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Draft Letter IMO (MSC/NAV)
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Subject: Conflict in Requirements for ECDIS Standard Display and Display Base

1.   A conflict exists in the ECDIS Performance Standards that affects the implementation and use of IHO Colours and Symbols specifications to be used with ECDIS.

As defined in Section 2.4 and 2.5, respectively:

> ***Standard display*** *means the SENC information that shall be shown when a chart is first displayed on ECDIS. The level of information it provides for route planning or route monitoring may be modified by the mariner according to the mariner's needs.*

> ***Display base*** *means the level of SENC information which cannot be removed from the display, consisting of information which is required at all times in all geographic areas and all circumstances. It is not intended to be sufficient for safe navigation.*

As required under Section 3.5, for Standard Display, "it should be easy to add or remove information from the ECDIS display. It is not possible to remove information contained in the Display Base."

Appendix 2 of the IMO Performance Standards for ECDIS lists the SENC information that is to be displayed during Route Planning and Route Monitoring.

Specifically, Section 2.3 specifies that "fixed and floating aids-to-navigation" be part of the Standard Display. However, Section 1.4 specifies that the Display Base provide an: "indication of isolated dangers which lie within the safe water defined by the safety contour such as bridges, overhead wires, etc., and including buoys and beacons whether or not these are being used as aids to navigation." The conflict exists by referring to beacons and buoys as both "aids to navigation" (Standard Display) and as "isolated dangers which lie in the safe water" (Base Display).

The result is that buoys and beacons are always shown, regardless whether the mariner wishes to see them. At a small-scale display often used for route planning, a rather cluttered display occurs where the buoy symbols may obscure a channel. During route monitoring, when operating with radar/ARPA or AIS in confined waters, there are often times when it is critical for the mariner to be able to decide quickly which targets are (and are not) the aids-to-navigation. Ideally, the mariner should have the ability to temporarily remove buoys and beacons from the current display (i.e., modify the level of information). Returning buoys and beacons to the Standard Display is easily accomplished by "single operator action" (Section 3.3).

<u>Requested action</u>: In Appendix 2, Section 1.4, remove the wording shown in strike-through:
> *"indication of isolated dangers which lie within the safe water defined by the safety contour such as bridges, overhead wires, etc.* ~~and including buoys and beacons whether or not these are being used as aids to navigation."~~

2.   There is no conflict in the second case but the experience from operation with ECDIS onboard has led to the suggestion to move the display of ferry routes from the display category "All other Information" to the display category "Standard Display":

Requested actions: In Appendix 2, Section 1.4,

remove the wording shown in strike-through:

3 All Other Information. All other information displayed individually on demand, for example:
.1   spot soundings;
.2   submarine cables and pipelines;
.3   ~~ferry routes;~~
...

add the wording shown underlined:

2 Standard, Display to be displayed when the chart is first displayed by ECDIS, consisting of:
.1   display base;
.2   drying line;
.3   indication of fixed and floating aids to navigation;
.4   boundaries of fairways, channels, etc.;
.5   visual and radar conspicuous areas;
.6   prohibited and restricted areas;
.7   chart scale boundaries;
.8   indication of cautionary notes;
.9   ferry routes.