

## Liaison Note to China MSA

### Providing standardized real-time hydrological and meteorological information in port waters

#### 1 Introduction

IALA ARM Committee acknowledges and thanks China MSA for the information paper on Providing standardized real-time hydrological and meteorological information in port waters

#### 2 Comments from the ARM Committee

In regard to the request to study and develop recommendations or guidelines on the dissemination of hydrological and meteorological information by the AtoN competent authority. The ARM Committee can advise that there are existing and planned internationally agreed mechanisms to disseminate this information to international trading ships:

- IMO Circular SN.1/Circ.289 of June 2010 on Guidance on the Use of AIS Application-Specific Messages, contains a message dedicated to the provision of meteorological and hydrographic data. This contains most of the parameters mentioned in the information paper.
- The carriage of AIS is mandatory on certain vessels as per SOLAS Chapter V. Therefore, internationally trading ships calling at Chinese ports, may be able to receive and display these messages (currently not all AIS equipped vessels can receive and display Application-Specific Messages).
- As you are aware, IMO has identified 16 Maritime Services in the context of e-Navigation. IALA, IHO, and other domain coordinating bodies are developing data models in the S-100 GI Registry to allow for the exchange of Maritime Services such as hydrological and meteorological information in port waters.

Similar to your Harbour Environment Monitoring System, there are other examples of national systems established to disseminate such information. The following is an extract from the US National Oceanic and Atmospheric Administration's website:

*NOAA PORTS® is an information system that measures and disseminates the oceanographic and meteorological data that mariners need to navigate safely.*

*Marine navigation safety is a serious issue of national concern. By volume, more than 95 percent of U.S. international trade moves through the nation's ports and harbors, with about 50 percent of those goods being hazardous materials. The potential risks to maritime commerce and the coastal environment are apparent.*

*PORTS® mitigates those risks by integrating real-time environmental data (water levels, tides, currents, waves, salinity, bridge air gap) and meteorological parameters (winds, atmospheric pressure, air and water temperatures) with forecasts and other geospatial information and tailoring the output to the needs of local communities.*

*Through PORTS®, NOAA is responding to one of the nation's most significant challenges – to improve the economic efficiency and competitiveness of U.S. maritime commerce while reducing risks to life, property, and the coastal environment.*

The NOAA PORTS® information is primarily accessed by harbour pilots via their Portable Pilotage Units (PPU)/ECS. Any ship with an internet browser can also access this open service.

### **3 Action requested**

- 1 China MSA is invited to consider the provision of their Harbour Environment Monitoring System data via existing and planned internationally agreed mechanisms for internationally trading ships.
- 2 Continue the use of your existing delivery mechanism.