

## Paper for Consideration by NIPWG

### Consolidation of Speed Restriction Inputs

<b>Submitted by:</b>	Michael Kushla (United States—NGA)
<b>Executive Summary:</b>	Consolidation of Speed Restriction Input from Canada, Finland, and the United States
<b>Related Documents:</b>	China MSA—NIPWG 9-14.1—Suggestion for Changes to the Encoding of Restricted Area Navigation in S-127 Marine Traffic Management Product Specification (1.0.0) Canada—Speed Restrictions in the Gulf of St. Lawrence (submitted by Robin Jeffries) Finland—S-127 Speed Restrictions Use Cases (submitted by Stefan Engstrom) United States—S-127 Speed Restrictions Use Cases (submitted by Michael Kushla)
<b>Related Projects:</b>	

#### Background

China submitted a paper regarding encoding speed restriction information in the S-127 (Marine Traffic Management) Product Specification at NIPWG9 in September 2022. Coding information is not currently available in the S-127 Product Specification nor is it available in other Product Specifications.

NIPWG agreed speed restrictions should be included in the S-127 Product Specifications. It was decided further research and discussions on Use Cases other than just the speed limit number itself needed to be conducted to ensure all Use Cases can be properly encoded and digitally available.

#### Analysis/Discussion

The NIPWG S-127 Task Group was assigned to conduct research to ensure all possible Use Cases were available to update the S-127 Product Specifications. Input was received from Canada (Canada Coast Guard), Finland (Traficom), and the United States (NGA). This information was consolidated into the table below to allow the members of the Task Group to easily review the submitted input to ensure no possible Use Cases are overlooked.

<b>Consolidation of S-127 TG Speed Restriction Inputs from Canada, Finland, and the United States</b>			
<b>Use Cases</b>	<b>Canada (CCG)</b>	<b>Finland (Traficom)</b>	<b>United States (NGA)</b>
Geography (defined area)—Anchorage, typhoon shelter, channel/fairway, territorial waters, canal, NARW. <b>See Note 1.</b>	X	X	X
Geography (undefined area)—Harbor, entrance, approach, strait, bay/inlet, traffic route, defined distance.		X	X
Vessel parameters—Draft, loa, beam, size (dwt, gt, squat, etc.).	X	X	X

**Consolidation of S-127 TG Speed Restriction Inputs from Canada, Finland, and the United States**

Use Cases	Canada (CCG)	Finland (Traficom)	United States (NGA)
Underkeel clearance considerations.		X	
Designed speed.		X	
Vessel type—Cargo, tanker, container, bulk, dangerous cargo, etc.	X		X
Vessel activity.	X		
Vessel ownership—Public vessels, private vessels. <b>See Note 2.</b>			
Water level.	X		
Seasonal limitations.	X	X	X
Recommended speed restrictions.	X	X	
Mandatory vs. recommended speed restrictions.	X	X	
Exemptions to speed restrictions.	X		
Other—In transit, transit direction, passing situations.			X
<b>Note 1.</b> —The following defined sub-areas need to be accounted for the Canadian NARW areas: <ol style="list-style-type: none"> <li>1. Mandatory—Static Zones, Dynamic Shipping Zones, Seasonal Management Areas, and Restricted Areas.</li> <li>2. Recommended—Voluntary Seasonal Slowdown (Cabot Strait) and Area to be Avoided (Roseway Basin).</li> </ol>			
<b>Note 2.</b> —Is this distinction relevant?			

**Action Required of the NIPWG S-127 Task Group**

The NIPWG S-127 Task Group is invited to:

1. Note the paper.
2. Review the paper and determine if any additions, deletions, or changes are needed to the Use Cases to update the S-127 Product Specification