reason



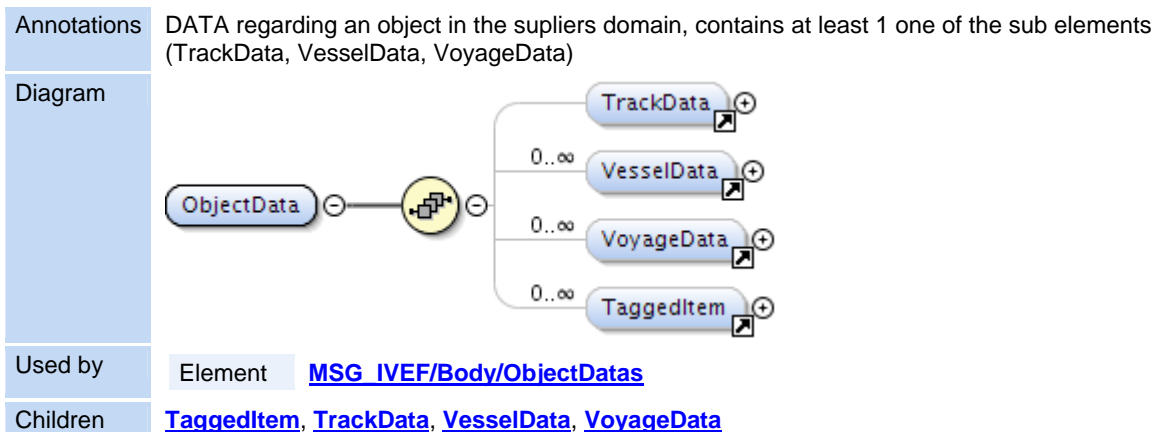
Element Logout

Annotations	DATA logout message, the server will drop the connection if logout is successfull
Diagram	
Used by	Element MSG IVEF/Body

Element [Body](#) / [MSG IVEF](#) / [ObjectDatas](#)



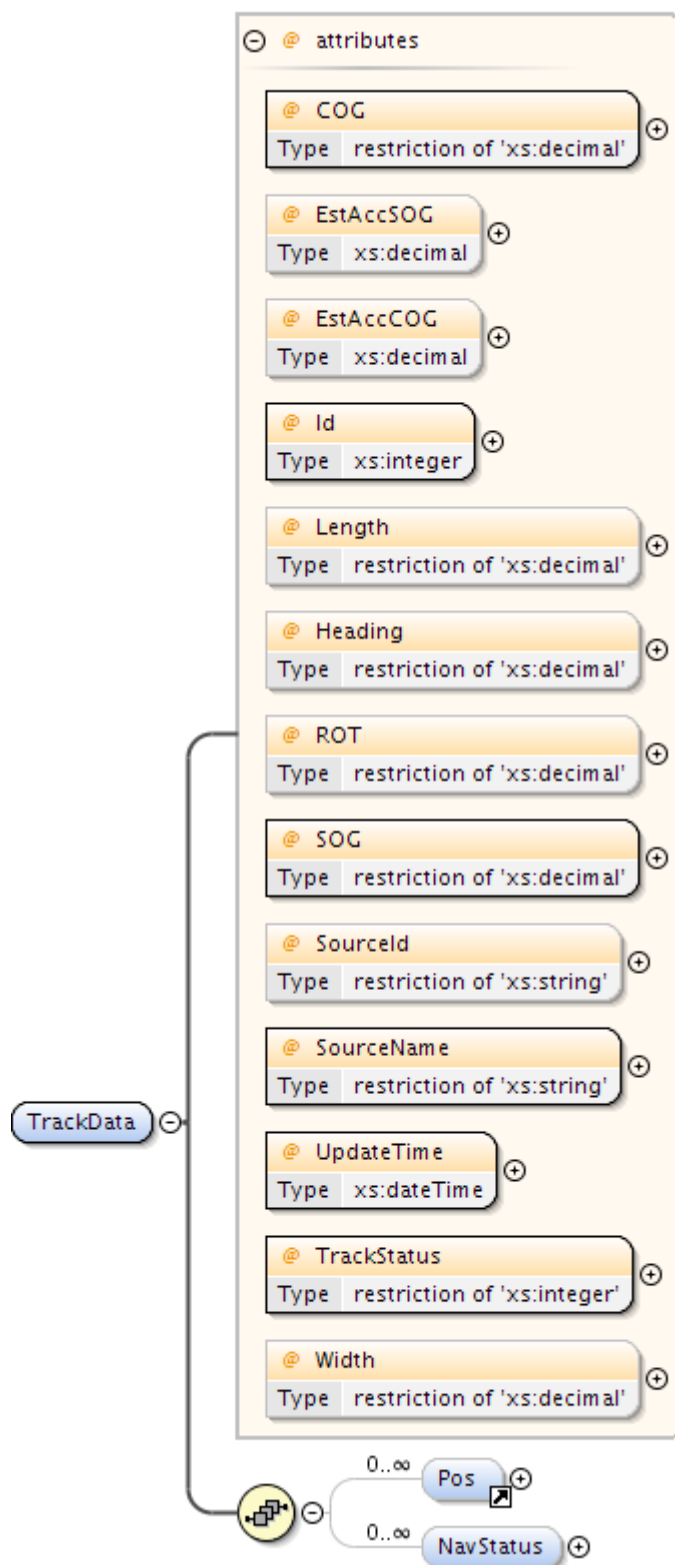
Element [ObjectData](#)



Element **TrackData**

Annotations DATA describing a position report of an object

Diagram



Used by Element [ObjectData](#)

Children [NavStatus](#), [Pos](#)

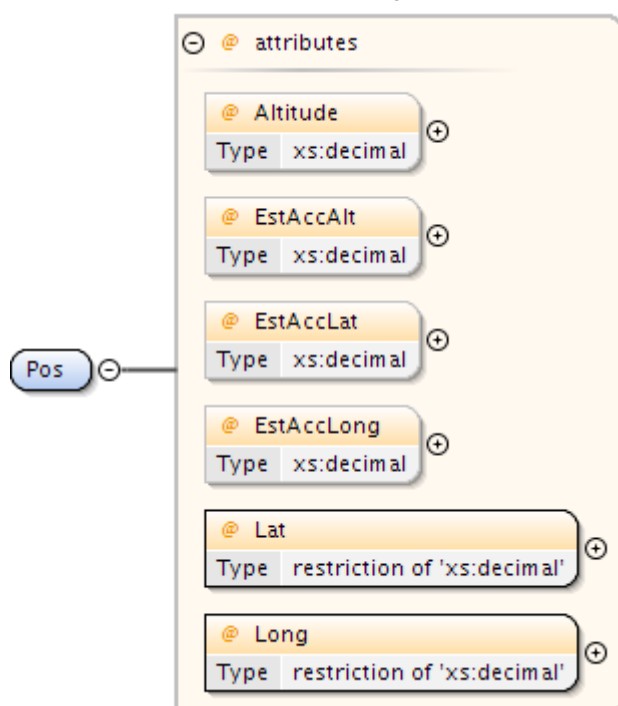
Attributes	Name	Use	Annotation
COG		required	Course over ground in degrees. (0-360)

EstAccCOG	optional	Estimated accuracy standard deviation of the calculated value expressed in degrees
EstAccSOG	optional	Estimated accuracy standard deviation of the calculated value expressed in m/s
Heading	optional	Heading of the target in degrees
Id	required	The unique identification of this track. Valid from first message with TrackStatus!=Terminated to first message with TrackStatus=Terminated
Length	optional	Measured length of the target in meter
ROT	optional	Rate of turn in degrees per minute
SOG	required	Speed over ground in meters per second
SourceId	optional	Unique identification of the producer (UN/LOCODE) in case multiple producers exist on the same LOCODE, the local competent authority can optionally addended this with a local code (e.g. BE ANR 01 = Antwerp, 01)
SourceName	required	Identification of the originator of the data
TrackStatus	required	1 = Updated, (sensors are updating the track) 2 = Coasted, (no sensor is updating the track) 3 = Dropped
UpdateTime	required	Date and time in UTC format (YYYY-MM-DDThh:mm:ss.sssZ) (subset of ISO 8601) this position was measured.
Width	optional	Measured Width of the target in meter

Element Pos

Annotations DATA position measurement of the geometrical centre of the object or location

Diagram

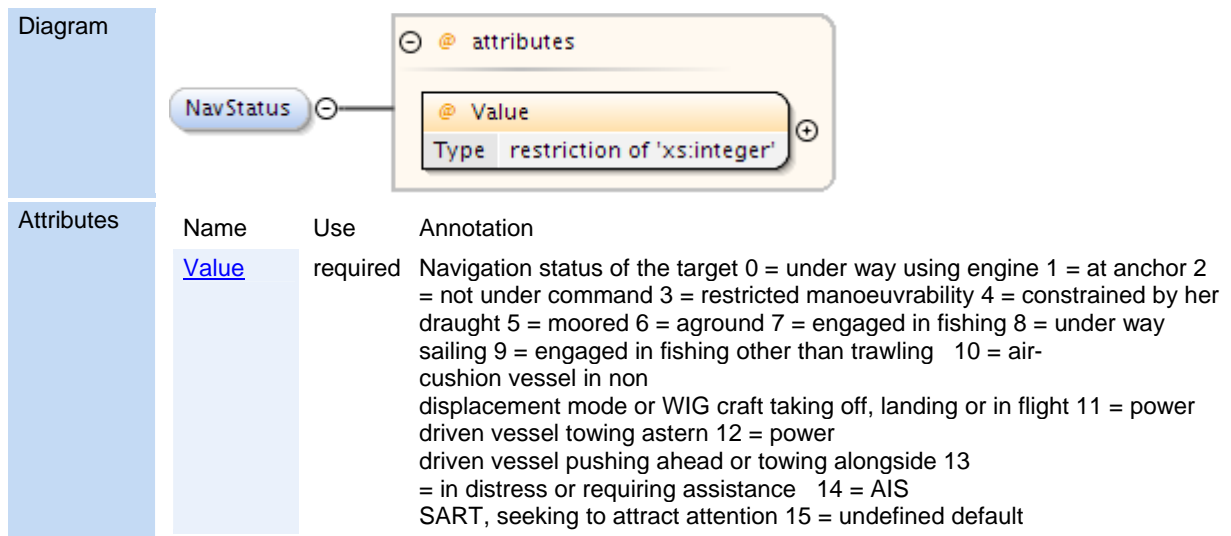


Used by Elements [Area](#), [TrackData](#), [VoyageData/Waypoint](#)

Attributes	Name	Use	Annotation
	Altitude	optional	The altitude of the target above the WGS-84 ellipsoid in meters
	EstAccAlt	optional	Estimated accuracy standard deviation of the calculated position of a target expressed in m
	EstAccLat	optional	Estimated accuracy standard deviation of the calculated position of a target expressed in m

EstAccLong	optional	Estimated accuracy standard deviation of the calculated position of a target expressed in m
Lat	required	Latitude (WGS84) in degrees. (+/- 90 degrees; North = positive; South = negative) Examples: -90deg (south) = -90.0000000 0deg0min1sec (north) = 0.0000016 50deg50min (north) = 50.8333333
Long	required	Longitude (WGS84) in degrees. (+/- 180 degrees; East = positive; West = negative). Examples: -180deg (west) = -180.0000000 0deg0min1sec (east) = 0.0000016

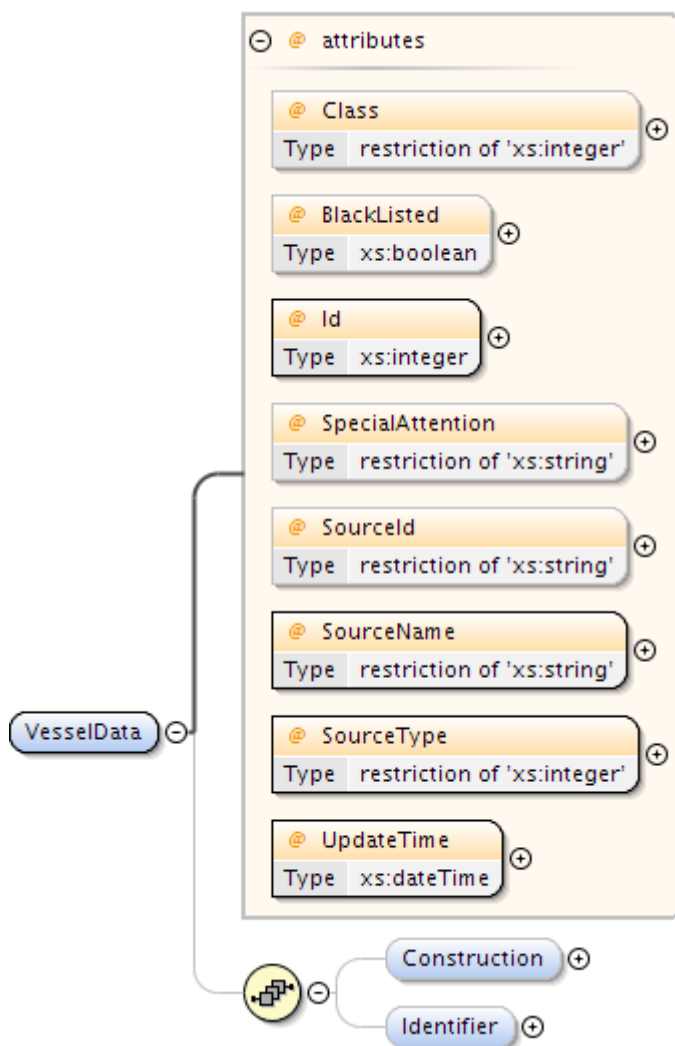
Element [TrackData](#) / [NavStatus](#)



Element [VesselData](#)

Annotations DATA regarding static elements of an object

Diagram



Used by Element [ObjectData](#)

Children [Construction](#), [Identifier](#)

Attributes	Name	Use	Annotation
	BlackListed	optional	Vessel is blacklisted by a NCA
	Class	optional	0 = Unknown 1 = Vessel 2 = Aids to Navigate
	Id	required	The unique identification of this vesseldata. Valid from first message with TrackStatus!=Terminated to first message with TrackStatus=Terminated
	SourceId	optional	Unique identification of the producer (UN/LOCODE) in case multiple producers exist on the same LOCODE, the local competent authority can optionally add this with a local code (e.g. BE ANR 01 = Antwerp, 01)
	SourceName	required	Identification of the originator of the data
	SourceType	required	Source/originator type: 0 = Unknown, 1 = Transponder, 2 = Database (VTS Plan Server), 3 = Manual (VTS Officer), 4 = Fused, 5 = External Source
	SpecialAttention	optional	Vessel is under special attention of the NCA or fairway authorities
	UpdateTime	required	Date and time in UTC format (YYYY-MM-DDThh:mm:ss.sssZ) (subset of ISO 8601) this data was compiled

Element [VesselData](#) / Construction

Annotations	attributes of the object regarding the physical construction		
Diagram	<pre> classDiagram class attributes { +HullColor : restriction of 'xs:string' +HullType : restriction of 'xs:integer' +DeadWeight : restriction of 'xs:decimal' +GrossWeight : restriction of 'xs:decimal' +Length : restriction of 'xs:decimal' +LloydsShipType : xs:integer +YearOfBuild : restriction of 'xs:integer' +MaxAirDraught : restriction of 'xs:decimal' +MaxDraught : restriction of 'xs:decimal' +MaxPersonsOnBoard : restriction of 'xs:integer' +MaxSpeed : restriction of 'xs:decimal' +Width : restriction of 'xs:decimal' } </pre>		
Children	UnType		
Attributes	Name	Use	Annotation
	DeadWeight	optional	Dead weight in tons
	GrossWeight	optional	Gross weight in tons
	HullColor	optional	Color of Hull (in RGB hex) for SAR operations
	HullType	optional	Type of hull (1 = single, 2 = double, 3 = triple)
	Length	optional	The overall length of the target in meter as confirmed by NCA
	LloydsShipType	optional	Number indicating type of vessel
	MaxAirDraught	optional	Maximum air draught of the object in meters, to be used if voyage data is not available

MaxDraught	optional	Maximum draught of the object in meters, to be used if voyage data is not available
MaxPersonsOnBoard	optional	The maximum number of persons on board of the object (crew, support, passengers, pilots)
MaxSpeed	optional	The maximum speed the object is able to sustain with normal draft and load
Width	optional	Overall width of the target in meter as confirmed by the NCA
YearOfBuild	optional	The year the vessel was build in 4 digits e.g. 2010

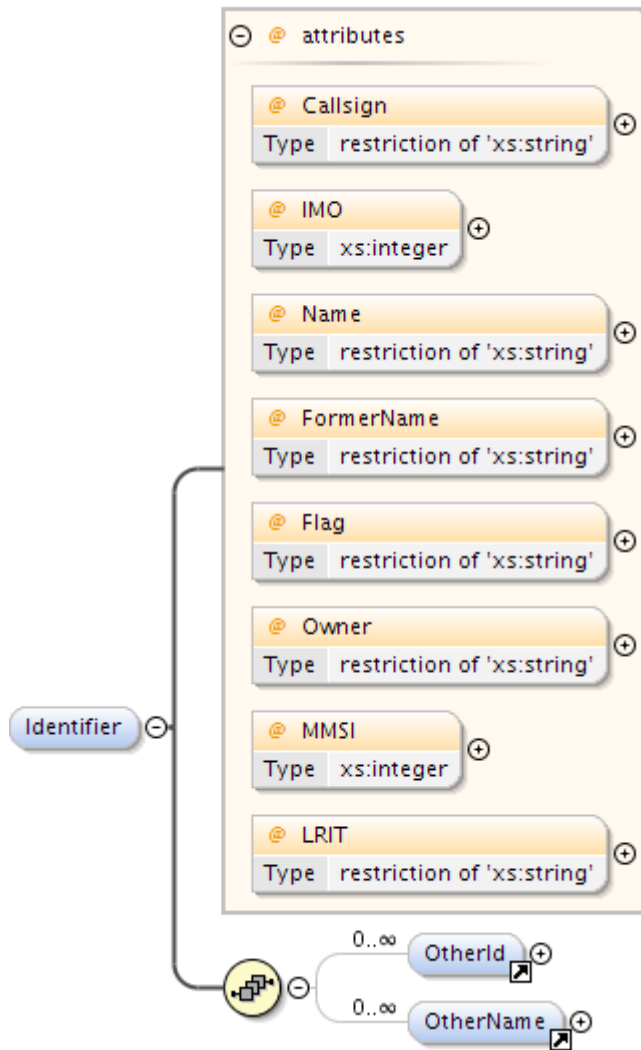
Element [Construction](#) / [VesselData](#) / [UnType](#)

Annotations	Object type according to CODES FOR TYPES OF MEANS OF TRANSPORT Revision 2 (UNECE CEFACT Trade Facilitation Recommendation No. 28 edition 2007)		
Diagram	<pre> classDiagram class UnType class attributes { CodeA : restriction of 'xs:string' CodeB : restriction of 'xs:string' Mode : restriction of 'xs:integer' } UnType -- attributes </pre>		
Attributes	Name	Use	Annotation
	CodeA	required	
	CodeB	optional	
	Mode	required	

Element [VesselData](#) / [Identifier](#)

Annotations	(local) Identification of vessel
-------------	----------------------------------

Diagram



Children

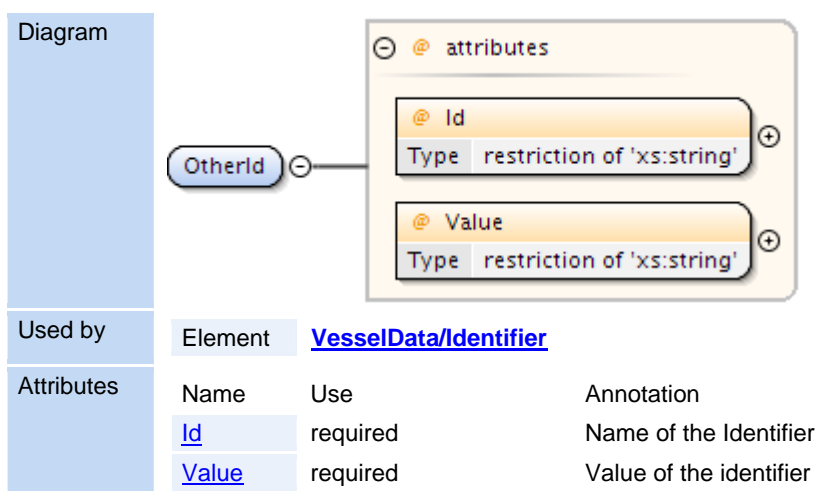
[OtherId](#), [OtherName](#)

Attributes

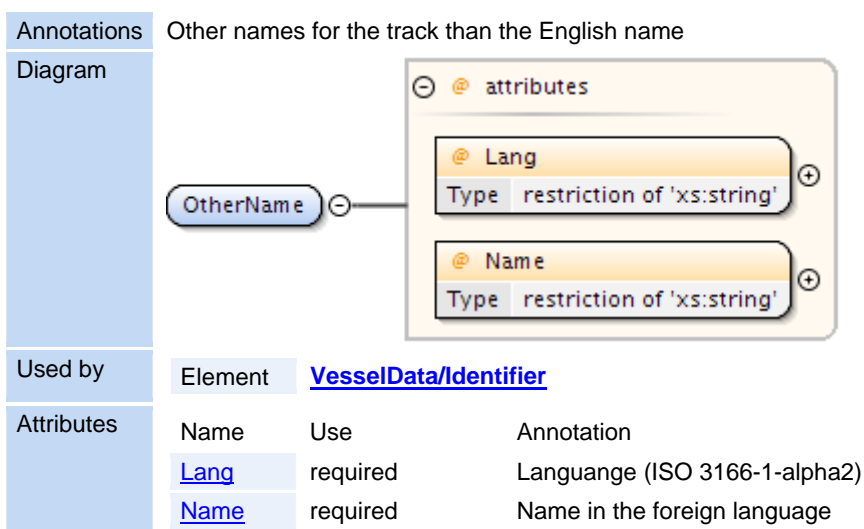
Name	Use	Annotation
Callsign	optional	Callsign of the target, in accordance with Article 19, Section III of the ITU Radio Regulations (RR)
Flag	optional	The country flag (ISO 3166-1-alpha2)
FormerName	optional	Previous name of the target
IMO	optional	IMO number of the target
LRIT	optional	LRIT identification
MMSI	optional	MMSI number of the target
Name	optional	Name of the target
Owner	optional	Name of owner the target

Element **OtherId**

Annotations	Other Id's for the track than the world wide international standard Identifiers, e.g. regional indentifiers like ENI
-------------	--



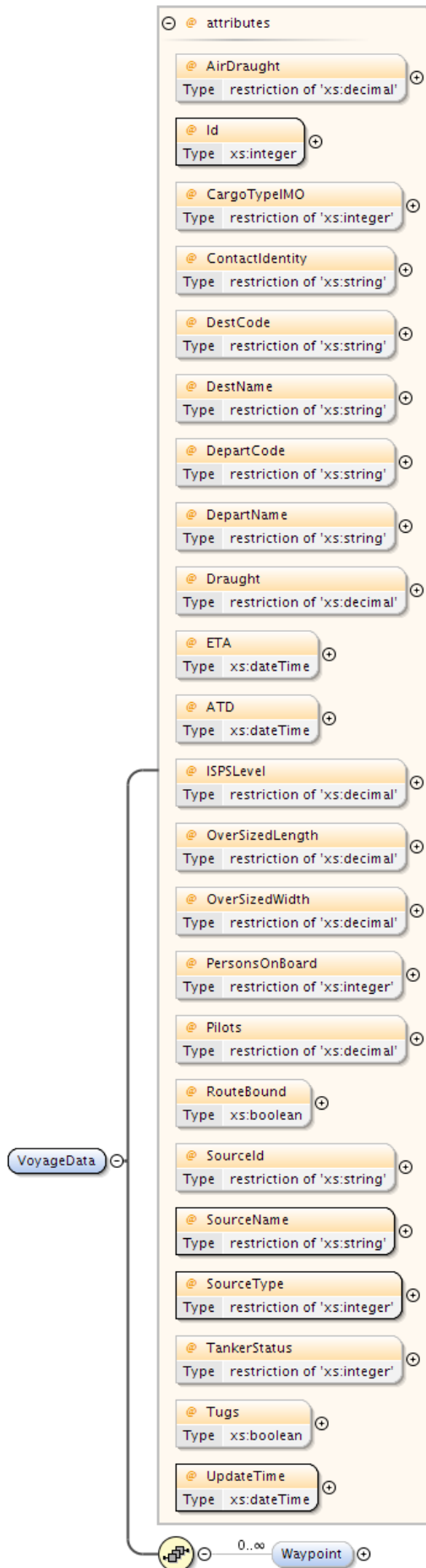
Element **OtherName**



Element **VoyageData**

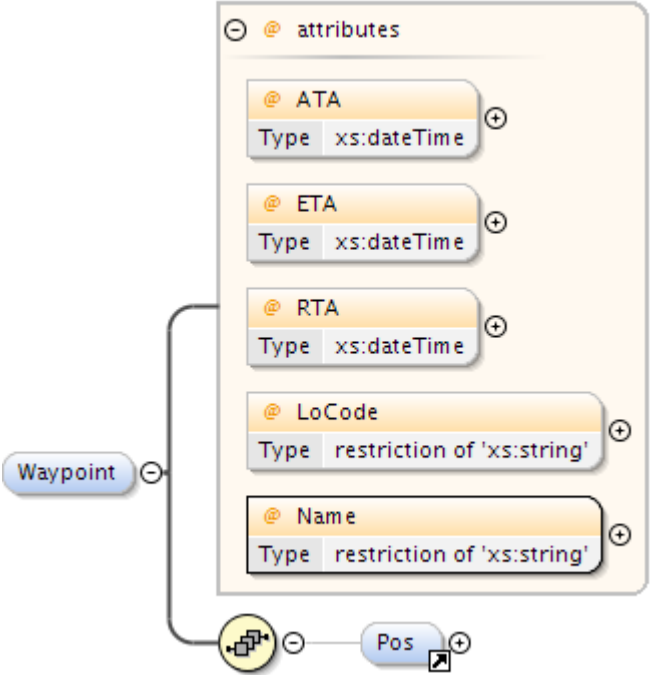
Annotations	DATA regarding a movement of a vessel servers domain
-------------	--

Diagram

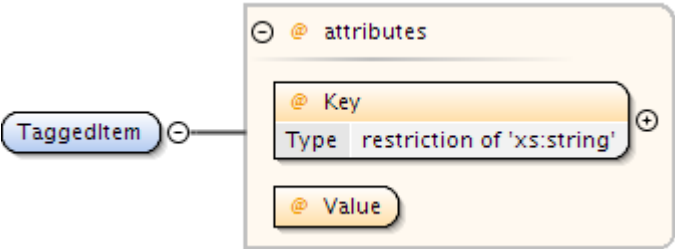


Used by	Element	ObjectData	
Children	Waypoint		
Attributes	Name	Use	Annotation
	ATD	optional	Date and time in (subset of ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) of the Actual Time Of Departure of the target
	AirDraught	optional	Actual air draught of the vessel in meters
	CargoTypeIMO	optional	0 = All ships of this type 1 = Carrying DG, HS, or MP, IMO hazard or pollutant category A 2 = Carrying DG, HS, or MP, IMO hazard or pollutant category B 3 = Carrying DG, HS, or MP, IMO hazard or pollutant category C 4 = Carrying DG, HS, or MP, IMO hazard or pollutant category D 5 = Carrying DG, HS, or MP, IMO hazard or pollutant of unknown category
	ContactIdentity	optional	reference to the identity associated with this objects voyage
	DepartCode	optional	Departure of the target (UN/LOCODE) optionally addended with local location code (e.g. BEANR0170100497 = Antwerp, HANSADOK 497)
	DepartName	optional	Departure name of the target e.g. local code for berth/lock/bridge/terminal
	DestCode	optional	Destination of the target (UN/LOCODE) optionally addended with local location code (e.g. BEANR0170100497 = Antwerp, HANSADOK 497)
	DestName	optional	Destination name of the target e.g. local code for berth/lock/bridge/terminal
	Draught	optional	Actual draught of the vessel in meters
	ETA	optional	Date and time in (subset of ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) of the Expected Time Of Arrival of the target at the destination
	ISPSLevel	optional	The ISPS level of the object (1 = normal, 2 = heightened, 3 = exceptional)
	Id	required	The unique identification of this voyagedata. Valid from first message with TrackStatus!=Terminated to first message with TrackStatus=Terminated
	OverSizedLength	optional	Length of the target in meter as confirmed by NCA, in case of a convoy of barges
	OverSizedWidth	optional	Width of the target in meter as confirmed by the NCA, in case of a convoy of barges
	PersonsOnBoard	optional	The number of persons on board of the object, should equal the sum of crew, passengers and support personel if available
	Pilots	optional	Pilot status 0 = unknown 1 = pilot on board 2 = object under remote pilotage 3 = pilot required
	RouteBound	optional	This object is bound to the route of this voyage
	SourceId	optional	Unique identification of the producer (UN/LOCODE) in case multiple producers exist on the same LOCODE, the local competent authority can optionally addended this with a local code (e.g. BE ANR 01 = Antwerp, 01)
	SourceName	required	Identification of the originator of this data
	SourceType	required	Source/originator type: 0 = Unknown, 1 = Transponder, 2 = Database (VTS Plan Server), 3 = Manual (VTS Officer), 4 = Fused, 5 = External Source
	TankerStatus	optional	Describes the status of the tanker 0 = Non gas free 1 = Gas free 2 = Inert
	Tugs	optional	Object uses tugs
UpdateTime	required	Date and time in (subset of ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) this data was compiled	

Element [VoyageData](#) / Waypoint


Annotations	Waypoint belonging to the route of this voyage		
Diagram			
Children	Pos		
Attributes	Name	Use	Annotation
	ATA	optional	Date and time in UTC format (YYYY-MM-DDThh:mmZ) (subset of ISO 8601) of the Actual Time Of Arrival of the target.
	ETA	optional	Date and time in UTC format (YYYY-MM-DDThh:mmZ) (subset of ISO 8601) of the Expected Time Of Arrival of the target.
	LoCode	optional	Waypoint name in UN/LOCODE optionally addended with local location code (e.g. BEANR0170100497 = Antwerp, HANSADOK 497)
	Name	required	Name of the waypoint
	RTA	optional	Date and time in UTC format (YYYY-MM-DDThh:mmZ) (subset of ISO 8601) of the Requested Time Of Arrival of the target.

Element [TaggedItem](#)

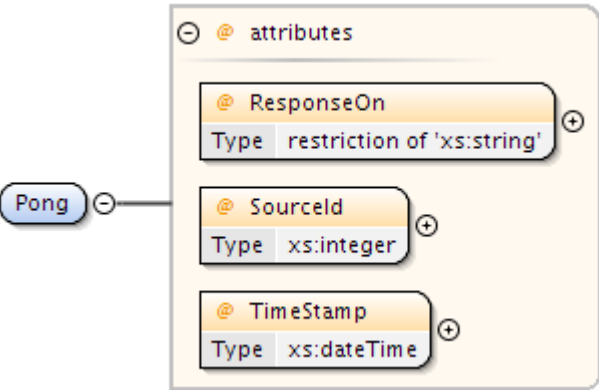
Annotations	Generic key/value pairs, can be used to pass information that is not (yet) in the standard, provided server and user agree upon interface. E.g. Blue sign indication for inland waterways, references to voyage or vesseldata (URL)		
Diagram			
Used by	Element	ObjectData	
Attributes	Name	Use	Annotation
	Key	required	Key for the tagged item

	Value	required	Value of the tagged item, can be of any type
--	-----------------------	----------	--

Element Ping

Annotations	DATA alive message		
Diagram			
Used by	Element	MSG_IVEF/Body	
Attributes	Name	Use	Annotation
	Timestamp	required	Date and time in (subset ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) of the time this message is sent.

Element Pong

Annotations	DATA alive response		
Diagram			
Used by	Element	MSG_IVEF/Body	
Attributes	Name	Use	Annotation
	ResponseOn	required	Corresponds to the original MsgRefId from the Ping.xml message. Must be an Universally Unique Identifier (TU-T Rec. X.667 ISO/IEC 9834-8.)
	SourceId	required	The identification of the node who created this message
	Timestamp	required	Date and time in (subset of ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) of the time this message is sent.

Element ServerStatus

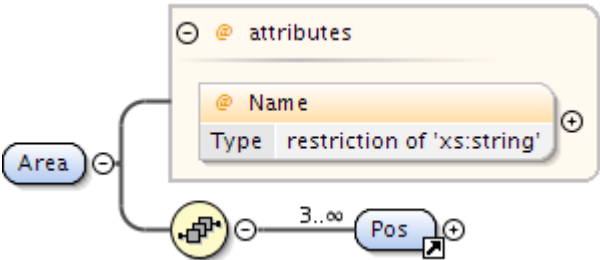
Annotations	DATA describing the status of the server (full/available)
-------------	---

Diagram			
Used by	Element	MSG IVEF/Body	
Attributes	Name	Use	Annotation
	ContactIdentity	optional	reference to the identity associated with this service
	Details	optional	Details of status
	Status	required	Status of the server (ok / not ok)

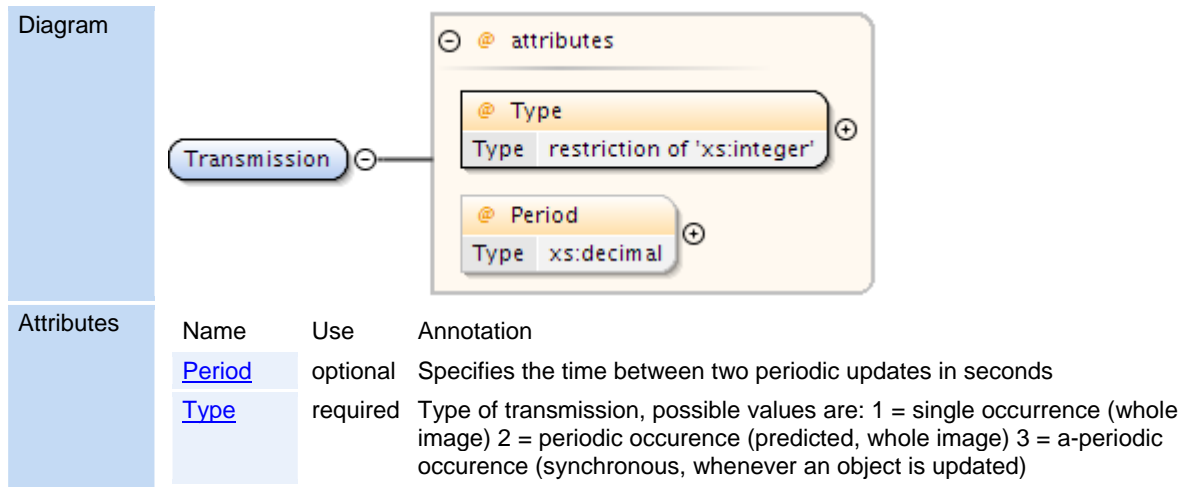
Element [ServiceRequest](#)

Annotations	DATA describing the service a user requests		
Diagram	<pre>graph LR; SR((ServiceRequest -)) --- C((+)); C --- Area[Area +]; C --- Transmission[Transmission +]; C --- Item[Item +]; C --- Filter[Filter +];</pre>		
Used by	Element	MSG IVEF/Body	
Children	Area , Filter , Item , Transmission		

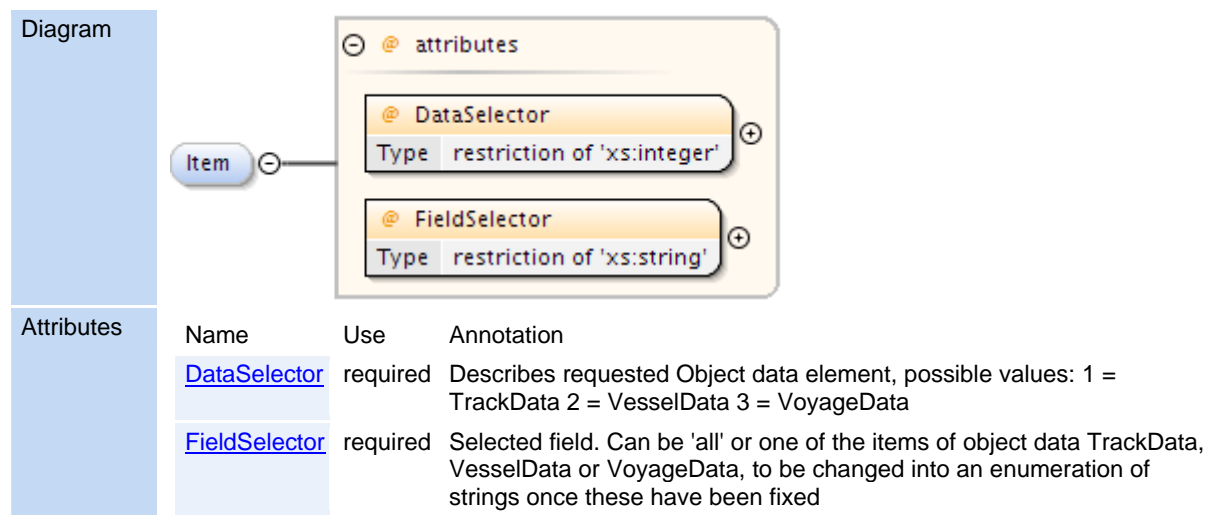
Element [Area](#)

Annotations	Geographical location based on one or more polygons		
Diagram			
Used by	Element	ServiceRequest	
Children	Pos		
Attributes	Name	Use	Annotation
	Name	optional	Name of the area

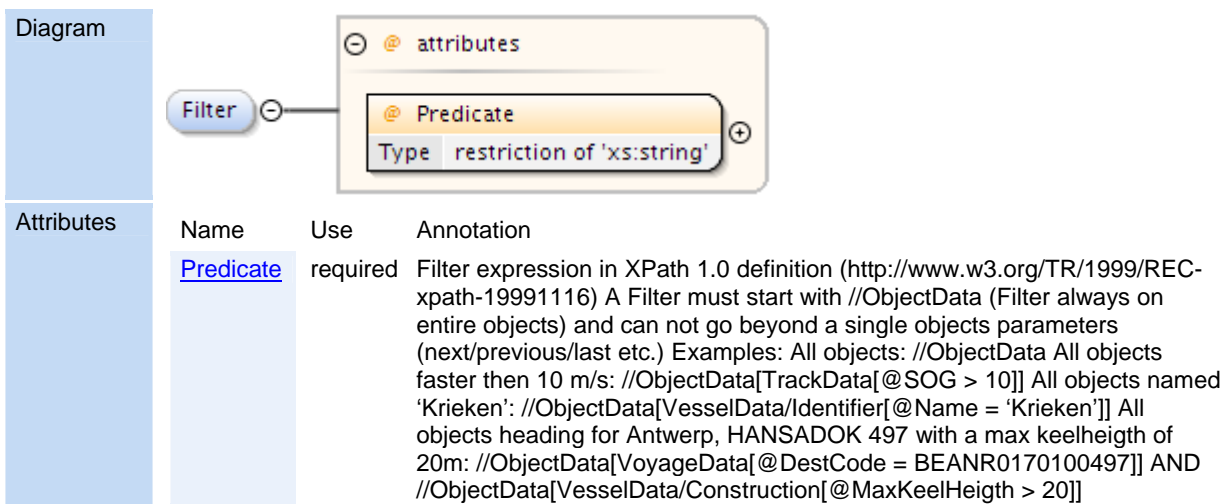
Element [ServiceRequest](#) / Transmission



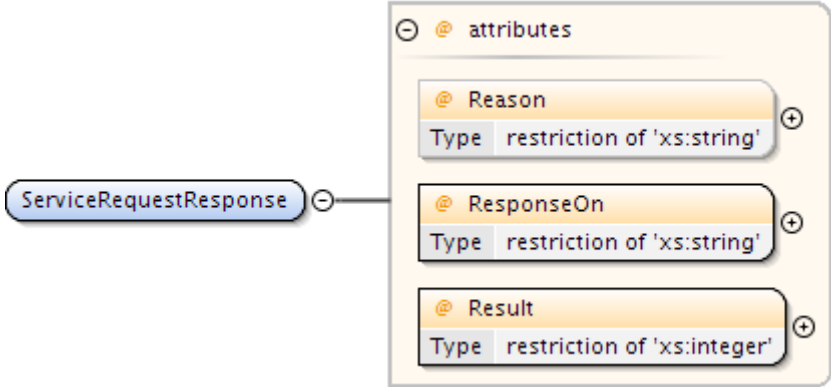
Element [ServiceRequest](#) / Item



Element [ServiceRequest](#) / Filter



Element **ServiceRequestResponse**

Annotations	DATA detailing the suppliers response to the users service request		
Diagram			
Used by	Element	MSG IVEF/Body	
Attributes	Name	Use	Annotation
	Reason	optional	String describing reason for declining, when result is 'Declined', or a string describing the restrictions when the result is 'Accepted with restrictions'
	ResponseOn	required	Corresponds to the original MsgRefId from the ServiceRequest message. Must be an Universally Unique Identifier (TU-T Rec. X.667 ISO/IEC 9834-8.)
	Result	required	1 = Accepted, 2 = Declined, 3 = Accepted with restrictions

2 ATTRIBUTE DEFINITIONS

Attribute **ATA**

Annotations	Date and time in UTC format (YYYY-MM-DDThh:mmZ) (subset of ISO 8601) of the Actual Time Of Arrival of the target.
Type	xs:dateTime
Used by	Element VoyageDataWaypoint

Attribute **ATD**

Annotations	Date and time in (subset of ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) of the Actual Time Of Departure of the target
Type	xs:dateTime
Used by	Element VoyageData

Attribute **AirDraught**

Annotations	Actual air draught of the vessel in meters
-------------	--

Type	restriction of xs:decimal	
Facets	fractionDigits	2
	minExclusive	0
Used by	Element	VoyageData

Attribute **Altitude**

Annotations	The altitude of the target above the WGS-84 ellipsoid in meters	
Type	xs:decimal	
Used by	Element	Pos

Attribute **BlackListed**

Annotations	Vessel is blacklisted by a NCA	
Type	xs:boolean	
Used by	Element	VesselData

Attribute **COG**

Annotations	Course over ground in degrees. (0-360)		
Type	restriction of xs:decimal		
Facets	fractionDigits	1	
	maxInclusive	360	
	minInclusive	0	
Used by	Element	TrackData	

Attribute **Callsign**

Annotations	Callsign of the target, in accordance with Article 19, Section III of the ITU Radio Regulations (RR)		
Type	restriction of xs:string		
Facets	minLength	0	
	maxLength	9	
Used by	Element	VesselData/Identifier	

Attribute **CargoTypeIMO**

Annotations	0 = All ships of this type 1 = Carrying DG, HS, or MP, IMO hazard or pollutant category A 2 = Carrying DG, HS, or MP, IMO hazard or pollutant category B 3 = Carrying DG, HS, or MP, IMO hazard or pollutant category C 4 = Carrying DG, HS, or MP, IMO hazard or pollutant category D 5 = Carrying DG, HS, or MP, IMO hazard or pollutant of unknown category	
Type	restriction of xs:integer	

Facets	enumeration	0
	enumeration	1
	enumeration	2
	enumeration	3
	enumeration	4
	enumeration	5
Used by	Element	VoyageData

Attribute **Class**

Annotations	0 = Unknown 1 = Vessel 2 = Aids to Navigate	
Type	restriction of xs:integer	
Facets	enumeration	0
	enumeration	1
	enumeration	2
Used by	Element	VesselData

Attribute **CodeA**

Type	restriction of xs:string	
Facets	pattern	[0-9A-Z]{2,3}
Used by	Element	VesselData/Construction/UnType

Attribute **CodeB**

Type	restriction of xs:string	
Facets	pattern	[1-9A-Z]
Used by	Element	VesselData/Construction/UnType

Attribute **ContactIdentity**

Annotations	reference to the identity associated with this objects voyage	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	254
Used by	Element	VoyageData

Attribute **ContactIdentity**

Annotations	reference to the identity associated with this service
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Type	restriction of xs:string	
Facets	minLength	1
	maxLength	254
Used by	Element	ServerStatus

Attribute **DataSelector**

Annotations	Describes requested Object data element, possible values: 1 = TrackData 2 = VesselData 3 = VoyageData	
Type	restriction of xs:integer	
Facets	enumeration	1
	enumeration	2
	enumeration	3
Used by	Element	ServiceRequest/Item

Attribute **DeadWeight**

Annotations	Dead weight in tons	
Type	restriction of xs:decimal	
Facets	minExclusive	0
Used by	Element	VesselData/Construction

Attribute **DepartCode**

Annotations	Departure of the target (UN/LOCODE) optionally addended with local location code (e.g. BEANR0170100497 = Antwerp, HANSADOK 497)	
Type	restriction of xs:string	
Facets	minLength	5
	maxLength	15
Used by	Element	VoyageData

Attribute **DepartName**

Annotations	Departure name of the target e.g. local code for berth/lock/bridge/terminal	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	42
Used by	Element	VoyageData

Attribute **DestCode**

Annotations	Destination of the target (UN/LOCODE) optionally addended with local location code (e.g. BEANR0170100497 = Antwerp, HANSADOK 497)		
Type	restriction of xs:string		
Facets	minLength	5	
	maxLength	15	
Used by	Element	VoyageData	

Attribute **DestName**

Annotations	Destination name of the target e.g. local code for berth/lock/bridge/terminal		
Type	restriction of xs:string		
Facets	minLength	1	
	maxLength	42	
Used by	Element	VoyageData	

Attribute **Details**

Annotations	Details of status		
Type	restriction of xs:string		
Facets	maxLength	50	
Used by	Element	ServerStatus	

Attribute **Draught**

Annotations	Actual draught of the vessel in meters		
Type	restriction of xs:decimal		
Facets	fractionDigits	2	
	minExclusive	0	
Used by	Element	VoyageData	

Attribute **ETA**

Annotations	Date and time in UTC format (YYYY-MM-DDThh:mmZ) (subset of ISO 8601) of the Expected Time Of Arrival of the target.		
Type	xs:dateTime		
Used by	Element	VoyageData/Waypoint	

Attribute **ETA**

Annotations	Date and time in (subset of ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) of the Expected Time Of Arrival of the target at the destination		
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Type	xs:dateTime
Used by	Element VoyageData

Attribute **Encryption**

Annotations	1 = plain 2 - 6 the 5 most common encryption 0 = custom	
Type	restriction of xs:integer	
Facets	enumeration	1
	enumeration	2
Used by	Element	LoginRequest

Attribute **EstAccAlt**

Annotations	Estimated accuracy standard deviation of the calculated position of a target expressed in m	
Type	xs:decimal	
Used by	Element	Pos

Attribute **EstAccCOG**

Annotations	Estimated accuracy standard deviation of the calculated value expressed in degrees	
Type	xs:decimal	
Used by	Element	TrackData

Attribute **EstAccLat**

Annotations	Estimated accuracy standard deviation of the calculated position of a target expressed in m	
Type	xs:decimal	
Used by	Element	Pos

Attribute **EstAccLong**

Annotations	Estimated accuracy standard deviation of the calculated position of a target expressed in m	
Type	xs:decimal	
Used by	Element	Pos

Attribute **EstAccSOG**

Annotations	Estimated accuracy standard deviation of the calculated value expressed in m/s	
Type	xs:decimal	
Used by	Element	TrackData

Attribute **FieldSelector**

Annotations	Selected field. Can be 'all' or one of the items of object data TrackData, VesselData or VoyageData, to be changed into an enumeration of strings once these have been fixed		
Type	restriction of xs:string		
Facets	minLength	1	
	maxLength	42	
Used by	Element	ServiceRequest/Item	

Attribute **Flag**

Annotations	The country flag (ISO 3166-1-alpha2)		
Type	restriction of xs:string		
Facets	minLength	2	
	maxLength	2	
Used by	Element	VesselData/Identifier	

Attribute **FormerName**

Annotations	Previous name of the target		
Type	restriction of xs:string		
Facets	minLength	1	
	maxLength	42	
Used by	Element	VesselData/Identifier	

Attribute **GrossWeight**

Annotations	Gross weight in tons		
Type	restriction of xs:decimal		
Facets	minExclusive	0	
Used by	Element	VesselData/Construction	

Attribute **Heading**

Annotations	Heading of the target in degrees		
Type	restriction of xs:decimal		
Facets	maxInclusive	360.0	
	minInclusive	0.0	
Used by	Element	TrackData	

Attribute **HullColor**

Annotations	Color of Hull (in RGB hex) for SAR operations	
Type	restriction of xs:string	
Facets	minLength	6
	maxLength	6
Used by	Element	VesselData/Construction

Attribute **HullType**

Annotations	Type of hull (1 = single, 2 = double, 3 = triple)	
Type	restriction of xs:integer	
Facets	enumeration	1
	enumeration	2
	enumeration	3
Used by	Element	VesselData/Construction

Attribute **IMO**

Annotations	IMO number of the target	
Type	xs:integer	
Used by	Element	VesselData/Identifier

Attribute **ISPSLevel**

Annotations	The ISPS level of the object (1 = normal, 2 = heightened, 3 = exceptional)	
Type	restriction of xs:decimal	
Facets	enumeration	1
	enumeration	2
	enumeration	3
Used by	Element	VoyageData

Attribute **Id**

Annotations	The unique identification of this track. Valid from first message with TrackStatus!=Terminated to first message with TrackStatus=Terminated	
Type	xs:integer	
Used by	Element	TrackData

Attribute **Id**

Annotations	Name of the Identifier
Type	restriction of xs:string
Facets	minLength 1
	maxLength 42
Used by	Element OtherId

Attribute **Id**

Annotations	The unique identification of this vesseldata. Valid from first message with TrackStatus!=Terminated to first message with TrackStatus=Terminated	
Type	xs:integer	
Used by	Element	VesselData

Attribute **Id**

Annotations	The unique identification of this voyagedata. Valid from first message with TrackStatus!=Terminated to first message with TrackStatus=Terminated	
Type	xs:integer	
Used by	Element	VoyageData

Attribute **Key**

Annotations	Key for the tagged item	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	42
Used by	Element	TaggedItem

Attribute **LRIT**

Annotations	LRIT identification	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	42
Used by	Element	VesselData/Identifier

Attribute **Lang**

Annotations	Language (ISO 3166-1-alpha2)	
Type	restriction of xs:string	
Facets	minLength	2

	maxLength	2
Used by	Element	OtherName

Attribute **Lat**

Annotations	Latitude (WGS84) in degrees. (+/- 90 degrees; North = positive; South = negative) Examples: - 90deg (south) = -90.0000000 0deg0min1sec (north) = 0.0000016 50deg50min (north) = 50.8333333	
Type	restriction of xs:decimal	
Facets	fractionDigits	5
	maxInclusive	+90.00000
	minInclusive	-90.00000
Used by	Element	Pos

Attribute **Length**

Annotations	Measured length of the target in meter	
Type	restriction of xs:decimal	
Facets	minExclusive	0
Used by	Element	TrackData

Attribute **Length**

Annotations	The overall length of the target in meter as confirmed by NCA	
Type	restriction of xs:decimal	
Facets	minExclusive	0
Used by	Element	VesselData/Construction

Attribute **LloydsShipType**

Annotations	Number indicating type of vessel	
Type	xs:integer	
Used by	Element	VesselData/Construction

Attribute **LoCode**

Annotations	Waypoint name in UN/LOCODE optionally addended with local location code (e.g. BEANR0170100497 = Antwerp, HANSADOK 497)	
Type	restriction of xs:string	
Facets	minLength	5
	maxLength	15

Used by	Element	VoyageData/Waypoint
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Attribute **Long**

Annotations	Longitude (WGS84) in degrees. (+/- 180 degrees; East = positive; West = negative). Examples: -180deg (west) = -180.0000000 0deg0min1sec (east) = 0.0000016	
Type	restriction of xs:decimal	
Facets	fractionDigits	5
	maxInclusive	+180.00000
	minExclusive	-180.00000
Used by	Element	Pos

Attribute **MMSI**

Annotations	MMSI number of the target	
Type	xs:integer	
Used by	Element	VesselData/Identifier

Attribute **MaxAirDraught**

Annotations	Maximum air draught of the object in meters, to be used if voyage data is not available	
Type	restriction of xs:decimal	
Facets	fractionDigits	1
	minExclusive	0
Used by	Element	VesselData/Construction

Attribute **MaxDraught**

Annotations	Maximum draught of the object in meters, to be used if voyage data is not available	
Type	restriction of xs:decimal	
Facets	fractionDigits	1
	minExclusive	0
Used by	Element	VesselData/Construction

Attribute **MaxPersonsOnBoard**

Annotations	The maximum number of persons on board of the object (crew, support, passengers, pilots)	
Type	restriction of xs:integer	
Facets	minExclusive	0
Used by	Element	VesselData/Construction

Attribute **MaxSpeed**

Annotations	The maximum speed the object is able to sustain with normal draft and load	
Type	restriction of xs:decimal	
Facets	minExclusive	0
Used by	Element	VesselData/Construction

Attribute **Mode**

Type	restriction of xs:integer	
Facets	enumeration	1
	enumeration	2
	enumeration	3
	enumeration	4
	enumeration	6
	enumeration	7
	enumeration	8
Used by	Element	VesselData/Construction/UnType

Attribute **MsgRefId**

Annotations	Must be an Universally Unique Identifier for each message (TU-T Rec. X.667 ISO/IEC 9834-8.) Reply messages refer to this id to identify the message they are replying to. In its canonical form, a UUID consists of 32 hexadecimal digits, displayed in 5 groups separated by hyphens, in the form 8-4-4-4-12 for a total of 36 characters, enclosed by brackets. For example: {550e8400-e29b-41d4-a716-446655440000}	
Type	restriction of xs:string	
Facets	minLength	36
	maxLength	42
Used by	Element	Header

Attribute **Name**

Annotations	Login name	
Type	restriction of xs:string	
Facets	maxLength	256
Used by	Element	LoginRequest

Attribute **Name**

Annotations	Name in the foreign language	
Type	restriction of xs:string	

Facets	minLength	1
	maxLength	42
Used by	Element	OtherName

Attribute **Name**

Annotations	Name of the target	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	42
Used by	Element	VesselData/Identifier

Attribute **Name**

Annotations	Name of the waypoint	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	42
Used by	Element	VoyageData/Waypoint

Attribute **Name**

Annotations	Name of the area	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	42
Used by	Element	Area

Attribute **OverSizedLength**

Annotations	Length of the target in meter as confirmed by NCA, in case of a convoy of barges	
Type	restriction of xs:decimal	
Facets	fractionDigits	1
	minExclusive	0
Used by	Element	VoyageData

Attribute **OverSizedWidth**

Annotations	Width of the target in meter as confirmed by the NCA, in case of a convoy of barges	
Type	restriction of xs:decimal	

Facets	<table><tr><td>fractionDigits</td><td>1</td></tr><tr><td>minExclusive</td><td>0</td></tr></table>	fractionDigits	1	minExclusive	0
fractionDigits	1				
minExclusive	0				
Used by	Element VoyageData				

Attribute **Owner**

Annotations	Name of owner the target				
Type	restriction of xs:string				
Facets	<table><tr><td>minLength</td><td>1</td></tr><tr><td>maxLength</td><td>42</td></tr></table>	minLength	1	maxLength	42
minLength	1				
maxLength	42				
Used by	Element VesselData/Identifier				

Attribute **Password**

Annotations	Password value		
Type	restriction of xs:string		
Facets	<table><tr><td>maxLength</td><td>256</td></tr></table>	maxLength	256
maxLength	256		
Used by	Element LoginRequest		

Attribute **Period**

Annotations	Specifies the time between two periodic updates in seconds
Type	xs:decimal
Used by	Element ServiceRequest/Transmission

Attribute **PersonsOnBoard**

Annotations	The number of persons on board of the object, should equal the sum of crew, passengers and support personel if available		
Type	restriction of xs:integer		
Facets	<table><tr><td>minExclusive</td><td>0</td></tr></table>	minExclusive	0
minExclusive	0		
Used by	Element VoyageData		

Attribute **Pilots**

Annotations	Pilot status 0 = unknown 1 = pilot on board 2 = object under remote pilotage 3 = pilot required		
Type	restriction of xs:decimal		
Facets	<table><tr><td>minExclusive</td><td>0</td></tr></table>	minExclusive	0
minExclusive	0		
Used by	Element VoyageData		

Attribute Predicate

Annotations	Filter expression in XPath 1.0 definition (http://www.w3.org/TR/1999/REC-xpath-19991116) A Filter must start with //ObjectData (Filter always on entire objects) and can not go beyond a single objects parameters (next/previous/last etc.) Examples: All objects: //ObjectData All objects faster then 10 m/s: //ObjectData[TrackData[@SOG > 10]] All objects named 'Krieken': //ObjectData[VesselData/Identifier[@Name = 'Krieken']] All objects heading for Antwerp, HANSADOK 497 with a max keelheigh of 20m: //ObjectData[VoyageData[@DestCode = BEANR0170100497]] AND //ObjectData[VesselData/Construction[@MaxKeelHeigh > 20]]		
Type	restriction of xs:string		
Facets	minLength	1	
	maxLength	1024	
Used by	Element	ServiceRequest/Filter	

Attribute ROT

Annotations	Rate of turn in degrees per minute		
Type	restriction of xs:decimal		
Facets	fractionDigits	1	
	maxInclusive	720	
	minExclusive	-720	
Used by	Element	TrackData	

Attribute RTA

Annotations	Date and time in UTC format (YYYY-MM-DDThh:mmZ) (subset of ISO 8601) of the Requested Time Of Arrival of the target.		
Type	xs:dateTime		
Used by	Element	VoyageData/Waypoint	

Attribute Reason

Annotations	String describing reason for declining, only used when result is 'Declined'		
Type	restriction of xs:string		
Facets	maxLength	256	
Used by	Element	LoginResponse	

Attribute Reason

Annotations	String describing reason for declining, when result is 'Declined', or a string describing the restrictions when the result is 'Accepted with restrictions'		
Type	restriction of xs:string		
Facets	maxLength	256	

Used by	Element	ServiceRequestResponse
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Attribute **ResponseOn**

Annotations	Corresponds to the original MsgRefId from the Login.xml message. Must be an Universally Unique Identifier (TU-T Rec. X.667 ISO/IEC 9834-8.)	
Type	restriction of xs:string	
Facets	minLength	36
	maxLength	42
Used by	Element	LoginResponse

Attribute **ResponseOn**

Annotations	Corresponds to the original MsgRefId from the Ping.xml message. Must be an Universally Unique Identifier (TU-T Rec. X.667 ISO/IEC 9834-8.)	
Type	restriction of xs:string	
Facets	minLength	36
	maxLength	42
Used by	Element	Pong

Attribute **ResponseOn**

Annotations	Corresponds to the original MsgRefId from the ServiceRequest message. Must be an Universally Unique Identifier (TU-T Rec. X.667 ISO/IEC 9834-8.)	
Type	restriction of xs:string	
Facets	minLength	36
	maxLength	42
Used by	Element	ServiceRequestResponse

Attribute **Result**

Annotations	1 = Accepted 2 = Declined	
Type	restriction of xs:integer	
Facets	enumeration	1
	enumeration	2
Used by	Element	LoginResponse

Attribute **Result**

Annotations	1 = Accepted, 2 = Declined, 3 = Accepted with restrictions
Type	restriction of xs:integer

Facets	enumeration	1
	enumeration	2
	enumeration	3
Used by	Element	ServiceRequestResponse

Attribute **RouteBound**

Annotations	This object is bound to the route of this voyage	
Type	xs:boolean	
Used by	Element	VoyageData

Attribute **SOG**

Annotations	Speed over ground in meters per second	
Type	restriction of xs:decimal	
Facets	fractionDigits	1
	minInclusive	0
Used by	Element	TrackData

Attribute **Sourceld**

Annotations	Unique identification of the producer (UN/LOCODE) in case multiple producers exist on the same LOCODE, the local competent authority can optionally addended this with a local code (e.g. BE ANR 01 = Antwerp, 01)	
Type	restriction of xs:string	
Facets	minLength	5
	maxLength	15
Used by	Element	TrackData

Attribute **Sourceld**

Annotations	Unique identification of the producer (UN/LOCODE) in case multiple producers exist on the same LOCODE, the local competent authority can optionally addended this with a local code (e.g. BE ANR 01 = Antwerp, 01)	
Type	restriction of xs:string	
Facets	minLength	5
	maxLength	15
Used by	Element	VesselData

Attribute **Sourceld**

Annotations	Unique identification of the producer (UN/LOCODE) in case multiple producers exist on the	
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	same LOCODE, the local competent authority can optionally add this with a local code (e.g. BE ANR 01 = Antwerp, 01)	
Type	restriction of xs:string	
Facets	minLength	5
	maxLength	15
Used by	Element	VoyageData

Attribute **SourceId**

Annotations	The identification of the node who created this message	
Type	xs:integer	
Used by	Element	Pong

Attribute **SourceName**

Annotations	Identification of the originator of the data	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	42
Used by	Element	TrackData

Attribute **SourceName**

Annotations	Identification of the originator of the data	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	42
Used by	Element	VesselData

Attribute **SourceName**

Annotations	Identification of the originator of this data	
Type	restriction of xs:string	
Facets	minLength	1
	maxLength	42
Used by	Element	VoyageData

Attribute **SourceType**

Annotations	Source/originator type: 0 = Unknown, 1 = Transponder, 2 = Database (VTS Plan Server), 3 = Manual (VTS Officer), 4 = Fused, 5 = External Source	
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Type	restriction of xs:integer										
Facets	<table> <tr><td>enumeration</td><td>1</td></tr> <tr><td>enumeration</td><td>2</td></tr> <tr><td>enumeration</td><td>3</td></tr> <tr><td>enumeration</td><td>4</td></tr> <tr><td>enumeration</td><td>5</td></tr> </table>	enumeration	1	enumeration	2	enumeration	3	enumeration	4	enumeration	5
enumeration	1										
enumeration	2										
enumeration	3										
enumeration	4										
enumeration	5										
Used by	Element VesselData										

Attribute **SourceType**

Annotations	Source/originator type: 0 = Unknown, 1 = Transponder, 2 = Database (VTS Plan Server), 3 = Manual (VTS Officer), 4 = Fused, 5 = External Source										
Type	restriction of xs:integer										
Facets	<table> <tr><td>enumeration</td><td>1</td></tr> <tr><td>enumeration</td><td>2</td></tr> <tr><td>enumeration</td><td>3</td></tr> <tr><td>enumeration</td><td>4</td></tr> <tr><td>enumeration</td><td>5</td></tr> </table>	enumeration	1	enumeration	2	enumeration	3	enumeration	4	enumeration	5
enumeration	1										
enumeration	2										
enumeration	3										
enumeration	4										
enumeration	5										
Used by	Element VoyageData										

Attribute **SpecialAttention**

Annotations	Vessel is under special attention of the NCA or fairway authorities		
Type	restriction of xs:string		
Facets	<table> <tr><td>maxLength</td><td>20</td></tr> </table>	maxLength	20
maxLength	20		
Used by	Element VesselData		

Attribute **Status**

Annotations	Status of the server (ok / not ok)
Type	xs:boolean
Used by	Element ServerStatus

Attribute **TankerStatus**

Annotations	Describes the status of the tanker 0 = Non gas free 1 = Gas free 2 = Inert						
Type	restriction of xs:integer						
Facets	<table> <tr><td>enumeration</td><td>0</td></tr> <tr><td>enumeration</td><td>1</td></tr> <tr><td>enumeration</td><td>2</td></tr> </table>	enumeration	0	enumeration	1	enumeration	2
enumeration	0						
enumeration	1						
enumeration	2						
Used by	Element VoyageData						

Attribute **TimeStamp**

Annotations	Date and time in (subset ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) of the time this message is sent.		
Type	xs:dateTime		
Used by	Element	Ping	

Attribute **TimeStamp**

Annotations	Date and time in (subset of ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) of the time this message is sent.		
Type	xs:dateTime		
Used by	Element	Pong	

Attribute **TrackStatus**

Annotations	1 = Updated, (sensors are updating the track) 2 = Coasted, (no sensor is updating the track) 3 = Dropped		
Type	restriction of xs:integer		
Facets	enumeration	1	
	enumeration	2	
	enumeration	3	
Used by	Element	TrackData	

Attribute **Tugs**

Annotations	Object uses tugs		
Type	xs:boolean		
Used by	Element	VoyageData	

Attribute **Type**

Annotations	Type of transmission, possible values are: 1 = single occurrence (whole image) 2 = periodic occurrence (predicted, whole image) 3 = a-periodic occurrence (synchronous, whenever an object is updated)		
Type	restriction of xs:integer		
Facets	enumeration	1	
	enumeration	2	
	enumeration	3	
Used by	Element	ServiceRequest/Transmission	

Attribute **UpdateTime**

Annotations	Date and time in UTC format (YYYY-MM-DDThh:mm:ss.sssZ) (subset of ISO 8601) this position was measured.
Type	xs:dateTime
Used by	Element TrackData

Attribute **UpdateTime**

Annotations	Date and time in UTC format (YYYY-MM-DDThh:mm:ss.sssZ) (subset of ISO 8601) this data was compiled
Type	xs:dateTime
Used by	Element VesselData

Attribute **UpdateTime**

Annotations	Date and time in (subset of ISO 8601) UTC format (YYYY-MM-DDThh:mm:ss.sssZ) this data was compiled
Type	xs:dateTime
Used by	Element VoyageData

Attribute **Value**

Annotations	Navigation status of the target 0 = under way using engine 1 = at anchor 2 = not under command 3 = restricted manoeuvrability 4 = constrained by her draught 5 = moored 6 = aground 7 = engaged in fishing 8 = under way sailing 9 = engaged in fishing other than trawling 10 = air-cushion vessel in non displacement mode or WIG craft taking off, landing or in flight 11 = power driven vessel towing astern 12 = power driven vessel pushing ahead or towing alongside 13 = in distress or requiring assistance 14 = AIS SART, seeking to attract attention 15 = undefined default				
Type	restriction of xs:integer				
Facets	<table> <tr> <td>maxInclusive</td><td>15</td></tr> <tr> <td>minInclusive</td><td>0</td></tr> </table>	maxInclusive	15	minInclusive	0
maxInclusive	15				
minInclusive	0				
Used by	Element TrackData/NavStatus				

Attribute **Value**

Annotations	Value of the identifier				
Type	restriction of xs:string				
Facets	<table> <tr> <td>minLength</td><td>1</td></tr> <tr> <td>maxLength</td><td>42</td></tr> </table>	minLength	1	maxLength	42
minLength	1				
maxLength	42				
Used by	Element OtherId				

Attribute **Value**

Annotations	Value of the tagged item, can be of any type
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Used by	Element	TaggedItem
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Attribute **Version**

Annotations	Defines the version of the protocol used. Syntax is major.minor.patch patch releases fix only bugs, minor releases may add functionality but are compatible, major releases are not compatible	
Type	xs:string	
Used by	Element	Header

Attribute **Width**

Annotations	Measured Width of the target in meter	
Type	restriction of xs:decimal	
Facets	minExclusive	0
Used by	Element	TrackData

Attribute **Width**

Annotations	Overall width of the target in meter as confirmed by the NCA	
Type	restriction of xs:decimal	
Facets	minExclusive	0
Used by	Element	VesselData/Construction

Attribute **YearOfBuild**

Annotations	The year the vessel was build in 4 digits e.g. 2010	
Type	restriction of xs:integer	
Facets	totalDigits	4
Used by	Element	VesselData/Construction