



**INTERNATIONAL HYDROGRAPHIC ORGANIZATION  
MESO AMERICAN & CARIBBEAN SEA HYDROGRAPHIC  
COMMISSION**



**Report to the MACHC on HSSC-1 and the 3<sup>rd</sup> International ECDIS Conference**

<b>Submitted by:</b>	Captain Wesley Cavaleiro (Brazil), MACHC Secretary
<b>Executive Summary:</b>	The Secretary of the Commission presents a report on HSSC-1 decisions related to MACHC.
<b>Related Documents:</b>	HSSC-1 List of documents ( <a href="http://www.iho-ohi.net/mtg_docs/com_wg/HSSC/HSSC1/HSSC1Docs.htm">http://www.iho-ohi.net/mtg_docs/com_wg/HSSC/HSSC1/HSSC1Docs.htm</a> ).
<b>Related Projects:</b>	X X X

### Introduction

The Hydrographic Services and Standards Committee (HSSC), established by the 3<sup>rd</sup> Extraordinary International Hydrographic Conference in 2005, began its work in January 2009, as part of the IHO new structure. The 1<sup>st</sup> meeting of the Committee, HSSC-1, was held in Singapore, from the 22<sup>nd</sup> to the 24<sup>th</sup> of October, and it was preceded by the 3<sup>rd</sup> International ECDIS Conference. Its agenda held substantial matters directly and indirectly related to the Regional Hydrographic Commissions and IHO Member States. For this reason, some MACHC Member States required that the Secretary should write a report on the results of the meeting.

### Description

- 1) The 3<sup>rd</sup> International ECDIS Conference was held by the Maritime and Port of Singapore (MPA) in conjunction with the United Kingdom Hydrographic Office (UKHO).
- 2) The main topics which arose from the 3<sup>rd</sup> IEC were:
  - a. The 3<sup>rd</sup> IEC focused on the change aspects of sailing operational procedures (related with the recently known e-Navigation concept) caused by ECDIS and considered the greatest change in mandatory carriage equipment since the radar. Apart from the increase of safety of navigation and the provision of economic resources, ECDIS is more than sailing equipment: it is a supporting tool for decision-making, once it integrates various data type. Due to decreasing costs, there will be a new demand of complementary services to ENCs, mainly through the Marine Information Overlays (MIO).
  - b. Training is being considered the critical factor concerning the use of ECDIS and the human factor was pointed out as the main cause for accidents.
  - c. The relevant role played by Hydrographic Services (HSs) in the regulation and personal training of the e-Navigation era was highlighted. HSs are the main promoting agents of system possibilities and the advisors on guidelines of what will constitute a new sailing paradigm.
- 3) HSSC-1 Agenda presented the activities of its Working Groups, the joint organizational body ABLOS, as well as accredited Non International Organizations (RTCA, IEHG, etc.).
- 4) The main actions taken by HSSC-1 which will directly affect Member States are:
  - a. The final text of the S-100 (Universal Hydrographic Data Model) has been approved and will be submitted to the IHO Member States to enter into force by Jan 1<sup>st</sup> 2010;
  - b. The continuity of the S-101 edition, which is expected to enter into force in 2012;
  - c. The approval of a text to be inserted in the IHO publication S-11, Part A (GUIDANCE FOR THE PREPARATION AND MAINTENANCE OF INTERNATIONAL CHART SCHEMES), Part A, as guidelines, or suggestions, as procedures to regional cartographic bodies.
  - d. The approval of the revision of the IHO publication S-11, Part B (INT Chart Catalogue). The IHB will address the Regional Hydrographic Commission on this task.
  - e. Revision of publication S-52 (SPECIFICATIONS FOR CHART CONTENT AND DISPLAY ASPECTS OF ECDIS), deleting the annex related to ENC updating, whose contents, once revised, will be part of a new publication exclusively dedicated to ENC updating (Guidance on Updating the Electronic Navigational Chart), the contents of which have been approved by the HSSC.

- f. The funding for specialized work for HSSC Working Groups so far provided by the selling of the Portrayal Registries (S-52) has been decreasing. So, alternatives to fund these activities will be studied. One option is including it in the IHO budget, which would affect the contribution of Member States.
- g. The approval of the final draft of a new publication called "Spatial Data Infrastructures "The Marine Dimension" - Guidance for Hydrographic Offices".
- h. Amendment to IHO Resolution A 1.21 "PRINCIPLES AND PROCEDURES FOR MAKING CHANGES TO IHO TECHNICAL STANDARDS AND SPECIFICATIONS". This resolution was written based on principles of current publications and guidelines: a standard of reference. The advent of the S-100, whose concept is of a "living standard" going through continuous maintenance and allowing for the coexistence of more than one standard at the same time, requires the updating of the procedures for approval and revision of the standards in order to enable the S-100 to fully achieve its objectives. The proposal foresees that some amendments may be directly approved by the HSSC and its subordinate organs, depending on the type of change.
- i. The study for the establishment of a hydrographic digital data standard was approved.

### **Conclusions**

- 1) ECDIS constitutes the greatest change in navigation ever since the radar. Hydrographic Services must be prepared for the increase in demand of digital services and products.
- 2) The enforcement of the S-100 and the S-101, the new ENC standard, demands some planning by the HS for their production and updating, both technological updating and personnel training.

### **Recommendations**

The Commission is recommended to note this report.

### **Justification and Impacts**

At this time there is no impact at all to the MACHC.

### **Action Required of the MACHC**

The Commission is invited to:

- a. note this report; and
- b. update the IHO S-11 Part B accordingly.