

**OPERATING ANOMALIES IDENTIFIED WITHIN ECDIS**

10.22 The Committee recalled that, at its eighty-eighth session, it had approved MSC.1/Circ.1391 on Operating anomalies identified within ECDIS. Additionally, Administrations and mariners had been alerted to the importance of keeping ECDIS software up to date by SN.1/Circ.266 in 2007 and this guidance had been revised in December 2010 (SN.1/Circ.266/Rev.1).

10.23 The Committee noted the discussions at COMSAR 16 (COMSAR 16/16, paragraphs 16.1 to 16.9) and that STW 43 had considered the matter and updated the ECDIS model training course accordingly.

10.24 In this regard, the Committee had the following documents for consideration:

- .1 MSC 90/10/1 (IHO), reporting on the actions taken by the IHO since MSC 89 with respect to the "Operating anomalies identified within ECDIS";
- .2 MSC 90/10/2 (ICS), commenting on document MSC 90/10/ and raising concerns over the existence of operating anomalies identified within ECDIS and seeking clarification on the extent, severity and impact of these anomalies and proposing that the Committee take certain actions including bringing this matter to the urgent attention of the NAV Sub-Committee; and
- .3 MSC 90/10/3 (Australia and United Kingdom), commenting on document MSC 90/10/1 (IHO) and, in particular, on the reported actions taken with respect to "Operating anomalies identified within ECDIS" since MSC 89 and providing a list of ECDIS operating and display anomalies.

10.25 In considering the above documents, the majority of delegations expressed the view that the issue could be addressed by the NAV Sub-Committee taking the lead to coordinate any follow-up action, including the promulgation of information, and that the implementation date for the mandatory carriage of ECDIS should be maintained. Furthermore, the delegation of the Bahamas, supported by others, expressed the view that there was a need to raise the awareness among seafarers on the operating anomalies of ECDIS and, if the information from hydrographic offices was correct, then those ships carrying older ECDIS equipment, where the software could not be updated to address the anomalies identified, should also carry paper charts.

10.26 Subsequently, the Committee:

- .1 invited IHO to re-promulgate the IHO test data set to ensure that all appropriate ECDIS sets are tested including all known manufacturers' ECDIS models;
- .2 encouraged all appropriate agencies and organizations to help identify the extent and severity of ECDIS anomalies as a matter of urgency so that the impact of the outstanding anomalies on the safety of navigation was established;
- .3 invited ECDIS manufacturers to make information regarding anomalies widely available to reduce the risk; and

- .4 agreed that, whilst there was no immediate need to establish a new standing mechanism, as the Organization, in close cooperation with IHO and other interested entities, was addressing this issue as and when anomalies are identified through the NAV Sub-Committee and, noting that the Organization was already actively involved in this activity, agreed that it might be counterproductive at this stage to follow a course of action, other than through the NAV Sub-Committee, in the context of any reconsideration of the first phase implementation date of the mandatory carriage requirements for ECDIS from 1 July 2012, including endorsing the use of RASTER charts on ECDIS.

10.27 The Committee further agreed to bring this matter to the urgent attention of the NAV Sub-Committee for appropriate consideration during its forthcoming session (NAV 58), under the agenda item "Any other business", recognizing that at least two sessions would be necessary to complete the task in hand. Additionally, in order to ensure that any further guidance or information that became available could be issued forthwith to all concerned, the Committee authorized the NAV Sub-Committee to circulate same and advise the Committee accordingly.

#### **Consolidation of ECDIS-related circulars**

25.26 The Committee considered document MSC 90/25/13 (Australia, Canada, United Kingdom, ICS, IHO and NI), proposing to consolidate a number of ECDIS-related MSC, SN and STW circulars into a single document to provide clear and unambiguous guidance for the carriage and use of ECDIS, and agreed to include in the 2012-2013 biennial agenda of the NAV Sub-Committee, an unplanned output on "Consolidation of ECDIS-related IMO circulars", with a target completion year of 2014, instructing the Sub-Committee to include the output in the provisional agenda for NAV 59.