



IHB File No. S3/8152

CIRCULAR LETTER 85/2005  
31 August 2005

**REVISION OF THE WEND PRINCIPLES**  
(IHO Technical Resolution K2.19)

Reference: 1) Circular Letter 39/2005 dated 18 April 2005  
2) Circular Letter 64/2005 dated 21 June 2005

Dear Hydrographer,

We refer to Circular Letter 39/2005 forwarded, for Member States review and approval, containing a revision of the WEND Principles which had been agreed by the 9<sup>th</sup> Worldwide Electronic Navigational Chart Database (WEND) Committee meeting (IHB, 7-8 April 2005).

The IHB thanks all 41 Member States which provided responses. These are summarized in **Annex A**. As can be seen from the table, 39 MS supported the proposed revised WEND Principles, which are therefore approved.

Comments were also provided by 8 MS, which appear at **Annex B**. IHB notes have been included as appropriate. In particular, Brazil and Denmark, referring to paragraph 2.3, stressed that it was premature to mention dates for a possible introduction of mandatory carriage requirements for ECDIS, before IMO had decided on this issue. Bearing in mind that the WEND Principles are contained in an IHO Technical Resolution (TR K2.19) and should therefore have a permanent character, it is IHB view that the above remark by Brazil and Denmark is pertinent and that the reference to specific dates in paragraph 2.3 is inappropriate and should be removed. However, including a footnote that conveys the current status of the IMO deliberations is useful and can be maintained by the IHB without Member States' intervention. Therefore, the IHB recommends the following wording:

"2.3 By the dates established by IMO<sup>1</sup>, Member States will strive to either:"

<sup>1</sup> The IMO Sub-Committee on Safety of Navigation, at its 51th Session (NAV 51):

- agreed to recommend to the IMO Marine Safety Committee the mandatory carriage requirement of ECDIS for High Speed Craft (HSC) by 1 July 2008.
- did not decide on a mandatory carriage requirement for other types of ship; this will be considered in conjunction with a Formal Safety Assessment (FSA) to be conducted into the use of ECDIS in ships other than HSC and large passenger ships."

As a result, paragraph 2.3 has been corrected as above. Any objection to this change should be reported to the Bureau as soon as possible.

The approved revised WEND Principles, as amended, have been posted on the IHO website ([www.iho.shom.fr](http://www.iho.shom.fr) > Committee > WEND).

On behalf of the Directing Committee  
Yours sincerely,

A handwritten signature in black ink, appearing to read 'K. Barbor', with a large, stylized initial 'K'.

Rear Admiral Kenneth BARBOR  
Director

Encl: Annex A - Responses to CL 39/2005 - Summary  
Annex B - Responses to CL 39/2005 - Comments

**REVISION OF THE WEND PRINCIPLES**  
**Responses to CL 39/2005**

**SUMMARY**

Question: Do you approve the revised WEND Principles (IHO Technical Resolution K2.19), as contained in Annex A to CL 39/2005?

<b>Member State</b>	<b>Yes</b>
Algeria	x
Argentina	x
Australia	x
Bahrain	x
Belgium	x
Brazil	
Canada	x
Chile	x
Colombia	
Croatia	x
Denmark	x
Estonia	x
Finland	x
France	x
Germany	x
Greece	x
Iceland	x
India	x
Italy	x
Japan	x
Latvia	x

<b>Member State</b>	<b>Yes</b>
Mozambique	X
Netherlands	X
New Zealand	X
Norway	X
Oman	x
Pakistan	x
Peru	x
Poland	x
Portugal	x
Singapore	x
Slovenia	x
South Africa	x
Spain	x
Sweden	x
Thailand	x
Tunisia	x
Turkey	x
Ukraine	x
United Kingdom	x
USA	x

REVISION OF THE WEND PRINCIPLES  
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COMMENTS

**BRAZIL** (No)

The proposed Principles are based on the assumption that IMO would establish dates for mandatory carriage of ECDIS, what still does not constitute a fact and remains in study in the scope of that Organization (51th NAV Subcommittee Meeting). Additionally, Member States willing to support these proposed Principles will have to expend considerable resources to adopt new technologies, what may not be possible for all, in a time not compatible with what is being studied by IMO. Thus, it's premature to instigate Member States to fulfill procedures whose implications are unpredictable.

**COLOMBIA** (No) [*translated from Spanish at the IHB*]

The single proposal sent by the IHB does not allow Colombia to evaluate the reasons for changing the WEND Principles. We kindly ask the Committee to elaborate a document supporting the reasons for each of the proposed changes. This will enable Hydrographic Offices not belonging to the Committee to evaluate the amendments, that will determinate the future development of the ENC's or RENC's.

*IHB Note: Documents WEND9-4A to 4G, which were referred to at the 9<sup>th</sup> WEND Meeting, provide background information on the need for revision of the WEND Principles. They are available on the IHO website ([www.iho.shom.fr](http://www.iho.shom.fr) > Committees > WEND > List of WEND/9 Documents).*

**DENMARK** (Yes)

DK "in principal" approves the revised WEND Principles. However, we feel it is a bit premature to agree on the proposed revised text of paragraph 2.3 as IMO has just started the discussion on the subject and therefore not yet agreed on any dates for a possible introduction of mandatory carriage requirements for ECDIS.

Also, DK does not agree to the new wording of paragraph 2.2. We do not expect to have all waters of national jurisdiction covered by ENC's by the earliest date for mandatory carriage of ECDIS.

**INDIA** (Yes)

In present scenario, distribution of ENC's through RENC should not be made mandatory, as the focus should be on to attain global ENC Services compatible with IMO compliance ECDIS Systems. Emphasis should be on providing one stop shop for ENC Services to mariners in a form such that ENC's and updates should be accurate and error free.

**NETHERLANDS** (Yes)

Paragraph numbers in brackets referring to the old principles should be deleted.

*IHB Note: Those numbers were provided for convenience in the version attached to CL 39/2005; they have been removed from the final version.*

**PAKISTAN** (Yes)

1/ If the ENC is produced by a HO on behalf of another HO, method should be adopted to ensure that Actual Producer Nation's name should be mentioned on the ENC.

2/ Discussion to resolve the ENC boundaries between the neighbouring countries in terms of cartographic convenience should be made a mandatory agenda point for the RHCs meetings, which should be held no later than a specified time interval.

*IHB Note: These pertinent comments and suggestions will be referred to the WEND committee for further action. Regarding the first point, the producer nation, if different from that of the chartered waters, could possibly be recorded in the "Readme" file of the ENC exchange set.*

**PERU** (Yes) *[translated from Spanish at the IHB]*

It is a complete revision and updating of the WEND Principles. The inclusion of the WEND Objectives in the previous paragraph seems very convenient to us, that is why we see WEND Principles which are clearer and more specific, orientated to facilitate the services to the end user and which will help to improve the ENC production and coverage by the Member States, as well as the reinforcement of the RENC role.

**PORTUGAL** (Yes)

Just for the records and in order to safeguard the future, Portugal approves the revised WEND Principles as stated in the text of the CL39/2005, as a list of minimum requirements that Member States (MS) should satisfy in the digital world.