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| PS | JP | 6.2.10 | Figure16 | GE | Question about the attribute “requirements for maintenance of listening watch”(too long to write, so RMLW below.) of Ship Reporting Service Area (SRS area) in order to make clear the focus of this feature.  I know SRS such service like AMVER.  But “requirements of listening” expects a subject who tell other information. It is such authority like VTS.  Is this feature for service like AMVER or VTS?  If this SRS feature is intended to be used only for VTS, the ship reporting area is within the VTS service area. VTS area feature also has a RWLW attribute.  How is this feature/attribute used? or The attribute RWLW itself may be not needed in this feature. |  | Accept.  I believe AMVER does not have outgoing message capability, so there would be no listening watch requirement for AMVER. The appropriate value would be “not applicable” or “inapplicable.” I believe JASREP does have a listening watch recommendation – that should be summarized in this attribute, and further explained, if needed, in the textContent attribute (which is optionally allowed in all geo features).  Encoding of both SRS and VTS areas should be done only if both actually coexist at a location.  Action: Add material in the DCEG encoding remarks with the above explanation. |
| DCEG | JP | 5.24&5.26 | 5 | GE | Question about the difference of feature Vessel Traffic Service Area and Local Port Service Area to make clear.  In the description of Vessel Traffic Service Area, “A VTS may cover an individual port.” or such information about port is also included. So I could not know what the difference of Local Port Service Area and Vessel Traffic Service Area is.  I thought Local Port Service Area exclude information about traffic control and include service such as Quarantine or Supplies of water / fuel, is that right? In other words, is traffic control information in local port written in the feature of VTS area? |  | Update DCEG 5.24 to remove statements about VTS Area including information about local port services. Focus the text to be that VTS is about traffic movement, while LPS is about services offered in a port |
| DCEG | JP | 5.24&5.25 |  | TE | I could not find any good idea, but there is some problem with the attribute “requirements for maintenance of listening watch”  There are some area VTS receives Ship Report of entry to some area, but ship are not required to listen to VTS, but some area required.  VTS area features will be divided to not required area and required area to listen.  Another problem is..  The listening required area may change in case of emergency.  How do I write VTS area and SRSarea at regular time and at emergency time? |  | Accept.  The solution would be similar to row 1. Summarize the requirement in the RMLW attribute, and include any detailed explanations needed in the textContent attribute.  Action: Add content to the DCEG explaining this. |

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| App.B | NO |  | Page 31 | ed | Normally an area not a location | Change location to area | Reject.  Some of its descendants can have point or even curve geometry. Is there a better general term that includes all of points, curves, and areas? Wikipedia says “The terms location and place in geography are used to identify *a point or an area* on the Earth’s surface or elsewhere.” |
| App.B | NO |  | Page 32 | ed | This formulation should be more concrete.  . | The service can stretch form providing information and guidelines on reporting formalities and when, wat and how to report in a specific port to a full exchange of information in a Single Window ship reporting system. Reportable area can also be a SRS area | Accept/Modify.  Will use the reformulated definition in the Word comment in DCEG 5.4: A service area that generally has requirements for submission of information, including communications not strictly considered “reporting.”.  Will include the comment on the left as a Remark in the FC, DCEG, and application schema. |
| App.B | NO |  | Page 33 | ed | Suggest to replace location with operational area. Reflect the class SupervisedArea | A operational area which may be supervised by a responsible or controlling authority. | Reject.  here too, its descendants can have point, curve, or surface geometry. |
| App.B | NO |  | Page 34 | ed | Normally a legal framework justifies an authority to operate | Change: Target: Public controlAuthority (Class) Authority «InformationType»  Cardinality: [0..1]  To: Target: Public LegalAuthority (Class) Authority «InformationType»  Cardinality: [0..1] | Reject.  “Legal authority” has the connotation of the statute that confers powers on a government agency or organization. Here the link is to a particular office (e.g., a specific VTS center, or a specified department within a government agency). |
| App.B | NO |  | Page 35 | ed | The link to 9/11 is not relevant in this. | Should be replaced with: The International Ship and Port Facility Security (ISPS) Code is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to "detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade | Accept/Modify.  Reduce the definition to its current first sentence: “The area to which an International Ship and Port Facility Security (ISPS) level applies.”  Use the comment on the left as the Remark (FC, DCEG, application schema) |
| App.B | NO |  | Page 38/39 |  | A pilotarea is a area where a national authority require pilot in a legal framework (not a direction regulated by a harbor authority). The pilot service can be conducted by a pilotage organization | An area within which a pilotage service exists. Such areas are regulated by regulations under a competent authority | No action for S-127 1.0.0. Discuss with S-101 PT.  Assuming this is about PilotageDistrict. This is an S-101 feature and NPUB cannot change the name or definition without S-101 PT agreement. |
| App.B | NO |  | Page 39 |  | The FeatureType: PilotBoardingPoint do not fit. The pilot not only boarding. The pilot embarking and disembarking. Also used later in this document | Suggest: PilotMeetingPoint | No action for S-127 1.0.0. Discuss with S-101 PT first.  This is an S-101 feature and NPUB cannot change the name without S-101 PT agreement. |
| App.B | NO |  | Page 44 |  | The vessel can not request radar assistance. The VTS (shore side) can provide Navigational assistance or information about traffic image in the area | Indicates the coverage of a sea area by a radar surveillance station. Inside this area a VTS may provide shore-based radar information, particularly in poor visibility. | No action for S-127 1.0.0. Discuss with S-101 PT first.  This is an S-101 feature and NPUB cannot change the definition without S-101 PT agreement. |
| App.B | NO |  | Page 44 |  | This is usually a crossing line in an SRS or VTS area or before leaving port. And normally a VTS. VTS is also the definition used by IMO. | Suggest to alter Traffic Control Centre to VTS Centre. | No action for S-127 1.0.0. Discuss with S-101 PT first.  This is an S-101 feature and NPUB cannot change the definition without S-101 PT agreement. |
| App.B | NO |  | Page 46 |  | Not necessarily navigational. Also, operational.  You can navigate but not carryout operations such as fishery, diving etc. | Suggest to change: RestrictedAreaNavigational to RestrictedArea | No action for S-127 1.0.0. Discuss with S-101 PT first.  This is an S-101 feature and NPUB cannot change the name without S-101 PT agreement. Also, Restricted Area regulatory covers operational actions. |
| App.B | NO |  | Page 53 |  |  | Suggest to include Navigation Assistance service | Discussed with NO. No further action. |
| App.B | NO |  | Page 59 |  | The oxford Dictionary don not fit in this context. | A person or organization that has the legally delegated or invested **authority**, capacity, or power to perform a designated function. | Accept/modify.  Append “or exert administrative control” to proposed definition. |
| App.B | NO |  | Page 63 |  | Normally every Saturday and Sunday. | Suggest: Days when several services are expected not available. Often public holydays, weekends or festivity when normal working hours are limited. | Accept/modify. Mention public holidays in the current definition.  Except for “public holidays”, the current definition is very similar to the suggestion. |
| App.B | NO |  | page 66 |  |  | Suggest to add: Can be a Ship Reporting Systems (SRSs) or transmission of pre-arrival information. Different procedures, data formats, documentary requirements and formalities are usually applied depending on the country, ship reporting system or port of destination. | Reject.  This class is the information type that describes the report itself, not the geographic feature. |
| App.B | NO |  | Page 76 | ge |  | Suggest to add attributes under radiocommunications to include type (VHF, Satellite, AIS, VDS) etc | Reject.  Attribute already exists (categoryOfRadioMethods). Any new methods should be added to that enumeration. |
| App.B | NO |  | Page 77 | ed | underkeelAllowance do also include information from real time sensors | A fixed figure, or a figure derived by calculation, which is added to draught in order to maintain the minimum underkeel clearance taking into account the vessel's static and dynamic characteristics, sea state, information from real time sensors and weather forecast, the reliability of the chart and variance from predicted height of tide or water level. | Accept. |
| App.B | NO |  | Page 83/84 | ge | Several additional attributes are needed under actionOrActivity to cover operational needs. | Suggest to add attributes for: dredging, underway, exercising, subsea work etc | No action for S-127 1.0.  This is a codelist attribute and the suggestions can be encoded as text. NIPWG should discuss whether adding them as “standard values” is justified. |
| App.B | NO |  | Page 87 | ge | Several additional attributes are needed under categoryOfVessel | Suggest to add attributes for: governmental, research, coastguard, recue tender | No action for S-127 1.0.  This is a codelist attribute and the suggestions can be encoded as text. NIPWG should discuss whether adding them as “standard values” is justified. |
| App.B | NO |  | Page 88 | ed | Attribute description for container carrier should be more general. Not specific ISO container | a vessel designed to carry cargo in containers | No action for S-127 1.0.0. To be discussed by NIPWG.  ISO containers are standardized. In fact, each container which could be loaded is an ISO container |
| App.B | NO |  | Page 88 | ed | Attribute for warship is not necessary a warship but can be a vessel under military command | Suggest: change attribute from warship to navyvessel | No action for S-127 1.0.0. To be discussed by NIPWG. |
| App.B | NO |  | Page 87 | ed | Attribute for tug need to include escort. A large number of ports demands escort tug for specific types of vessels | Maybe a new Attribute “ecorte” | No action for S-127 1.0. To be discussed by NIPWG.  This is a codelist attribute and “escort tug” can be encoded as text. NIPWG should discuss whether adding it as one of the “standard values” is justified. |
| App.B | NO |  | Page 89 | ed | The description for voice by using sounds should be change to oral | The transfer or exchange of information by using oral that are being made by mouth and throat when speaking | No action for S-127 1.0.0. To be discussed by NIPWG. |
| App.B | NO |  | Page 92 | ge | categoryOfAuthority do not cover all relevant authority’s. Privat company don’t belong under this category | Suggest to add: tax, and VTS authority  And delete Privat company | Reject.  tax is covered by finance  VTS authority is covered by maritime |
| App.B | NO |  | Page 94 | ge |  | Suggest to add attributes for nuclear, bunkers and supply to categoryOfCargo | Reject. These updates can be discussed at NIPWG6 if needed.  “nuclear” is covered by “dangerous or hazardous”  Fuel Bunker is not IMDG stuff and it is not necessary to encode it.  Not clear what supply cargo means. |
| App.B | NO |  | Page 94 | ed | livestock : Public = 6  Live animals carried in bulk  Suggest to add fish ( live fish is transported from fish farms to landing area | Live animals and fish carried in bulk | Reject.  The term “live animals” includes fish. |
| App.B | NO |  | Page 94 | ge | categoryOfConcentrationOfShippingHazardArea | Suggest to add attributes for: concentration of governmental vessels, research vessels. We also have areas with a mix of vessels and regattas | No action for s-127 1.0.0. Can be discussed by NIPWG6.  Need a justification why government vessels should be broken out into a separate category.  regattas are covered by code 2 “recreational”. |
| App.B | NO |  | Page 98 | ge | categoryOfMaritimeBroadcast: Several additional attributes are needed to cover operational and navigational information that are broadcasted. | Suggest to add attributes for: Tim limited restrictions, fishery announcement, exercises, ad hock operations | No action for S-127 1.0. To be discussed by NIPWG6.  this list was made based on “List of Radio Signals” entries. Additions need complete proposals including definitions and justifications and distinctions from existing values, and discussion and acceptance by NIPWG. |
| App.B | NO |  | Page 100 | ge | categoryOfMilitaryPracticeArea: Several additional attributes are needed: | Several attributes should be added: e.g convoy exercise. Antisubmarine, gun-ex. Anti-air exercise, amphibia exercise | No action for S-127 1.0.  This is an S-101 attribute and the new listed values should be discussed with the S-101 team. |
| App.B | NO |  | Page 102 | Ge / Ed | categoryOfPilotBoardingPlace: Suggest to use Pilot meeting point /place. The pilot not only boarding. The pilot embarking and disembarking | categoryOfPilotMeetingPlace  Change also description of attributes to Pilot embarking or disembarking from / to a …. | No action for S-127 1.0.0. Should be discussed with the S-101 PT.  The point about language is well taken but “boarding place” is widely used. |
| App.B | NO |  | Page 110 | ed | categoryOfSignalStationTraffic  Suggest to add signalstation in the description to avoid misunderstanding with VTS | Classification of signalstation based on the traffic service provided | No action for S-127 1.0.  This is an S-101 attribute and any changes should be discussed with the S-101 team. |
| App.B | NO |  | Page 111 | ge | categoryOfSignalStationWarning  sometimes a high number of vessels can represent a danger or obstruction, regattas, fishery etc | Suggest to add attribute for trafficdensity | No action for S-127 1.0.  This is an S-101 attribute and any changes should be discussed with the S-101 team. |
| PS  FC  Data Format | rmm | various |  | te | Association names are supposed to begin with an upper-case letter (S-100 1-4.12). | Change association names and camel case to begin with an upper-case letter. | S-100 conformance |
| PS | rmm | 6.2.3 | Figure 26 | ed | S-101 and the S-127 FC use SpatialAssociation instead of SpatialQuality. | Change name of association SpatialQuality to SpatialAssociation. | S-101 harmonization |
| PS, FC, DCEG, GML | rmm | RadioCallingIn Point | orientation | te | S-101 (OCT 2018) used orientationValue (Real) instead of orientation (complex). | Replace attribute orientation (complex) with orientationValue (Real). | S-101 harmonization |
| PS, FC, DCEG, GML | rmm | Q. or Non-bathymetric Data, Spatial Quality | horizontalPositionUncertainty | te | S-101 (Oct 2018) replaced the simple attribute for horizontal position uncertainty with the complex attribute | Replace the simple attribute with the complex attribute horizontalPositionUncertainty | S-101 harmonization |
| PS, FC, DCEG, GML | rmm | Attribute mmsi code |  | te | Type changed from integer to text in S-101 and GI registry.  Justification: Integer type does not support MMSI numbers starting with the numeral 0. Refer to Paper S-100WG2-11.8 (Proposal A) and S-101PT Review (May 2018) | Change type from integer to 9-digit text string. | S-101 harmonization |
| Testdata | JP |  |  | GE | [Carried over from earlier comments.]  I think paper test data should be projected to GML test data. But some content such as Ice transit, ISPS report, and Emergency refuge is not written in GML test data. And whether such format is appropriate or not is clear.  (1)The information of whether the content of paper is projected to S-127 GML or not is useful to understand whether the S-127 PS is well reflected or not.  (2)Additionally, GML test data introduce how the attributes or position will be encoded. It will help consider whether the method to input is simple/easy or not. |  | The example has been expanded. Part of the test sample, e.g., the AMVER portion, belongs in an S-123 dataset, but there is an abbreviated conversion in the S-127 GML sample.  The data sample attempted to convert whatever it could. Certain geometries were simplified because S-100 geometry is not off-the-shelf or for lack of time (e.g., arcs and geometries referencing the coast – some examples of both were converted to the extent possible and some were simplified). If off-the-shelf tools can generate GML (and many can) ingest into S-127 GML is easier. S-127 DCEG doesn’t go into this, it is relevant to several NPUB product specifications and should be addressed comprehensively. |