Inland ECDIS Expert Group (IEEG) Status Report

Meeting 2016-06-15

Prague

Status of standardization

- After the last RIS week in Lille a package was submitted to EC:
  - **Inland ECDIS, Standard Edition 2.4**
  - **bENC extension of the Inland ECDIS Standard**
  - **Minimum requirements in information mode**
- Previous was the adoption by the expert group in April 2015, in an extraordinary meeting in Rotterdam
- Submitted to UNECE, adopted by: SC.3, 9th-10th November 2015
- Submitted to CCNR, discussed at RIS/G, 26th-27th August 2015, will only be adopted after adoption by EC
- Was submitted to Sava Commission after the last meeting in Lille

Status of standardization

The Netherlands expressed their denial of the amendment regarding **minimal requirements in information mode** in a side letter.

All other Countries which are members of the IEEG accepted the common compromise in which we all agreed in Rotterdam, in April 2015.

The EC has now to accept or reject the package from the IEEG.

Mr Vanderhagen from the EC likes to have a composition of the pro and contra arguments from our group as a basis for decision making. The composition should reflect the attitude of the member countries.

=> This will be a main topic of our session tomorrow

What is situation in Inland ECDIS?

Inland-ECDIS in **navigation mode**:

- Aim: Digital environment for the skipper to so support save navigation, helping directly steering the vessel
  - In detail standardized, software and hardware
  - Basic map: IENC
  - Combined with radar for identifying moving and static objects at bad sight conditions
  - Substantial investment is necessary
- Focus:
  - Large scale view, especially at bad sight conditions
  - To keep track of the situation ahead, information with lower priority is suppressed to avoid an overloading of the screen
  - AIS-messages can be visualized

What is situation in Inland ECDIS?

Inland-ECDIS in **information mode**:

- ○ Aim: Digital environment for the skipper to support save navigation in any way, but not in accordance with Inland-ECDIS in navigation mode
  - ○ Not standardized, we have also not a common understanding
  - ○ Minimum requirements are defined along the Rhine by CCNR
  - ○ At European level we proposed now as a first step "Minimum requirements in information mode"
  - ○ Basic map: IENC best choice, but not obligated
  - ○ It is not forced to be combined with radar. In case of bad sight conditions, radar has to be used separately
  - ○ For all this reasons a low cost solution is possible

RISECDIS

What is situation in Inland ECDIS?

Inland-ECDIS in **information mode**:

- ○ Focus:
  - ○ Often mentioned in combination with AIS
  - ○ Small scale view, tactical traffic image? (View of VTT group)
  - ○ As the name suggests: An information portal for the skipper on board

RISECDIS

What is situation in Inland ECDIS?

Inland-ECDIS in **information mode**:

○ Fact: More and more European Countries plan an obligation of AIS with Inland-ECDIS in information mode

○ That means for us as Inland-ECDIS Expert Group:

  ○ To start the development of a common understanding of "Inland-ECDIS in information mode"

  ○ To prevent or at least to hinder different national regulations which can lead to the situation, that skippers have to change their equipment when they cross the border to an European neighbour state.

  Regarding this aim we already started with:

  very "Minimum requirements in information mode"

RISECDIS

What is situation in Inland ECDIS?

Maybe at the end of the process to find in a "common understanding" we come to the conclusion that we need both:

♻ Inland-ECDIS in **navigation** mode

and

♻ Inland-ECDIS in **information** mode

?

Thank you for your attention!