

**20<sup>th</sup> CHRIS MEETING**  
**Niterói, RJ, Brazil, 3-7 November 2008**

**Paper for Consideration by CHRIS**

**Temporary (T) and Preliminary (P) Notices to be used with ENC's**

<b>Submitted by:</b>	France
<b>Executive Summary:</b>	The information contained in T and P notices to mariner must be used with ENC's. Inconsistency in the use and distribution of these notices by HO's has been highlighted by different committees or working groups and users. Many ships are now using paperless navigation, and the lack of use of T and P notices can be safety critical. A harmonisation of the solutions and practices is required.
<b>Related Documents:</b>	CHRIS20-06.3A
<b>Related Projects:</b>	/

### Introduction / Background

1. Usually, T and P notices are promulgated via HO's Notices to Mariners booklets which are available as paper and most often also on HO websites. On receipt, the information contained in T and P notices should be updated with a pencil on paper charts.
2. The information contained in these notices must be used in conjunction with ENC's, in whatever format it may be (ENC update, paper NtM, etc...). However, inconsistency in the use and distribution of T and P notices to mariners by HO's has been highlighted by different committees or working groups (RENC/JTEWG, TSMAD, WEND, ....) and users.

### Analysis/Discussion

3. Among the raised issues and lack of harmonisation are the following:
  - about half of the HO's promulgate the equivalent of T and/or P notices via ENC updates, and the other half considers that mariners should refer to Notices to Mariners booklets or websites. That means that today, theoretically, ENC users must almost use as much different distribution channel as there is ENC producers.
  - Translation of T and P notices into ENC updates has proven to be sometimes difficult and inappropriate. It may also introduce inappropriate additional time delay for the distribution of this type of information. In addition, the production cost should be taken into account.
  - Unavailability of the information in English language globally.
4. Consequently, at this time, it is very difficult for ENC users to comprehend the T and P notices network and get rapid and seamless information from one region to the other. In some cases, it can also become critical for safety of navigation.
5. A rapid and seamless network for navigational notices already exists on SafetyNET and on NAVTEX. May be, it could be extended to T and P notices (to see with CPRNW).
6. As recorded by CSPCWG (3rd meeting – November 2006), there is also a need for more precise guidance for the application of T and P notices to paper charts and the matter should be considered in relation to ENC.

### Conclusion

7. The issue has been raised some years ago, and some committees or working groups are looking for solutions. Actions need to be coordinated and followed to enhance safety of navigation.

## Action Required of CHRIS

8. The CHRIS is invited to confirm the need and the content of a new CHRIS action in order to:
  - Follow the progress of harmonisation of the use, elaboration and distribution of T&P notices in general,
  - In the short term, particularly follow the harmonisation and clarify the use of T&P to be used in conjunction with ENC's;
  - Coordinate work between different committees and working groups (RENC/JTEWG, TSMAD, CSPCWG, CPRNW, etc).

### **Comments by IHB:**

1. The lack of a consistent and efficient delivery mechanism for Temporary and Preliminary notices affecting ENC's is becoming an increasing cause for concern raised at ECDIS Stakeholders' Forums and in other user-based discussions (see CHRIS20-05.1B).
2. Guidance on the updating of ENC's is contained in S-52 Appendix 1. This was drafted by an IHO Updating WG between 1994-96 and approved in December 1996. These dates pre-date the distribution and use of ENC's and ECDIS and provide only general guidance based on anticipated rather than actual requirements. S-52 Appendix 1 has never been revised.
3. More generally, the whole of S-52 requires revision in order to account for the revised ECDIS Performance Standards adopted by IMO in 2006. This has been recommended by the CSMWG (See CHRIS20-06.3A).
4. S-57 and the S-57 ENC Product Specification provide mechanisms to encapsulate T&P notices through the use of the data attributes DATSTA (date start) and DATEND (date end); however, most HO's have not employed this facility, preferring either to use TXT files or to rely on the notices to mariners primarily intended for updating paper charts. In some cases the T&Ps are not in the mandatory ENC language of English.
5. The IMO Performance Standard for ECDIS does not specifically address T&P notices. As a consequence, IEC 61174 - *Test Specifications for ECDIS* do not call for any testing of this function. As a result, few ECDIS manufacturers have included a comprehensive function to read or process information attributed with DATSTA and DATEND.
6. Noting the history of this matter and the present situation, further guidance appears to be required as a matter of priority in order to ensure that mariners can obtain and incorporate T&P notices in ECDIS consistently, safely and efficiently. To achieve this, the CHRIS may wish to consider reactivating an Updating WG to.
  - a. develop and propose a pragmatic approach to overcome any current shortcomings in the updating mechanisms for T&P notices,
  - b. review and revise S-52 Appendix 1, as part of the general revision of S-52,
  - c. report to the HSSC in 2009.