

Appendix 2: Presentation Library for Inland ECDIS

TABLE OF CONTENTS

1.	Lookup Tables.....	2
2.	Conditional Symbology Procedures.....	2
2.1.	Top marks.....	2
2.2.	Daymars	2
2.3.	Restricted areas	2
2.4.	Lights.....	2
2.5.	Bridges	2
3.	Symbols for Inland ECDIS	4
4.	List of symbol names	5
4.1.	New Symbols to be shown on the chart display	5
4.1.1.	Raster symbols	5
4.1.2.	Vector symbols (must be rotated, the numbers refer to CEVNI).....	8
4.2.	New symbols to be shown in the "information window on notice marks"	8
5.	Pictures of Inland ECDIS symbols	15
5.1.	Raster symbols	15
5.1.1.	Symbols in general.....	15
5.1.2.	Navigational aids.....	16
5.1.3.	Harbour facilities, terminals.....	17
5.2.	Symbols for the "information window on notice marks".....	18
5.3.	Vector symbols.....	21
6.	Bathymetric inland ENC's	21

1. LOOKUP TABLES

The up-to-date Look-up Tables for areas, lines and points are published at <https://ienc.openecdis.org>.

2. CONDITIONAL SYMBOLOGY PROCEDURES

2.1. Top marks

The CS (TOPMAR01) of S-52 has to be modified because in this CS it is checked on which structure the top mark is fixed. Since the ENC feature BOYLAT was copied, in the CS the feature boylat has to be added to the list of floating structures. If the top mark is located on a boylat the symbols TOPMA1* have to be drawn according to the top shape and colour.

2.2. Daymarks

A new CS DAYMAR01 has to be introduced. This CS is similar to the CS TOPMAR01 (see clause 2.1) with the exception that there is no need for the distinction of floating and fixed structures, because daymarks exist only for beacons, i.e. fixed structures.

2.3. Restricted areas

Since the ENC feature RESARE and the attribute RESTRN were copied the CS (RESARE03) of S-52 has to be modified because in this CS the values of the attribute RESTRN are checked. That means that in the case that RESTRN is not given it has to be checked for the copied attribute restrn instead.

2.4. Lights

The CS for LIGHTS (LIGHTS05) of S-52 is affected because in this CS there is a check whether a light is located on a floating object or on a fixed object. The list of floating platforms must be extended by the new feature "boylat". To avoid a copy of this CS which would lead to a copy of the official feature LIGHTS, the Inland ECDIS manufacturers have to extend the official CS for LIGHTS as described above.

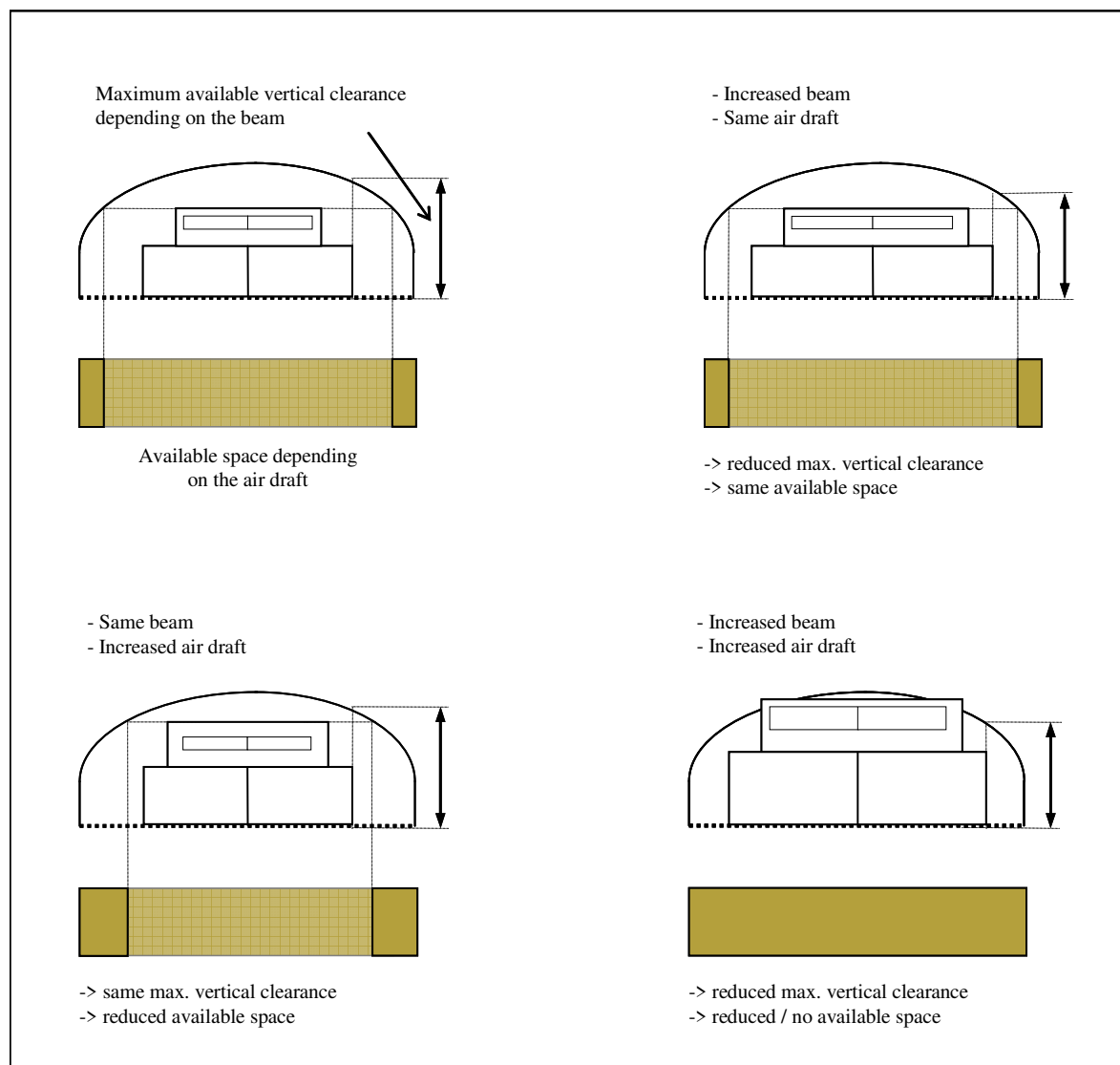
2.5. Bridges

A new CS for bridges has to be introduced to be able to indicate for bridge arches

- a) the maximum vertical clearance depending on the given beam
- b) the available space depending on the given beam and air draft

The condition for this is the encoding of a bridge arch as it is described in the Encoding Guide.

The Inland ECDIS manufacturers have to calculate the vertical clearance of aggregated bridge objects according to the given beam of the ship.



If the vertical clearance of a single bridge object of the aggregation is less than the calculated vertical clearance, this single bridge object must be symbolized by the symbol instruction “AC(CHBRN,3);TX('clr %.1f',1,2,3,'14108',1,1,CHBLK,11)”

If the vertical clearance of a single bridge object of the aggregation is larger or equal than the calculated vertical clearance, this single bridge object must be symbolized by the symbol instruction “AC(CHBRN,2)” without the indication of the non sufficient vertical clearance.

The boundaries of the bridge sequences which are not safe for navigation must be symbolized with the symbol instruction "LS(SOLD,2,DEPSC)".

The boundaries of the bridge sequences which are safe for navigation must be symbolized with the symbol instruction "LS(SOLD,1,CHGRD)".

The boundaries of the single bridge objects inside a bridge sequence, either safe or not safe for navigation, may not be symbolized.

2.6. Notice marks

A new CS has to be introduced for notice marks. If there are several notice marks at the same point the fctnm attributes have to be evaluated for the selection of the correct symbol:

- if there is at least one notice mark with fctnm = 1 (prohibition mark), the symbol notmrk04 has to be used;
- if there is no prohibition mark, but at least one notice mark with fctnm = 2 (regulation mark) or fctnm = 3 (restriction mark), the symbol notmrk05 has to be used;
- if there are only notice marks with fctnm = 4 (recommendation mark) and/or notice marks with fctnm = 5 (information mark), the symbol notmrk06 has to be used.

The symbols NMKREG21, NMKREG22, NMKREG23, NMKREG24, NMKRCD07, NMKRCD08, and NMKINF60 shall only be used if the attribute ORIENT is encoded and only for an optional display of detailed notice mark symbols. If ORIENT is not encoded, the symbols NMKREG02, NMKREG03, NMKREG10, NMKREG11, NMKRCD05, NMKRCD06, and NMKINF38 have to be used.

2.7. M_COVR

The CS (DATCVR02) of S-52 has to be modified for the display of bathymetric Inland ENC's. The M_COVR object of the bIENC shall be displayed with a blue outline for a clear distinction between areas which are covered by bIENC's and areas which are not.

2.8. Anchorage areas, depth areas, exceptional navigational structures, shoreline constructions and underwater rocks

The CS procedures for

- anchorage areas (RESTRN01),
- depth areas and exceptional navigational structures (DEPARE02),
- shoreline constructions (SLCONS03) and
- underwater rocks (OBSTRN07)

of S-52 have to be modified to include the display of achare, depare, excnst, slcons and uwtrroc.

3. SYMBOLS FOR INLAND ECDIS

Symbols can be defined in vector format or in raster format. Symbols which will be rotated must be defined in vector format. The size of vector symbols is adapted automatically to the resolution and size of the screen. In case of raster symbols, different symbol sets must be designed to meet the requirements of a readable display.

A list of all Inland ECDIS symbols and their pictures is in chapter 4 and 5. The symbols are supplied in digital form at <https://ienc.openecd.org>.

4. LIST OF SYMBOL NAMES

4.1. New Symbols to be shown on the chart display

4.1.1. Raster symbols

a) Symbols in general

BORDER01:	check point, border
BUNSTA01:	bunker station, diesel oil station
BUNSTA02:	bunker station, water
BUNSTA03:	bunker station, ballast
BUNSTA04:	power supply
CUSTOM01:	control point, custom
DISMAR05:	distance mark on river axis
HECMTR01:	hectometre point, 100m
HECMTR02:	hectometre point, 1km
HGWTMK01:	high water mark
LIFEBUOY:	rescue station with life buoy, ring buoy, life ring or life saver
NOTMRK01:	notice mark, prohibition
NOTMRK02:	notice mark, regulation, restriction
NOTMRK03:	notice mark, information, recommendation
NOTMRK04:	several notice marks, at least one prohibition mark
NOTMRK05:	several notice marks, no prohibition mark, at least one regulation or restriction mark
NOTMRK06:	several notice marks, only information and/or recommendation marks
REFDMP01:	refuse dump
SSENTR01:	port entry
SSLOCK01:	signal station, lock
SSWARS01:	signal station, Wahrschau

TRNBSN01:	turning basin
VEHTRF01:	vehicle transfer
VTCLMK01:	vertical clearance mark at bridges
WTLVGG02:	gauge, height of water

b) Navigational aids

BCNSTK03:	river beacon, stake – pole
BCNLAT23:	river beacon, separation - simplified
BOYLAT25:	river buoy, fairway separation – simplified
BOYLAT26:	river buoy, obstruction at the right side
BOYLAT27:	river buoy, obstruction at the left side
BOYINL01:	river buoy right-hand side of the fairway (1.B of CEVNI, can be combined with a LIGHTS to 1.A or a TOPMA114 to 1.C or 1.D)
BOYINL02:	river buoy left-hand side of the fairway (2.B of CEVNI, can be combined with a LIGHTS to 2.A or a TOPMA115 to 2.C or 2.D)
BOYINL03:	river buoy bifurcation of the fairway (3.B of CEVNI, can be combined with a LIGHTS to 3.A, a TOPMA117 to 3.C or 3.D, a TOPMA114 to 3.E or 3.F and a TOPMA115 to 3.E1 or 3.F1)
BOYINL08:	river buoy yellow float (8.C of CEVNI)
TOPMA100:	beacon top mark, red cone, point down
TOPMA101:	beacon top mark, red boarded cone, point down
TOPMA102:	beacon top mark, green cone, point up
TOPMA103:	beacon top mark, green boarded cone, point up
TOPMA104:	beacon top mark, red boarded cone, point down, green boarded cone, point up, simplified
TOPMA105:	beacon top mark, red boarded cone, point down, green boarded cone, point up, simplified
TOPMA106:	beacon top mark, white-red square board, vertical
TOPMA107:	beacon top mark, red boarded square board, vertical
TOPMA108:	beacon top mark, white-green square board, diagonal
TOPMA109:	beacon top mark, green boarded square board, diagonal

TOPMA110:	beacon top mark, yellow-black square board, vertical
TOPMA111:	beacon top mark, yellow St. Georg cross
TOPMA112:	beacon top mark, yellow-black square board, diagonal
TOPMA113:	beacon top mark, yellow Andreas-cross
TOPMA114:	buoy top mark, red cylinder
TOPMA115:	buoy top mark, green cone, point up
TOPMA116:	buoy top mark, red-white-red board, entry prohibited
TOPMA117:	buoy top mark, red-green sphere

c) Harbour facilities and terminals

HRBFAC10:	default harbour facility
HRBFAC11:	harbour facility naval base
HRBFAC12:	harbour facility ship yard
HRBFAC13:	harbour facility harbour-master's office
HRBFAC14:	harbour facility pilot
HRBFAC15:	water police
HRBFAC16:	customs office
HRBFAC17:	harbour facility service and repair
HRBFAC18:	harbour facility quarantine station
TERMNL01:	terminal, passenger terminal
TERMNL02:	terminal, ferry terminal
TERMNL03:	terminal, Container trans-shipment
TERMNL04:	terminal, Bulk trans-shipment
TERMNL05:	terminal, Oil trans-shipment
TERMNL06:	terminal, Fuel trans-shipment
TERMNL07:	terminal, Chemical trans-shipment
TERMNL08:	terminal, Liquid Goods trans-shipment
TERMNL09:	terminal, Explosive goods trans-shipment
TERMNL10:	terminal, Fish trans-shipment

TERMNL11:	terminal, Car trans-shipment
TERMNL12:	terminal, General Cargo trans-shipment
TERMNL13:	terminal, RoRo Terminal

4.1.2. *Vector symbols for European inland waterways (must be rotated, the numbers refer to CEVNI)*

- NMKPRH02:	no entry (general sign) (A.1)
- NMKPRH12:	no passing on left side (A.10)
- NMKPRH13:	no passing on right side (A.10)
- NMKRCD01:	recommended channel in both directions (D.1a)
- NMKRCD02:	recommended channel only in the direction indicated (D.1b)
- NMKRCD03:	you are recommended to keep on right side (D.2)
- NMKRCD04:	you are recommended to keep on left side (D.2)
- NMKINF01:	entry permitted (E.1)
- NMKREG50:	wreck pontoon, passage allowed on side showing red-white sign
- NMKREG51:	wreck pontoon, passage allowed on both sides

4.2. New symbols to be shown in the "information window on notice marks"

a) Notice marks for European inland waterways (the numbers refer to CEVNI)

- NMKPRH03:	sections closed to use, no entry except for non-motorized small craft (A.1.1)
- NMKPRH04:	no overtaking (A.2)
- NMKPRH05:	no overtaking of convoys by convoys (A.3)
- NMKPRH06:	no passing or overtaking (A.4)
- NMKPRH07:	no berthing (i.e. no anchoring or making fast to the bank) on the side of the waterway on which the sign is placed (A.5)
- NMKPRH08:	no anchoring or trailing of anchors, cables or chains on the side of the waterway on which the sign is placed (A.6)
- NMKPRH09:	no making fast to the bank on the side of the waterway on which the sign is placed (A.7)
- NMKPRH10:	no turning (A.8)
- NMKPRH11:	do not create wash likely to cause damage (A.9)

- NMKPRH14: motorized craft prohibited (A.12)
- NMKPRH15: sports or pleasure craft prohibited (A.13)
- NMKPRH16: water skiing prohibited (A.14)
- NMKPRH17: sailing vessels prohibited (A.15)
- NMKPRH18: all craft other than motorized vessels or sailing craft prohibited (A.16)
- NMKPRH19: use of sail boards prohibited (A.17)
- NMKPRH20: water bikes prohibited (A.20)
- NMKPRH21: end of zone authorized for high speed navigation of small sport and pleasure craft (A.18)
- NMKPRH22: no launching or beaching of vessels (A.19)
- NMKREG01: there are restrictions on navigation: make enquiries (with additional sign at bottom of main sign) (C.4)
- NMKREG02: proceed in left direction (B.1)
- NMKREG03: proceed in right direction (B.1)
- NMKREG04: move to the side of the fairway on your port side (B.2a)
- NMKREG05: move to the side of the fairway on your starboard side (B.2b)
- NMKREG06: keep the side of the fairway on your port side (B.3a)
- NMKREG07: keep the side of the fairway on your starboard side (B.3b)
- NMKREG08: cross fairway to port (B.4a)
- NMKREG09: cross fairway to starboard (B.4b)
- NMKREG10: stop as prescribed in the regulations (B.5)
- NMKREG11: give a sound signal (B.7)
- NMKREG12: keep a particularly sharp outlook (B.8)
- NMKREG13: do not enter the main waterway until certain that this will not oblige vessels proceeding on it to change their course or speed (B.9a)
- NMKREG14: do not cross the main waterway until certain that this will not oblige vessels proceeding on it to change their course or speed (B.9b)

- NMKREG15: obligation to enter in a radiotelephone link on the channel as indicated on the board (B.11)
- NMKREG16: depth of water limited(C.1)
- NMKREG17: headroom limited (C.2)
- NMKREG18: width of passage or channel limited (C.3)
- NMKREG19: the channel lies at a distance from the left bank (C.5)
- NMKREG20: the channel lies at a distance from the right bank (C.5)
- NMKREG21: proceed in left direction (B.1), orientation encoded-
- NMKREG22: proceed in right direction (B.1), orientation encoded
- NMKREG23: stop as prescribed in the regulations (B.5), orientation encoded
- NMKREG24: give a sound signal (B.7), orientation encoded
- NMKREG25: obligation to use onshore power supply point (B.12)
- NMKRCD05: you are recommended to proceed in the left direction (D.3)
- NMKRCD06: you are recommended to proceed in the right direction (D.3)
- NMKRCD07: you are recommended to proceed in the left direction (D.3), orientation encoded
- NMKRCD08: you are recommended to proceed in the right direction (D.3), orientation encoded
- NMKINF02: overhead cable crossing (E.2)
- NMKINF03: weir (E.3)
- NMKINF04: ferry-boat not moving independently (E.4)
- NMKINF05: ferry-boat moving independently (E.4b)
- NMKINF06: berthing (i.e. anchoring or making fast to the bank) permitted on the side of the waterway on which the sign is placed (E.5)
- NMKINF07: berthing area reserved for pushing navigation vessels that are not required to carry blue lights or blue cones on the side of the waterway on which the sign is placed (E.5.4)
- NMKINF08: berthing area reserved for pushing navigation vessels that are required to carry one blue light or one blue cone on the side of the waterway on which the sign is placed (E.5.5)

- NMKINF09: berthing area reserved for pushing navigation vessels that are required to carry two blue lights or two blue cones on the side of the waterway on which the sign is placed (E.5.6)
- NMKINF10: berthing area reserved for pushing navigation vessels that are required to carry three blue lights or three blue cones on the side of the waterway on which the sign is placed (E.5.7)
- NMKINF11: berthing area reserved for vessels other than pushing navigation vessels that are not required to carry blue lights or blue cones on the side of the waterway on which the sign is placed (E.5.8)
- NMKINF12: berthing area reserved for vessels other than pushing navigation vessels that are required to carry one blue light or one blue cone on the side of the waterway on which the sign is placed (E.5.9)
- NMKINF13: berthing area reserved for vessels other than pushing navigation vessels that are required to carry two blue lights or two blue cones on the side of the waterway on which the sign is placed (E.5.10)
- NMKINF14: berthing area reserved for vessels other than pushing navigation vessels that are required to carry three blue lights or three blue cones on the side of the waterway on which the sign is placed (E.5.11)
- NMKINF15: berthing area reserved for all vessels that are not required to carry blue lights or blue cones on the side of the waterway on which the sign is placed (E.5.12)
- NMKINF16: berthing area reserved for all vessels that are required to carry one blue light or one blue cone on the side of the waterway on which the sign is placed (E.5.13)
- NMKINF17: berthing area reserved for all vessels that are required to carry two blue lights or two blue cones on the side of the waterway on which the sign is placed (E.5.14)
- NMKINF18: berthing area reserved for all vessels that are required to carry three blue lights or three blue cones on the side of the waterway on which the sign is placed (E.5.15)
- NMKINF19: anchoring or trailing of anchors, cables or chains permitted on the side of the waterway on which the sign is placed (E.6)
- NMKINF20: making fast to the bank permitted on the side of the waterway on which the sign is placed (E.7)
- NMKINF21: berthing area reserved for loading and unloading vehicles (E.7.1)
- NMKINF22: turning area (E.8)
- NMKINF23: crossing with secondary waterway ahead (E.9a)

- NMKINF24: secondary waterway ahead on the right (E.9.b)
- NMKINF25: secondary waterway ahead on the left (E.9.c)
- NMKINF26: secondary waterway ahead (main waterway right)
- NMKINF27: secondary waterway ahead (main waterway left)
- NMKINF28: secondary waterway left (main waterway right)
- NMKINF29: secondary waterway right (main waterway left)
- NMKINF30: secondary waterway ahead and left (main waterway right)
- NMKINF31: secondary waterway ahead and right (main waterway left)
- NMKINF32: crossing with main waterway ahead (E.10.a)
- NMKINF33: junction with main waterway ahead (E.10.b)
- NMKINF34: junction with main waterway ahead and right
- NMKINF35: junction with main waterway ahead and left
- NMKINF36: junction with main waterway ahead and right (secondary waterway left)
- NMKINF37: junction with main waterway ahead and left (secondary waterway right)
- NMKINF38: end of prohibition or obligation applying to traffic in one direction only, or end of restriction (E.11)
- NMKINF39: drinking water supply (E.13)
- NMKINF40: telephone (E.14)
- NMKINF41: motorized vessels permitted (E.15)
- NMKINF42: sport and pleasure craft permitted (E.16)
- NMKINF43: water skiing permitted (E.17)
- NMKINF44: sailing vessels permitted (E.18)
- NMKINF45: craft other than motorized vessels or sailing craft permitted (E.19)
- NMKINF46: use of sailboards permitted (E.20)
- NMKINF47: possibility of obtaining nautical information by radio-telephone on the channel indicated (E.23)
- NMKINF48: water bikes permitted (E.24)

- NMKINF49: zone authorized for high speed navigation of small sport and pleasure craft (E.21)
- NMKINF50: launching or beaching of small craft permitted (E.22)
- NMKINF51-55: maximum number of vessels permitted to berth abreast (E.5.3)
- NMKINF56: electrical power supply point (E.25)
- NMKINF57: winter harbour (E.26)
- NMKINF58: winter shelter (E.27)
- NMKINF59: use of spuds permitted (E.6.1)
- NMKINF60: end of prohibition or obligation applying to traffic in one direction only, or end of restriction (E.11), orientation encoded

b) Notice marks for Russian inland waterways (the numbers refer to GOST 26600-98)

- NMKPR101: no anchoring or trailing of anchors, cables or chains (1.1)
- NMKPR102: no passing or overtaking of convoys (1.2)
- NMKPR103: no passing or overtaking (1.3)
- NMKPR104: do not create wash (1.4)
- NMKPR105: small crafts prohibited (1.5)
- NMKRE101: Attention! (keep caution) (2.1)
- NMKRE102: fairway crossing (2.2)
- NMKRE103: headroom limited (2.4)
- NMKIN101: turning area (3.2)
- NMKIN102: shipping inspection point (3.3)

c) Auxiliary panels (CEVNI Annex 7, Section II)




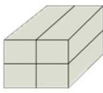











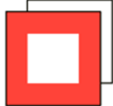
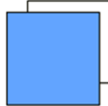
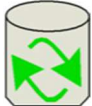




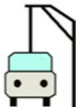


- ADDMRK01: right (triangle to the right)
- ADDMRK02: left (triangle to the left)
- ADDMRK03: bottom (rectangle, portrait main board)
- ADDMRK04: top (rectangle, portrait main board)
- ADDMRK05: bottom (rectangle)
- ADDMRK06: top (rectangle)

- ADDMRK07: right (triangle to the right, landscape main board)
- ADDMRK08: left (triangle to the left, landscape main board)
- ADDMRK09: bottom (triangle to the bottom)
- ADDMRK10: bottom (triangle to the bottom, portrait main board)








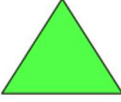





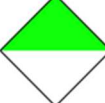




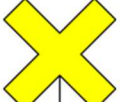



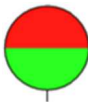


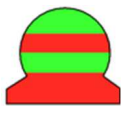

5. PICTURES OF INLAND ECDIS SYMBOLS

5.1. Raster symbols







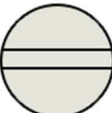



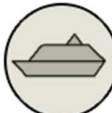











5.1.1. Symbols in general

					
BORDER01	BUNSTA01	BUNSTA02	BUNSTA03	BUNSTA04	CUSTOM01
					
DISMAR05	HECMTR01	HECMTR02	HGWTMK01	LIFEBUOY01	NOTMRK01
					
NOTMRK02	NOTMRK03	NOTMRK04	NOTMRK05	NOTMRK06	REFDMP01
					
SSENTR01	SSLOCK01	SSWARS01	TRNBSN01	VEHTRF01	VTCLMK01
					
WTLVGG02					










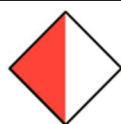
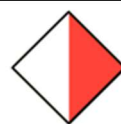














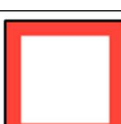

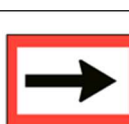
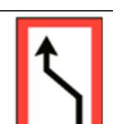
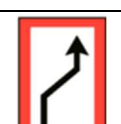





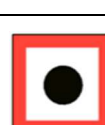
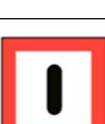


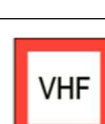
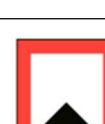




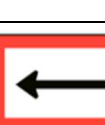
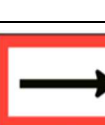

5.1.2. Navigational aids


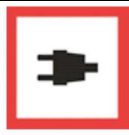



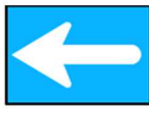
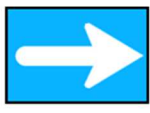
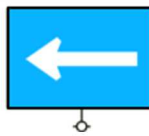
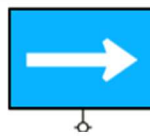






































					
BCNSTK03	BCNLAT23	BOYLAT25	BOYLAT26	BOYLAT27	TOPMA100
					
TOPMA101	TOPMA102	TOPMA103	TOPMA104	TOPMA105	TOPMA106
					
TOPMA107	TOPMA108	TOPMA109	TOPMA110	TOPMA111	TOPMA112
					
TOPMA113	TOPMA114	TOPMA115	TOPMA116	TOPMA117	BOYINL01
					
BOYINL02	BOYINL03	BOYINL08			



























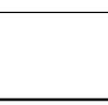
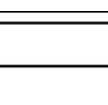
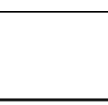
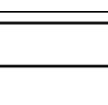



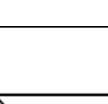
5.1.3. Harbour facilities, terminals

					
HRBFAC10	HRBFAC11	HRBFAC12	HRBFAC13	HRBFAC14	HRBFAC15
					
HRBFAC16	HRBFAC17	HRBFAC18	TERMNL01	TERMNL02	TERMNL03
					
TERMNL04	TERMNL05	TERMNL06	TERMNL07	TERMNL08	TERMNL09
					
TERMNL10	TERMNL11	TERMNL12	TERMNL13		





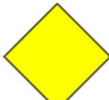
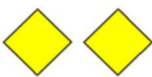




5.2. Symbols for the "information window on notice marks"

					
NMKPRH03	NMKPRH04	NMKPRH05	NMKPRH06	NMKPRH07	NMKPRH08
					
NMKPRH09	NMKPRH10	NMKPRH11	NMKPRH12	NMKPRH13	NMKPRH14
					
NMKPRH15	NMKPRH16	NMKPRH17	NMKPRH18	NMKPRH19	NMKPRH20
					
NMKPRH21	NMKPRH22	NMKPR101	NMKPR102	NMKPR103	NMKPR104
					
NMKPR105	NMKREG01	NMKREG02	NMKREG03	NMKREG04	NMKREG05
					
NMKREG06	NMKREG07	NMKREG08	NMKREG09	NMKREG10	NMKREG11
					
NMKREG12	NMKREG13	NMKREG14	NMKREG15	NMKREG16	NMKREG17
					
NMKREG18	NMKREG19	NMKREG20	NMKREG21	NMKREG22	NMKREG23

					
NMKREG24	NMKREG25	NMKRE101	NMKRE102	NMKRE103	
					
NMKRCD05	NMKRCD06	NMKRCD07	NMKRCD08	NMKINF02	NMKINF03
					
NMKINF04	NMKINF05	NMKINF06	NMKINF07	NMKINF08	NMKINF09
					
NMKINF10	NMKINF11	NMKINF12	NMKINF13	NMKINF14	NMKINF15
					
NMKINF16	NMKINF17	NMKINF18	NMKINF19	NMKINF20	NMKINF21
					
NMKINF22	NMKINF23	NMKINF24	NMKINF25	NMKINF26	NMKINF27
					
NMKINF28	NMKINF29	NMKINF30	NMKINF31	NMKINF32	NMKINF33
					
NMKINF34	NMKINF35	NMKINF36	NMKINF37	NMKINF38	NMKINF39

					
NMKINF40	NMKINF41	NMKINF42	NMKINF43	NMKINF44	NMKINF45
					
NMKINF46	NMKINF47	NMKINF48	NMKINF49	NMKINF50	NMKINF51
					
NMKINF52	NMKINF53	NMKINF54	NMKINF55	NMKINF56	NMKINF57
					
NMKINF58	NMKINF59	NMKINF60	NMKINF58	NMKIN101	NMKIN102
					
ADDMRK01	ADDMRK02	ADDMRK03	ADDMRK04	ADDMRK05	ADDMRK06
					
ADDMRK07	ADDMRK08	ADDMRK09	ADDMRK10		

5.3. Vector symbols

					
NMKINF01	NMKPRH02	NMKPRH12	NMKPRH13	NMKRCD01	NMKRCD02
					
NMKRCD03	NMKRCD04	NMKREG50	NMKREG51		

6. BATHYMETRIC INLAND ENCS

Bathymetric Inland ENCs must be displayed as complementary layer only. It is not allowed to display bIENCs if the respective geographic area is not fully covered by an IENC or ENC. The usage of the respective ENCs/IENCs must be within the usage band of the bIENC. This means for example a bIENC with usage 5 to 7 may not be displayed together with an IENC of usage 4.

The bIENC has display priority over:

depare

DEPARE

DRGARE

DEPCNT

SOUNDG

UNSARE

M_COVR

and over the safety contour of the ENC or IENC. The bIENC must not have display priority over any other features of the IENC.