



# Report to HSSC-7

Richard Doherty

Chief Technical Officer/Deputy Secretary-General

**Comité International Radio-Maritime (CIRM)**

# Who are CIRM?

- CIRM (Comité International Radio-Maritime) is a non-profit trade association
- We are an **NGO** in consultative status to the International Maritime Organisation
- 100 members from across marine electronics industry
- Our technical scope is navigation and radiocommunication equipment and systems
- Our current Board members:

**COBHAM**

**Raytheon** Anschütz

**KELVIN  
HUGHES**

**JRC**



**FURUNO**

**Mackay**  
COMMUNICATIONS

**Imtech**

Imtech Marine

**SAM**  
Electronics

NORTHROP GRUMMAN  
**Sperry Marine**

**McMURDO**

**TRANSAS**

**JEPPESEN**  
A BOEING COMPANY

**SAIT** **SRH Marine**  
Greece

**inmarsat**

# CIRM Technical Structure

➤ Technical Steering Committee



➤ Chief Technical Officer



➤ CIRM Working Groups



Output Papers

# CIRM's active Working Groups

- E-navigation
- Type Approval
- VDR
- ECDIS
- CIRM/BIMCO Joint Working Group





ECDIS updating

# Background

- As discussed at this meeting, recent revisions of ECDIS standards (IHO S-52, S-64, IEC 61174) means new and existing ECDIS will have to be upgraded
- There's concern amongst manufacturers and customers at the timelines involved
- At the same time Flag updating requirements are not clear/uniform
- CIRM approached some Flags seeking to learn their intentions with regard to enforcement – responses (April-May 2015) indicated a lack of awareness of the revisions and subsequent need to update
- CIRM believes the current requirement to keep ECDIS updated to latest IHO standards (Circ.1503) is ambiguous, and what is needed is a change to SOLAS body text

# Status and next steps...

- We've agreed at this meeting to reconsider the withdrawal date for the previous versions of S-52 and S-64, removing some pressure on manufacturers and customers
- CIRM is continuing to push for a change to SOLAS body text to make the requirement to keep ECDIS updated clear and unambiguous, so Flags may enforce this uniformly across the world



Software maintenance on board



# Background

- Shipboard systems are increasingly software dependent
- A software update instance involves a number of actors
- There are no official guidelines available for regulating the shipboard software maintenance process, leading to confusion
- BIMCO initially approached CIRM to develop a joint industry standard
- The standard identifies the stakeholders involved in software updating on board and their associated roles and responsibilities
- Draft puts requirements on manufacturers, system integrators, service, data providers, shipowners

# Status and next steps...

- Work has proved complex!
- Joint Working Group is on 14<sup>th</sup> draft version
- Draft soon be finalised and circulated to external organisations for input
- Aim: to create a mature draft standard that will be submitted to a standards body for development into international standard (e.g. IEC/ISO)



ECDIS Annual Performance Test

# Background

- We know that some in-service ECDIS are not properly maintained (outdated software version, misconfigured, etc.), which may compromise safety
- The Voyage Data Recorder (VDR) is subject to an Annual Performance Test (APT) to ensure it is working properly
- Whilst useful in the aftermath of an incident, a VDR cannot prevent one. An ECDIS is a key tool in safety of navigation
- CIRM has been discussing the idea of an ECDIS APT, an annual check performed on board on installed systems to ensure they work as expected
- At the 2015 CIRM Conference we discussed this with other NGOs, who expressed support for the concept

# Status and next steps...

- CIRM ECDIS Working Group is drafting Guidelines on ECDIS APT
- Once ready we will take this to external organisations / Member States for input
- Aim: to gain Member State support and introduce these guidelines to IMO for approval and adoption



Thank you