

IHO Worldwide ENC Database Working Group (WENDWG)
2nd Meeting, London, United Kingdom, 21-22 September 2012

FEEDBACK FROM CLIA ON LICENCES

Issues that I believe the WENDWG should be involved in resolving the following, in no particular order:

1. Licensing of ENC's - the current limit of 5 user licences per ship (for most H.O.'s) is overly restrictive, the license should be for the ship and not the number of work stations where the ENC can be displayed. On recent newbuilds with a fully Integrated Navigation Systems there can be as many as a dozen work stations where the ENC can be displayed. Additionally, ship operators are equipping the passenger tenders with ECDIS (chart radars) which could be as many as 6 additional work stations.

2. ENC License in terms of period of validity and cost - there are too many variations, it makes it difficult for the ship operator to budget accurately and the mariner to pick the licensing date and the license period to get optimum coverage for least cost. For example in the AVCS Pricing Schedule for a Large Unit on Discount Group C varies from \$13.10 for Korea to \$64.90 for Malacca and Singapore Straits for 12 months.

3. Withdrawal of ENC's after they are published. There was an incident earlier this year where 3 Country A ENC's were withdrawn due to discrepancies of navigational significance with neighbouring ENC's - see attached End User Letter - Withdrawal of Country A ENC's It is all very well for the UKHO to simply state that the cells are withdrawn with immediate affect and because the cells are no longer updated that they do not satisfy SOLAS Chart Carriage requirements and advise to use paper charts. Where does that leave the Ship Owner and Mariner when the ship is at sea and does not carry paper charts? After all, navigating with ECDIS using ENC's is intended to replace paper charts, not supplement them.

Whilst I agree in principle the affected cells should be withdrawn if they are unreliable it is not really a satisfactory solution. In this case, surely it would have been beholden of the Country A and the UKHO to provide specific details of the discrepancies of navigational significance so the Mariner could make an informed decision on how he used these particular ENC's until he is able to obtain the relevant paper charts. If these particular ENC's were not suitable for navigation then why were they issued in the first place? Do we need tighter controls in place as this is not the first time this has happened.

4. Worldwide coverage with ENC's at an appropriate scale. This has been raised many times by myself and others over the years but now the phase in of mandatory carriage of ECDIS has started it is now essential that the shipping industry is provided with a realistic time frame of when there will be full coverage of ENC's equivalent to existing paper chart coverage.

5. ENC compilation and display scales - a frequent question raised by the Mariner is 'why does the Harbour ENC show over-scaled when displayed at a similar size to the paper chart'? In many cases the answer has been that the ENC has been derived from the paper chart that different scales i.e. it contains port plans but the ENC is of a single scale of the main part of the paper chart and therefore does not encompass the port plans. In the ENC catalogue, the cells appear to include the port plan but in reality they don't.

I understand these comments are being sent to you right at the last minute but I trust you will be able to introduce them into the meeting at some stage.