

PRO- 2.2 CONDUCTING A RISK ASSESSMENT ON THE “DUAL FUEL” MODE OF ECDIS FOR S-57 ENCS AND S-101 ENCS, PROVIDING MORE SPECIFIC GUIDANCE ON ITS IMPLEMENTATION

Submitted by: China

Reference: Roadmap for the S-100 Implementation Decade (2020–2030)

PROPOSAL

According to the plan of IHO, the “dual fuel” mode of ECDIS for S-57 ENCs and S-101 ENCs will last about 7 years (2024-2030). China proposes the IHO to collaborate with relevant organizations to conduct a detailed risk assessment on the said “dual fuel” mode of ECDIS, and to provide more specific guidance for all affected parties with a view to assisting them in completing the transition phase successfully.

EXPLANATORY NOTE

1. With the continuous development of S-101 ENCs, the transition from S-57 ENCs to S-101 ENCs has been put on the agenda. Hydrographic Offices (HOs), ENC users, ECDIS type approval agencies, Regional ENC Coordinating Centres (RENCs), Value-Added Resellers (VARs), ENC distribution agents and the Maritime Safety Authorities (MSA) of MSs are paying close attention to such transition.

2. According to the “Roadmap for the S-100 Implementation Decade (2020 – 2030)” of the IHO, the “dual fuel” mode of EDCIS for S-57 ENCs and S-101 ENCs will last about 7 years (2024-2030). Also, the roadmap provides general guidance on how to carry out the transition work for the HOs, ENC users, ECDIS type approval agencies, RENCs and VARs, ENC distribution agents and MSAs, etc.

3. As far as we are aware, most of the relevant parties are looking forward to the coming of the S-101 ENCs era. However, there are still certain aspects of the “dual fuel” mode that are unclear and these uncertainties are needed to be addressed, such as:
 - HOs need to produce both S-57 ENCs and S-101 ENCs during the “dual fuel” mode period and this will significantly increase their workload. They are very concerned about whether ENC production system industries have sufficient technical means to enhance their system to minimize the impact;
 - ENC users are very concerned about the differences in the installation, portrayal and the use of S-57 ENCs and S-101 ENCs, whether there any unknown incompatibilities in S-57 ENCs and S-101 ENCs co-existing in one ECDIS, what are the additional requirements for the ENC user’s knowledge in operating the ECDIS in “dual fuel” mode; and
 - ECDIS type approval agencies and MSAs will very concerned about the impact of the dual fuel mode on ECDIS type approval requirement and the implementation of the Port State Control/Flag State Control (PSC/FSC).

There are some other similar concerns and uncertainties for which the affected parties may wish to seek the guidance of the IHO and relevant organizations/experts.

4. In this regards, China proposes IHO to collaborate with relevant organizations to conduct a detailed risk assessment on the “dual fuel” mode for S-57 ENCs and S-101 ENCs, and to provide more specific guidance for all the affected parties with a view to assisting them in completing the transition work successfully.