

17th CHRIS MEETING
Rostock, Germany, 5-9 September 2005

STATUS OF THE STANDARD IEC 62376

“Electronic chart systems (ECS) for small craft and non-SOLAS convention craft – Minimum operational and performance requirements, methods of testing and required test results”
(July 2005)

United States (NOAA)

1. Summary

<i>Executive summary:</i>	The IEC, TC 80, WG 7 is developing an IEC standard for electronic charting systems (ECS). The standard may be used by Administrations to support the carriage of electronic charts where ECDIS is not specified.
<i>Actions to be taken:</i>	Members are invited to comment on the draft standard through their national committee.
<i>Related documents:</i>	None

2. Introduction / Scope

From the draft, IEC 62376 standard, Version 4.8:

“This International Standard specifies the minimum operational and performance requirements and methods of testing for ECS. ECS does not meet the chart carriage requirements for SOLAS vessels where ECDIS has been specified for that purpose.”

3. Analysis/Discussion.

From the draft, IEC 62376 standard, Version 4.8:

“An Administration may choose to permit ECS to serve as a primary means of navigation for vessels that are subject to their regulation. When an ECS serves as a primary means of navigation, adequate back-up arrangements may be required to ensure safe navigation in the event of an ECS failure.

In order to better reflect the different levels of performance provided by ECS equipment and their different intended applications, three classes are defined.

- Class A includes permanently installed systems designed for use as a primary means of navigation, on vessels where ECDIS is not specified for that purpose, when using databases permitted for use with ECS by the national Administration.

When using ENC's or RNC's, a Class A may also meet the requirements for an ECDIS backup¹.

- Class B includes permanently installed systems, portable systems and systems adapted for use (e.g. radar with chart facilities) as a primary means of navigation, on vessels where ECDIS is not specified for that purpose, when using databases permitted for use with ECS by the national Administration.
- Class C includes systems intended to use standards-compliant databases derived from up-to-date Nautical Charts and Nautical Publications to plot and monitor a vessel's position as a navigational aid."

4. Benefits.

The adoption of this ECS standard has the potential of increasing the demand for, and use of, official ENC's and RNC's.

5. Working Groups.

Not applicable

6. Other relevant information.

Each Class of system (A, B, or C) is to be type-approved using a particular data set, e.g. ENC, RNC, ISO 19379 or other standards-compliant data set. It is then type approved, but only when using that particular data set, and not with other data sets. Administrations intending to specify IEC-compliant ECS' for meeting chart carriage regulations in their waters will also have to specify the acceptable data sets.

7. Priority.

Not Applicable

8. Target completion date.

November 2005 – Full Working Group 7 meeting to work on Section 6 – Testing.
January 2006 – Final drafting group meeting with IEC Secretariat
March 2006 – Committee Draft for Voting and Comment
September 2006 – Final Draft International Standard for Vote
December 2006 – International Standard published

9. Action Required.

CHRIS members are invited to participate in the work by joining the Working Group through nomination by their national committees, and to review the draft Standard. In particular, members should confirm that the capabilities specified for Class A meet the requirements for ECDIS backup. In addition, members should confirm that official RNC's and ENC's provide the data required to meet the functionality specified for Class A and B. Copies of the draft standard are available through members National Standards body's IEC representative.

¹ See IMO A.817(19), as amended, and IEC 61174

