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MARITIME SAFETY COMMITTEE
89th session
Agenda item 24

MSC 89/24/yy
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ANY OTHER BUSINESS

Operating anomalies identified within ECDIS

Submitted by the Australia, Canada, Chile, Japan, Norway, UK, ICS and IFSMA

SUMMARY

<i>Executive summary:</i>	This submission comments on the report of the outcome of a workshop organised by the IHO to discuss the issues raised during MSC88 regarding “Operating anomalies in ECDIS”, reported in paper MSC 89/24/xx.
<i>Strategic Direction:</i>	5.2
<i>High Level Action:</i>	5.2.4
<i>Planned Output:</i>	5.2.4.1
<i>Action to be taken:</i>	Paragraph 9
<i>Related documents:</i>	SOLAS Chapter V; SN.1/Circ.266 Rev.1; MSC.1/CIRC.1221; MSC.1/Circ.1389; MSC.1/Circ.1391; MSC 88/25/6; and MSC 88/26 paragraphs 25.19 to 25.22.

Introduction

1 This paper is submitted in accordance with paragraph 4.10.5 of MSC-MEPC.1/Circ.2 “Guidelines on the Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and their Subsidiary Bodies”. The sponsors of this submission offer comments on paper MSC 89/24/xx submitted by the International Hydrographic Organisation (IHO) with regard to ECDIS anomalies.

2 In Document MSC 88/25/6 Japan, Norway, the United Kingdom, the International Chamber of Shipping (ICS) and the International Federation of Shipmasters’ Association (IFSMA) brought to the attention of the Committee certain issues that had been identified within ECDIS. That submission was introduced recognising the growing number of type-approved ECDIS displaying official ENC’s which are carried and used in ships voluntarily, and the impending mandatory carriage requirement introduced through SOLAS Chapter V Regulation 19 starting from 1 July 2012. It also recognised the work achieved by the IMO in updating the ECDIS training requirement through the revised STCW Convention in 2010.

3 The IHO in a verbal statement to the Committee, as reported in MSC 88/26 paragraph 25.20, indicated its intention to call a meeting of interested parties in early 2011 to discuss the issues raised and to attempt to identify both short term remedies and longer term actions to address such issues when they are reported.

4 The Committee endorsed the proposal from Japan, Norway, the United Kingdom, ICS and IFSMA and approved MSC.1/Circ.1391 on Operating Anomalies Identified Within ECDIS.

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Meeting of interested parties

5 The IHO hosted a workshop at the International Hydrographic Bureau in Monaco from 15 -16 February 2011. It has reported its proceedings under document MSC 89/24/xx and all its conclusions and recommendations are supported. This submission acknowledges the good work hosted and achieved through the auspices of this IHO workshop.

Further proposals for action

6 In addition to the actions requested of the Committee contained in the IHO report at MSC 89/24/xx, this submission proposes that the Committee should consider further and more detailed steps which might be taken to ensure that potential anomalies in the performance of ECDIS are discovered systematically, analysed, communicated to all those who need to know and take action, and that the actions being taken are equally communicated to the industry.

7 These additional details are considered to be as follows:

- The publication of clear, precise and detailed guidance for the mariner concerning potential anomalies which could occur in any ECDIS, with examples of anomalies which have already come to light, and what action they can take to mitigate resultant risk, and thereby enhanced emphasis on type-specific training for the ECDIS system to be used by the mariner on board ship so that any equipment-exclusive anomalies can be appreciated,
- The collation, analysis and publication of results of all the data gathered in accordance with MSC.1/Circ.1391 dated 7 December 2010,
- The generation, hosting and updating of an information outlet, which might include a web presence, where relevant and concerned bodies and organisations can access the latest information and developments in the reporting and analysis of potential anomalies, and the actions taken or proposed to reduce risk; in this connection it is proposed that the following organisations would be involved in this activity:
 - IMO
 - IHO
 - IEC
 - Original Equipment Manufacturers (OEMs)
 - Ship operating companies
 - Seafarers
 - Seafarer training establishments
 - NAVAREA Co-ordinators
 - Contracting Government Maritime Administrations
 - Port State Control
 - Hydrographic Offices
 - Accident Investigation Authorities
 - Lighthouse Authorities
- Increasing the awareness of ship operating companies and seafarers that the software operating their ECDIS systems requires monitoring and maintenance to ensure that all official ENC data can be correctly displayed to the mariner, and that their ECDIS complies with SOLAS V Regulation 16.

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- The incorporation into ECDIS generic and type-specific training of sufficient information to permit instructors and students to gain a clear understanding of the potential anomalies they may encounter in the display of official ENC data on ECDIS, and the steps they can take to reduce risk.
- The exploration of the potential to develop and subsequently deliver and employ a User Validation Test data set which would help the mariner and Port State Control to appreciate any limitations in using the ECDIS displaying official ENC data.

8 This paper recognises the vital importance of MSC 89/24/xx paragraph 9 which concerns the need to ensure coherence between the three international sets of standards in IMO, IHO and IEC. In view of this cross-organisational nature of the work to tackle potential anomalies in ECDIS, it is proposed that the IMO would take the co-ordinating role in ensuring a coherent programme of activities to address the issues raised in MSC 88/25/6 and MSC 89/24/xx. One way to achieve this might be to re-establish the IMO/IHO Harmonisation Group on ECDIS (HGE), expanded to included membership from volunteer Contracting Governments, CIRM, IEC, accident investigators and training organisations. and there may be other options for consideration.

Action requested of the Committee

9 The Committee is invited to:

- .1 consider this proposal together with those contained in MSC 89/24/xx;
- .2 consider whether, and if so how, the IMO could adopt the role to co-ordinate the necessary programme of activities to address the issues of potential anomalies in type approved ECDIS using official ENCs;
- .3 consider establishing processes, capabilities and modalities to achieve 9.2 above if that decision is taken; and
- .4 take any further action it considers appropriate.
