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| IALA Guideline |

NOTE: This is an interim version of Guideline at the end of the intersessional meeting in Berlin in June. There were a lot of changes within the entire text.

Further work was carried out after the Intersessional. Therefore all changes made up to the end of the intersessional were accepted and new track of changes started for later on changes as in ENG21-13.3.1.

Hence ENAV21-13.3.1 supercedes this version. This version is submitted for information only to show changes between ENAV20 and the end of the June intersessional meeting.

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Systems and services for high-accuracy positioning and ranging

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Document date

**27/02/2017**

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

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| Date | Page / Section Revised | Requirement for Revision |
| 27/02/2017 | Restructuring of main document including provision of full-text draft except annex |  |
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# PURPOSE, SCOPE AND STRUCTURE OF DOCUMENT

## Purpose

provide an overview about systems and services enabling high-accuracy positioning or ranging

thisrefers tore

## Scope

The document provides guidance to stakeholders, operators, and end users regarding principal aspects which should be considered for deployment and operation of systems as well as utilization of services. These include applications, performance requirements, functional principles, and generic descriptions of their implementation and operation.

## Structure of document

In general, IMO’s performance standards often specify minimum requirements on systems, services and equipment. Because of this, solutions enabling high-accuracy positioning and ranging remain often undiscussed in current performance standards. Therefore, chapter 2 starts with a list of use cases and specific nautical applications to explain conditions under which an increased demand on accuracy of positioning becomes necessary. This approach is compliant to IMO Resolution A.915(22) providing the “Revised Maritime Policy and Requirements for a Future Global Navigation Satellite System (GNSS)” [4] and defining performance requirements in relation to specific navigational phases, nautical applications as well as diversity of maritime professions. Chapter 3 starts with a short summary of these existing performance specifications. The chapter discusses performance identifiers and levels under consideration of their relevance for system operation and utilization. For this purpose, a generalized scaling of all performance parameters are introduced. Chapter 4 gives an overview on technical systems and services supporting high-accuracy positioning and ranging. The annexes of the document serve the detailed description of single systems and services and provide the guidance needed for their deployment, installation, and operation. Further annexes are placeholders for future system and service solutions. Chapter 5 provides a template for the description of implementation and operation aspects captured in the annexes. The main document will conclude with the list of abbreviations and references. An additional appendix provides definition of terms used in these Guidelines.

# BACKGROUND

Over recent decades, Global Navigation Satellite Systems (GNSS) became the primary mean for worldwide absolute position fixing in the maritime community. By using one of the first GNSS (GPS, GLONASS) it was possible to determine horizontal position with an accuracy of several tens of metres. In the 1990s, GNSS augmentation systems such as IALA Beacon DGNSS [1,2] were developed and established to provide correction data for GPS or GLONASS signals. These services made it possible to meet the IMO requirements for position accuracy and integrity for navigation in coastal areas. Where GNSS is not able to provide sufficient positioning accuracy and integrity for more demanding applications, enhanced GNSS augmentation services as well as alternative and complementary localisation systems are suitable approaches for high accurate positioning and ranging.

The demand for systems and services for high-accuracy positioning and ranging results from specific navigational manoeuvres (e.g. automatic docking) as well as specific nautical applications (e.g. automatic track control in critical areas, dynamic positioning, pilotage). Due to the safety critical aspects of such situations and areas the system and data integrity should be monitored and evaluated.

# APPLICATIONS

Numerous existing and potential navigational applications may only be realised if appropriate systems and services enable high-accuracy positioning and ranging. Navigational applications may require assistance functions supporting bridge teams with respect to situation awareness, evaluation, and management. The partial or complete realisation of navigational tasks by system functions (e.g. docking) represents a more challenging scenario.

An increasing level of automation reduces the potential influence of bridge teams to detect and compensate for uncertainties, inaccuracies, and malfunctions in navigational systems. This reinforces the need for integrity of high-accuracy positioning and ranging.

Each application determines the requirement for either absolute or relative positioning or ranging. For certain applications it may be sufficient to determine the distance to obstacles or other traffic participants.

Table 1 summarises tasks and applications for high-accuracy positioning and ranging and describes the purpose of assistance or system functions.

1. Example tasks and applications for high-accuracy positioning and ranging

|  |  |  |  |
| --- | --- | --- | --- |
| Tasks and applications | Purpose of assistance or system function | Ranging approach | Positioning approach |
| Docking | During docking it is necessary to prevent collision of ship’s hull with infrastructures. | Distance measurements to determine ship’s hull in relation to infrastructure | Position based determination of attitude of ship hull in relation to infrastructure within georeferenced frame |
| Locking | During entry and exit of the lock it is necessary to prevent collision of ship’s hull with the lock infrastructure. |
| Passage of narrow channels | During the passage of narrow channels it is necessary to prevent collision of ship’s hull with side of channel. |
| Turning | Turning manoeuvres of ships are necessary in port and harbours to arrive or depart the shipping berth. Especially during the turning of large-size vessels in areas with limited manoeuvring space it is necessary to prevent groundings or collisions with harbour infrastructure. | Distance measurements to determine ship’s hull in relation to available navigation space | Position based determination of attitude of ship hull in relation to available navigation space within georeferenced frame |
| Passage under bridges | The size of bridge arches determines the available passage width (similar to passage of narrow channels) as well as the available clearance. Size of bridge arches, varying water levels and load-dependent ship air draughts have to be taken into account to avoid collision. |
| Passage over shallows | Varying water levels and load-dependent ship draughts have to be taken into account to avoid groundings. |
| Track control | Track control systems serve the automatic steering in a variety of navigational situation ranging from sailing through narrow straits to transoceanic voyages. The demand for accurate positioning may increase to sub-metre level if ship navigation uses track control in areas temporary or permanently restricted by obstacles at sea or on ground. | n/a | Position based determination of achieved position in relation to target position |
| Dynamic positioning  (DP) | A dynamic position system maintains ship’s position and heading in relation to a fixed point over ground (absolute) or to the position/attitude of an object (relative). | Distance measurements supporting relative DP | Position and heading reference systems to determine difference between current and required position/attitude |



n/a: not applicable

# PERFORMANCE Specification

## Background

### IMO STANDARDS

IMO Res. A.1046 (27) [5] provides recommendations on radio navigation systems and services used worldwide for ship positioning: The document specifies for general ship navigation in ocean waters that the horizontal position accuracy (HPA) should be better than 100 m with a probability of 95%. If practicable, integrity warnings should inform about the occurrence of system malfunctions, non-availability or discontinuities by future Maritime Safety Information (MSI) systems. The position error should be below 10 m with a probability of 95%, if radio navigation systems serve the determination of ship’s position in harbour entrances, harbour approaches, and coastal waters.

Position accuracies in the sub-metre range are required only by IMO Resolution A.915(22) [4] providing the “Revised Maritime Policy and Requirements for a Future Global Navigation Satellite System (GNSS)”. The document specifies that the absolute HPA should be better than 1 m for ship’s navigation in port areas. The same criteria applies to hydrography, cable and pipeline laying, management of aids to navigation (AtoN), and subsidence monitoring of offshore platforms. An increased HPA requirement (< 0.1 m, absolute) is specified for automatic docking, construction and dredging. In addition hydrography, dredging and construction work are application areas require vertical position accuracies (VPA, absolute) better than 0.1 m. For the operation of tugs, pushers and icebreakers, resolution A.915(22) [4] specifies a requirement for relative position accuracy better than 1 m. Most of these application scenarios are safety-relevant and encompass additional requirements for integrity. Integrity may be assumed if the position data meets the requirements for data performance e.g. accuracy and latency.

Resolution A.915(22) [4] states integrity monitoring requirements for alert limits (AL), time to alarm (TTA), and integrity risk (IR). Alert limits, the thresholds for tolerated inaccuracy, are defined as two-and-a-half times given HPA and VPA. The TTA (tolerated time delay between the occurrence of a significant error and its indication) should be less than 10 s in all cases. The IR (probability that an alert-relevant event remains undetected or unindicated) should be less than 10-5. The specification of performance parameters is a prerequisite for the implementation of user-friendly integrity monitoring and the indication of monitoring results.

### POSITIONING AND RANGING

The performance of systems and services enabling high-accuracy positioning or ranging should be specified in relation to the aimed results. Results at user site may be:

1. absolute position X(t)=[x, y, z, t] in a defined reference system;
2. relative position X(t)=[x, y, z, t] in relation to a static or dynamic reference point in the same reference system;
3. distance |X(t)| in relation to a reference point or distance between 2 positions;
4. distances of ship’s hull to certain obstacles (e.g. distance to quay wall, clearance to bridge arches).

Systems for high-accuracy positioning and ranging provide data products containing 3-dimensional, horizontal or vertical positions, distance vectors, or distances (see Table 2). These systems are often composed of a combination of a basic system (e.g. GNSS), augmentation systems (e.g. DGNSS services) and user terminals (e.g. GNSS/DGNSS receiver). The chosen system architecture determines which positioning and ranging techniques may be applied and, consequently, whether the system can meet the performance requirements with its data output (demand on data and data quality taking into account the diversity of intended applications).

1. Potential output data of systems for high-accuracy positioning and ranging

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| positions | | | distances | | |
| component x | horizontal position | 3-dimensional position | component dx | distance over ground | 3-dimensional distance |
| component y | component dy |
| component z | vertical position | component dz | altitude,  depth, or clearance |

Positioning and ranging are interconnected with each other, from mathematical as well as methodical viewpoint:

* A vector is able to describe the absolute as well as the relative position of a point in the 3-dimensional space. Effectively, each vector component indicates the distances in the direction of a single axis to the origin of coordinate system (absolute position) or to a reference point in the same coordinate system (relative position). Therefore, the magnitude of the vector provides the distance to the origin or to the used reference point.
* For hundred of years combinations of distance and angle measurements to distinctive points (e.g. stars, lighthouse, church steeple) enabled the determination of relative and absolute positions. Today, modern technologies use the interconnection between ranging and positioning as already indicated in chapter 3. A representative example is positioning with GNSS, where the availability of 4 or more distance measurements to GNSS satellites is the prerequisite to determine the coordinates of the unknown spatial antenna position including the offset between GNSS receiver and system time.
* Specialised DGNSS (e.g. real-time kinematic (RTK)) services exploit relative measuring and processing techniques in signal and position domain to support high accurate positioning in their coverage area.

It is important to achieve an unambiguous description of requirements (intermediate or final result).

Generally, ranging stands for a wide-variety of techniques to measure the distance between two objects or points. The techniques may use one-way or two-way runtime measurements of electromagnetic waves (radio ranging) or light waves (optical ranging). Alternatively, distance measurements may be derived from relative or absolute positioning. In both cases the measuring principle as well as environmental conditions determine, if long or short distances are reliably measurable with the intended accuracy. Absolute positioning provides the position of an object in a specified coordinate system. The use case specifies ultimately the demand on position: either as point in the horizontal plane (e.g. earth surface) or as point in a 3-dimensional space (e.g. WGS84). Relative positioning provides position information of an object in relation to the position of another object (e.g. reference point, further traffic participants). Relative positioning is useful for the monitoring of ship’s navigation (e.g. own course and speed) as well as evaluation of collision risks (e.g. in relation to obstacles and other traffic participants). A general challenge on systems and services for high-accuracy positioning and ranging is the mitigation of errors induced e.g. by physical effects or atmospheric influences on signal propagation.

Make a note, towards usage of different reference systems and connected problems.

## Performance Parameters

The performance of systems and services proposed for high-accuracy positioning and ranging should be described unambiguously to enable the identification of suitable solutions in relation to specific needs. Furthermore, monitoring and evaluation of operational systems and services require the specification of suitable performance criteria as well as the provision of methods for their determination. The following sections give an overview of typical performance terms and describing parameters and provide guidance for their determination and scaling.

### Description of performance terms and parameters

This section gives an overview of performance terms and parameters, which are typically used to describe required system or data performance:

* **Accuracy,** specified by the ***probability*** that the data provided is within the specified ***error threshold***(e.g. horizontal position error should be below 10 m in 95% of all provided positions);
* **Latency,** specified as the maximum ***time delay*** between data surveying (time point of measuring) and providing (time point of provision or indication);
* **Continuity**, specified as the ***probability*** that in a certain (short) ***time period*** the data provision is performed continuously and meets the accuracy requirements;
* **Availability,** specified as the ***percentage of time*** that in a certain (long) ***time period*** the data provision is performed and meets the accuracy requirements;
* **Update rate**, specified by the ***fixing interval*** (time increment between data provided succesively) to define the time resolution of data determined; and
* **Coverage**, specified as specific area (e.g. ***geo-referenced parameters***, ***co-ordinates***) where high-accuracy positioning or ranging is required and supported.

Further infomation regarding interdependencies of performance parameters are described in the Appendix.

Integrity is defined as the ability of a system to provide users with information within a specified time when the system should not be used for navigation [4]. Requirements for integrity monitoring performance parameters are specified by:

* **Alert limit,** specified as the ***Threshold*** to flag unfullfilled position accuracy requirements;
* **Time to Alarm**, specified as the tolerated ***time delay*** between the occurrence of a significant error and its indication; and
* **Integrity Risk**, specified as the ***probability*** for a certain (short) ***time period*** that a violation of accuracy requirements remains undetected.

Additionally, extended integrity monitoring results (integrity data) may be provided. The results may be either an estimate of accuracy or the result of evaluation, if a specific alert limit has been considered. In both cases it becomes necessary to formulate additional requirements for integrity data provided at system output taking into account the applied methods of integrity monitoring as well as the alert limits of interest. This may be defined by the following terms:

* **Trustworthiness**, specified as the ***probability*** for a certain (long) ***time period*** that the integrity data provided at output is correct in relation to the ***alert limit(s)*** considered;
* **Continuity (extended)**, specified as the ***probability*** that in a certain (short) ***time period*** the data provision is performed continuously and meets the accuracy and integrity requirements; and
* **Availability (extended)**, specified as the ***percentage of time*** that in a certain (long) ***time period*** the data provision is performed and meets the accuracy and integrity requirements.

The provision of positions or distances should be time-synchronised with the provision of associated integrity data.



The performance terms and parameters listed above are sufficient to specify the requirements for system data output. During system development the requirements for the whole system (e.g. availability of output data or accuracy of data content) should be mapped on single system components. During formulation of technical requirements for shore systems and services, the performance terms and parameters may be used.

The fulfillment of specified performance requirments is evaluated either in real time or in relation to a specific time period. Both require suitable indicators for system performance

* to monitor and indicate accuracy and integrity of output data in real time; and
* to validate the operational system performance for relevant time periods.

Due to the diversity of user equipment as well as unknown environmental conditions it is impossible for the system and service provider to determine the accuracy and integrity of data output achieved at the user equipment. At best, systems and services can only provide estimates for accuracy and integrity achieved at system output. The confidence of provided alerts and integrity data depends on the significance and correctness of determined performance indicators.

Most of the performance terms and parameters are probability statements regarding the operational performance of systems and services. Unambiguous specification of them requires information concerning measuring periods, evaluation frame and evaluation conditions.

### Scaling of performance parameters

A scaling of performance requirements serves the classification and comparison of system solutions. Scaling is made on the basis of value ranges and thresholds introduced by standardisation (operational levels) or by applications (technical levels). Technical levels support a higher resolution of performance parameters in comparison to operational levels and serve the further bidirectional harmonisation between system solutions and applications [IMO resolution PNT].

Systems for high-accuracy positioning and ranging should provide data with accuracies better than 1 m (error threshold). If accuracies are better than 0.1 m, the system falls in the category “very high accuracy” [IMO resolution PNT]. Maritime standards suggest that the accuracy requirement is fulfilled if more than 95% of provided data have errors below the threshold. Higher probabilities, such as shown in Table 3, may be introduced to reflect further reductions of the tolerable amount of accuracy violations. Note that accuracy statements are related to the provided data (time of data availability).

1. Examples for scaling of HPA specifications

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| error threshold  (m)  probability (%) | |  |  |  |  |  |  |  |
| operational |  | 1.0 |  |  |  | 0.1 |
| Technical | 2.5 |  | 0.75 | 0.5 | 0.25 |  |
| operational | technical |  |  |  |  |  |  |  |
| 95 |  |  |  |  |  |  |  | (a) |
|  | 98 |  |  |  |  |  |  |  |
| 99 |  |  |  |  |  |  |  |  |
|  | 99.5 |  |  |  |  |  |  |  |
|  | 99.9 |  |  |  |  |  |  |  |
|  | 99.99 |  |  |  |  |  | (b) |  |

1. automatic docking [4]
2. Passage of a bridge

# CLASSIFICATION OF SYSTEMS AND SERVICES

Generally, systems for high-accuracy positioning and ranging comprise several technological components to perform the diversity of functions – from measuring, via analysing to service and data provision. Representative examples of positioning and/or ranging systems are Global Navigation Satellite Systems (GNSS), Radar systems, Lidar systems, or Sonar systems. Augmented GNSS and Laser Ranging Systems are most likely to deliver “high-accuracy” capability. Moreover, augmented GNSS systems are able to provide the user not only with correction data but also with integrity information. In addition, the combined use of different systems (e.g. augmented GNSS and Lidar) is a typical approach to increase continuity and availability of positioning and ranging for a user.

The following Tables 4 and 5 give an overview about the wide range of systems and assigned services used for positioning and ranging in the maritime domain. It should be noted, that not all of the systems listed are able to support high-accuracy positioning or ranging. More information is provided by the IALA NAVGUIDE [5] and IALA World Wide Radio Navigation Plan [IALA World Wide Radio Navigation Plan].

1. Systems enabling positioning and ranging

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Type of system | Primary means for | Examples | Service(s) | Coverage | Provides high-accuracy |
| Global Navigation Satellite System (GNSS) | Positioning and timing | GPS  GLONASS  Galileo  BEIDOU | SPS, PPS SPS, PPS OS, PRS  OS, PRS | Global | No |
| Regional Navigation Satellite System | Positioning and timing | QZSS  IRNSS | SPS, SLAS, CLAS  SPS, PPS | Regional | No, No, Yes  No, No |
| Terrestrial Navigation System | Positioning and timing | LORAN-C, eLORAN, CHAYKA,  R-Mode | n/a | Regional | No |
| Radar | Radio detection and ranging | X-band radar S-band radar | n/a | Local | No |
| Lidar | Light detection and ranging | Laser Ranging | n/a | Local | Yes |
| Sonar | Sound detection and ranging | Active Sonar  Passive Sonar | n/a | Local | No |

n/a – not applicable

1. Systems improving positioning and ranging

| System | Primary means for | Examples | Service(s) | Coverage | Provides high-accuracy |
| --- | --- | --- | --- | --- | --- |
| Space Based Augmentation Systems (SBAS) | Provision of GNSS-related correction and integrity data | WAAS  EGNOS MSAS GAGAN SDCM | n/a OS, SOL  n/a n/a  SPS, PP(a) | Regional | No  No  No  No  No, Yes |
| Terrestrial augmentation systems – code based DGNSS | Provision of GNSS-related correction and integrity data | IALA Beacon DGNSS | n/a | Regional, Local(b) | No,  Yes |
| Terrestrial augmentation systems – phase based DGNSS | Provision of GNSS-related augmentation and integrity data | MGBAS RTK | n/a | Local(b) | Yes |
| Systems that support Precise Point Positioning (PPP) | Provision of GNSS-related correction and integrity data | IGS | RTS | Global | Yes |
| Radar Beacon (RACON) | Radio detection and ranging | Lighthouses, Navigation buoys | n/a | Local | no |

n/a – not applicable

1. Planned but not realised service
2. Different communication channels provided by e.g. AIS or VDES could be used

Beside the systems and services mentioned in Table 4 and Table 5 there are commercial systems and services available which can provide high-accuracy positioning and ranging.

# Methods for high-accuracy positioning and ranging

## Laser Ranging

Laser ranging is a method where a bundled light beam is used to measure the distance between an emitter of the light beam and an object which reflects the light beam. With respect to navigational applications runtime measurements are used to calculated a range between emitter and object.

For *runtime measurement* a light pulse is emitted and the time is measured until the ray of light is reflected to the emitter. The distance L can be estimated by L = c\* Δt/2\*n (with c = speed of light, Δt = measured runtime, n – refraction index). The runtime measurement has a very short reaction time and covers a measurement range up to tens of kilometres. The accuracy is in the range of a few centimetres.

Mirrors and prisms can be used as dedicated reference objects to improve reflection capability of the object and enhance accuracy.

## DGNSS and RTK

DGNSS includes several techniques which increase accuracy and integrity of user position by decreasing the influence of ranging errors.

IALA Beacon DGNSS is a dedicated code based maritime service providing range and range rate corrections for each GNSS signal received at a reference station. The augmentation data is transmitted to users in the vicinity of reference station to enable them to correct the own range measurements. Due to spatial decorrelation of propagation effects, the accuracy of correction techniques decreases with increasing distance from the reference station. Although the coverage area of IALA Beacon DGNSS is usually a few 100 km from a reference station, sub-metre accuracies may be possible at close distances.

Real Time Kinematic (RTK) is a phase based [differential GNSS](http://www.navipedia.net/index.php/Differential_GNSS" \o "Differential GNSS) technique providing code and carrier measurements for all in-view satellites at a reference station. Carrier phase measurements have the advantage that their noise (few mm) is much smaller than the noise of range measurements (~1 m). However, for carrier phase based positioning it is necessary to determine the phase ambiguities (fixed solution). RTK with fixed ambiguities enables position accuracies better than 0.1 m. With unfixed ambiguities, the inaccuracy of position may achieve few metres. RTK-based position techniques requires stable receiving conditions of radio navigation signals in order to provide sufficient performance.

* coverage area,
* Bandwith
* Integrity

It makes sense to use observables cleaned up from other error influences, e.g. single or double differenced observable. The determination of single difference observables transforms the problem of absolute positioning into one of relative positioning (between-receiver) with eliminating common-mode errors such as satellite clock and ephemeris errors as well as ionospheric and tropospheric propagation errors. If the distance between reference and user station is in the order of few kilometers, the residual of common-mode errors in single-differenced observables becomes negligible. Forming between-receiver, between-satellite double- differenced observables serves the additional elimination of relative receiver clock bias. Consequently, double-differenced observables are a sufficient terms for ambiguity fixing of carrier phases. The use of linear combinations derived from dual- or multiple-frequency measurements improves e.g. the mitigation of ionospheric propagation effects and speeds up the process of ambiguity fixing.

## PPP

Precise Point Positioning (PPP) is a method for global absolute positioning combining own dual frequency GNSS phase measurements with provided precise satellite orbits and clock corrections. PPP data products are generated based on the measurements of a global network of GNSS monitoring stations. Locally effects (e.g. ionospheric refraction) have to be compensated at user side.

PPP allows cm accurate positioning, but it strongly depends on precise satellite orbit and clock error estimations, the number of tracked satellites and the time of undisturbed satellite tracking. An accuracy of 10 cm could be reached after a convergence time of few 10 min. In the future, a faster convergence is expected.

Today’s data products for PPP have an accuracy for satellite orbits and clock corrections which is one to two orders higher than that of broadcasts from satellites which are estimated in advance by the GNSS control segment. PPP works so far well for positioning in post-processing but is challenging for real-time applications, because the calculation of precise orbits and clock errors takes some minutes to hours and furthermore a communication channel from computation centre to the user is continuously needed. Fast degradation of the PPP position accuracy is entailed by increasing age of correction data.

The used global reference frame and time reference for the PPP position solution is defined by the network of control segment independent GNSS monitoring stations. This has to be taken into consideration when the PPP position is compared to other positions or elements in an electronical chart.

Important parameter

# SYSTEM IMPLEMENTATION AND OPERATIONAL ASPECTS

This chapter provides guidance for the description of high-accuracy positioning and ranging systems as individual Guideline. Furthermore the implementation principles for harmonised system architectures of shore-based infrastructures written in IALA Guideline 1113 [6] should be taken into account.

## Shore Site Architecture

|  |  |
| --- | --- |
| Topic | Description |
| Schematic structure of the system and/or service | Block diagram and general description of all required hardware and software components |
| Data acquisition | Description of the methods for the collection of the required input data (e.g. single site approach or network based approach) |
| Data processing | Description of methods for the processing of the input data |
| Composition of data products | Description of methods for the provision of all output data |

## Transmission Services

|  |  |
| --- | --- |
| Topic | Description |
| Interfaces | Description of the required hardware interfaces between the system/service and a user device |
| Protocols and formats | Specification of the used layers, the encapsulation, and protection of data (including data security) |
| Performance parameter | Description of details concerning the aspects of operational performance specification e.g. bandwidth, latency, coverage, availability, and continuity |

## Technical Implementation

|  |  |
| --- | --- |
| Topic | Description |
| Components for the acquisition and processing of data | Detailed description concerning the installation of all system and/or service components required for data acquisition and processing |
| Components for the transmission of data | Detailed description concerning the installation of all system and/or service components required for data transmission |
| Adjustment of a measuring system | Setup of operations carried out on a measuring system so that it provides prescribed indications corresponding to given values of a quantity to be measured |

## Operational Aspects

|  |  |
| --- | --- |
| Topic | Description |
| System Performance | Details in terms of the offered Accuracy, Integrity, Continuity, Availability, Coverage of the system and/or service |
| System Maintenance | Any activities (e.g. tests, measurements, replacements, adjustments and repairs) intended to retain or restore the functionality of the systems and/or service |
| System Performance Verification | All activities covering the verification of the offered systems and/or service performance during the operational phase of the system and/or service |
| Publication of information | Notes on advanced information about the system and/or service (e.g. handbooks, papers etc.) |

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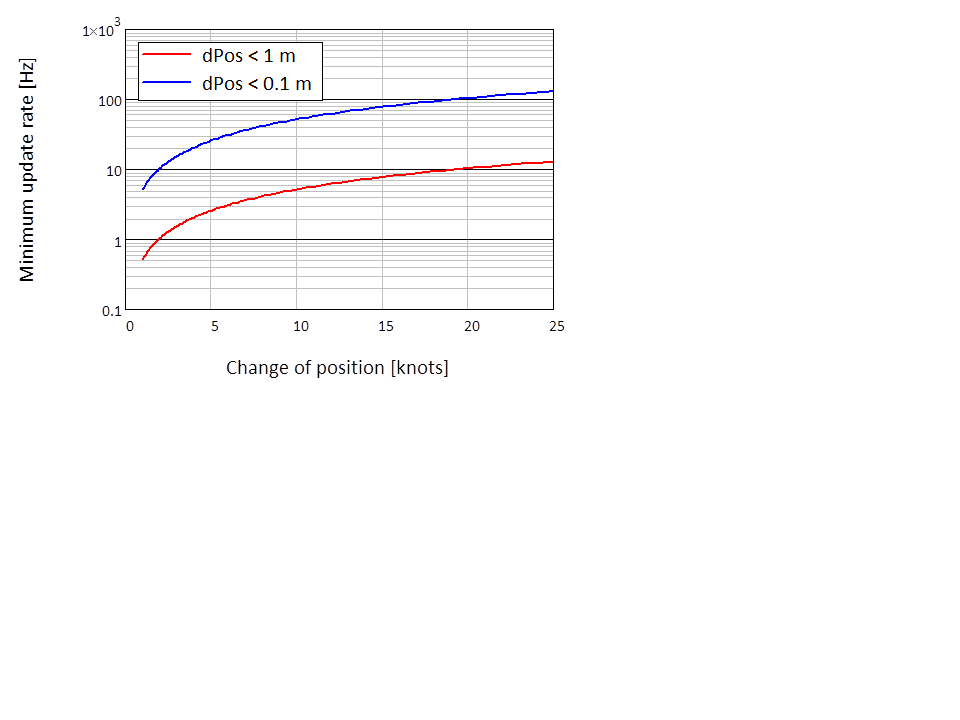
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# ACRONYMS

|  |  |
| --- | --- |
| AL  AL | Alert Limit |
| AtoN | Aids to Navigation |
| BEIDOU | Chinese Global Navigation Satellite System |
| CHAYKA | Russian long range navigation system |
| CLAS | Centimeter Level Augmentation Service |
| DGNSS | Differential GNSS |
| DP | Dynamic Positioning |
| EGNOS | European Geostationary Navigation Overlay Service |
| eLORAN | enhanced LORAN |
| GAGAN | GPS Aided Geo Augmented Navigation |
| Galileo | European GNSS |
| GBAS | Ground Based Augmentation Service |
| GLONASS | Russian Global Navigation Satellite System |
| GMDSS | Global Maritime Distress and Safety System |
| GNSS | Global Navigation Satellite System such as Galileo, GPS, GLONASS or BEIDOU. |
| GPS | U.S. Global Positioning System |
| HPA | Horizontal Position Accuracy (absolute) |
| HPE | Horizontal Position Error (absolute) |
| IALA | International Association of Marine Aids to Navigation and Lighthouse Authorities |
| IEC | International Electrotechnical Commission |
| IGS | International GNSS Service |
| IMO | International Maritime Organisation |
| IR | Integrity Risk |
| IRNSS | Indian Regional Navigation Satellite System |
|  |  |
| LORAN-C | Version three of Long Range Navigation system |
| MGBAS | Maritime GBAS |
| MSAS | Multi-functional Satellite Augmentation System |
| MSI | Maritime Safety Information |
| OS | Open Service |
| P | Probability |
| PNT | Position, Navigation, and Time |
| PVT | Position, Velocity, and Time |
| PPP | Precise Point Positioning |
| PPS | Precise Positioning Service |
| PRS | Public Regulated Service |
| QZSS | Quasi-Zenith Satellite System |
| RACON |  |
| RTK | Real Time Kinematic |
| RTS | Real-Time Service |
| SBAS | Satellite-based Augmentation System |
| SDCM | System of Differential Correction and Monitoring |
| SLAS | Sub-meter Level Augmentation Service |
| SPS | Standard Positioning Service |
| TTA | Time to Alarm |
| VPA | Vertical Position Accuracy (absolute) |
| VPE | Vertical Position Error (absolute) |
| VRS | Virtual Reference Station |
| WAAS | Wide Area Augmentation System |
| WWRNS | World Wide Radio Navigation Systems  aaa |
|  |  |

# Appendix: Further information about performance parameters

In case of high-accuracy positioning and ranging the latency of data plays an increasing role. This is illustrated in Figure 1. It shows the needed minimum update rate as a measure for the inverse of tolerable latency to reach a certain difference between the current and indicated position (below 1 metre or 0.1 metre) for a given change rate of position. So a vessel with 5 knots speed needs at least a 2.5 Hz position update rate (assumed latency lower than 0.4 s) to provide the nautical staff with an accurate position of at least 1 metre on their displays. This error is only caused by the latency of position information.



1. Inaccuracies of indicated positions due to latency of information

The probability used for the description of the terms continuity and availability in section 3.2.1 is calculated as the the mean over a specific time period of data provision taking into account special performance requirements. An availability of 99.8% over 30 days may stand for an interruption of data provision taking not more than 86.4 minutes over 30 days or 2.88 minutes per day (assuming equal distribution). If the availability considers the fulfilment of a certain accuracy level, the 0.2% will be spread across times of interrupted data provision and times of degraded data provision. However, then the 95% accuracy is automatically met. Alternatively, the availability evaluation considers only service level parameter as prerequisite for accurate positioning or allows higher inaccuracies (e.g. alert limit as 2.5 times of desired accuracy).