

**7<sup>th</sup> IHO HSSC Meeting**  
**Busan, Republic of Korea, 10-13 November 2015**

**IEC Activities affecting HSSC**

**Submitted by:** Chair, IEC TC80

**Executive Summary:** This document informs about new Chair of IEC TC80 and information about the new edition 4.0 of the IEC 61174 ECDIS standard. This new IEC edition is based on new editions of the IHO S-52, S-63 and S-64.

This document also includes preliminary information about IEC TC80 plans to use S-100 standard for onboard equipment and especially for how onboard equipment are prepared to receive S-100 based information from shore side.

**Related Documents:** None

**Related Projects:** None

## 1. New chair for IEC TC80

### Introduction / Background

1. Current IEC directives specify service time of a chair of Technical Committee (TC) as 6 years.

### Discussion

2. On 22<sup>nd</sup> May 2015 Hannu Peiponen was elected as new Chair of IEC TC80 for the period of 1<sup>st</sup> Sep 2015 - 31<sup>st</sup> Aug 2021. Hannu Peiponen replaced Andy Norris for this position.

### Action requested from HSSC

3. The HSSC is invited to  
 a) To note the information provided

## 2. New 4<sup>th</sup> edition of IEC 61174 ECDIS

### Introduction / Background

4. IEC 61174 is the testing standard for type approval of ECDIS. It covers testing of compliance with IHO S-52, S-57, S-63 and S-64. Previous edition was 3.0 from Sep 2008.

5. Based on IHO and IMO ECDIS anomalies discussions, IEC TC80 agreed to establish during 2012 a maintenance team for IEC 61174 to address the issue. The maintenance proposal was submitted for voting in Sep 2012 and the MT7 was established in Dec 2012: Hannu Peiponen was selected as the convener of MT7. The MT7 was given following dates as milestones: CDV Mar 2014, FDIS Mar 2015 and IS Sep 2015.

6. In HSSC-5, Nov 2013, IEC proposed and IHO agreed synchronization of publishing of new editions of ECDIS related standard for both IHO and IEC.

7. As agreed IHO published new editions of S-52, S-63 and S-64 before IEC published new 4<sup>th</sup> edition of IEC 61174 in Aug 2015.

## **Analysis / Discussion**

8. IEC has been pleased to note that the synchronized publishing part of both IHO and IEC standard happened as planned.
9. New 4<sup>th</sup> edition of IEC 61174 has been constructed so that the testing of the chart drawing part is now totally under responsibility of IHO S-64. Any detail of the testing of chart drawing available in the previous 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> editions of IEC 61174 has been removed and the testing of chart drawing part in the IEC 61174 simply reference to S-64.
10. Further it should be noted that this referencing to S-64 is without date. This means that IHO can improve content of the IHO S-64 if there will be any future need to do so.

## **Conclusions**

11. Co-operation between IHO and IEC worked very well and the result is a coherent set of new editions of the key ECDIS related standard to address known "ECDIS anomalies".
12. The new division of the test instructions between IHO and IEC seems to be a good practice. In this new division IHO publish detailed instructions how to test chart drawing part as covered by IHO standard and IEC publish detailed instruction how to test other functionality as required by the IMO Performance Standards.

## **Justification and Impacts**

13. The process of new clarifying editions of all ECDIS related standards is a response to address known "ECDIS anomalies" and implementation irregularities, and to improve the overall clarity of the specification. The result addresses also feedback of end users as noted by the IMO ECDIS stakeholder meeting in Oct 2012 to discuss about ECDIS and ECDIS anomalies.

## **Action requested from HSSC**

14. The HSSC is invited to
  - a) To note the information provided

## **2. IEC TC80 and S-100**

### **Introduction / Background**

15. IEC TC80 Plenary is the highest decision making body within IEC TC80. The plenary meeting is held every second year. In Sep 2013 the IEC TC80 Plenary agreed that TC80 needs to address the IMO decision about S-100 being the baseline of e-Navigation. The IEC TC80 plenary agreed that the IEC TC80/WG6 (Interfaces) should address the issue and named Mr. Ung G Kim / Republic of Korea as project leader to create the new standard.
16. IEC TC80/WG6 was initially selected for this task as WG6 is responsible for IEC 61162 series of interface standards. The IEC 61162 series is recognized by IMO Performance Standards for onboard navigation and communication equipment. Therefore the IEC 61162 series standards set the baseline for interoperability between equipment from various manufacturers installed onboard SOLAS ships.
17. IEC TC80/WG6 had a meeting in Jun 2014 in which it was found that Mr. Ung G Kim / Republic of Korea is too busy to work on this issue. The delegation of Republic of Korea put forward a person, Dr. Kwangil Lee. The WG6 meeting set a task for him to draft a preliminary plan for discussion in the WG6 meeting.
18. IEC TC80 plenary, Oct 2015 established a new independent workgroup WG17 Common Maritime Data Structure (CMDMS) with Convenor Dr Kwangil Lee (Korea) and Scope: To prepare standards for Common Maritime Data Structure (CDMS). The initial action within 2016 is to prepare an IEC DC paper to define IEC scope and to obtain comments from IEC TC80 National

Committees. The scope of this workgroup will be larger towards the inter-operability with shore side systems and services than the draft idea in 2013.

### **Analysis / Discussion**

19. As described in introduction/background the current situation is drafting without any fixed time schedule.

20. However it can be assumed that the process within IEC TC80 may lead for IEC TC80 to be a domain owner within the S-100 framework to register and maintain IEC TC80 work related items in the S-100 GI registry. Further it can be assumed that IEC TC80 may need to register a list of S-10X Product Specifications.

### **Conclusions**

21. There is a need for IEC and IHO to co-operate for this issue.

### **Justification and Impacts**

22. The process is justified by the IMO decision of setting IHO S-100 as the baseline for e-Navigation. The process will have positive impact for the implementation of the e-Navigation.

### **Action requested from HSSC**

23. The HSSC is invited to
- a) To note the information provided