

## Requirements and suggestions for the S-100 Implementation Decade **An ECDIS manufacturer's perspective**

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**Simon Cooke**

Technical Manager



# Sperry Marine



# Added value from an S-100 ECDIS

- Ensure an ECDIS that uses S-102 and/or S-104 data to set the safety contour can be type approved
- Ensure an S-101 ENC adjusted using S-102 and/or S-104 data is accepted as meeting the chart carriage requirement
- Standardise the new behaviour of the ECDIS and ensure the trained mariner understands this behaviour

**RESOLUTION MSC.232(82)**

**(adopted on 5 December 2006)**

**ADOPTION OF THE REVISED PERFORMANCE STANDARDS FOR  
ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS)**



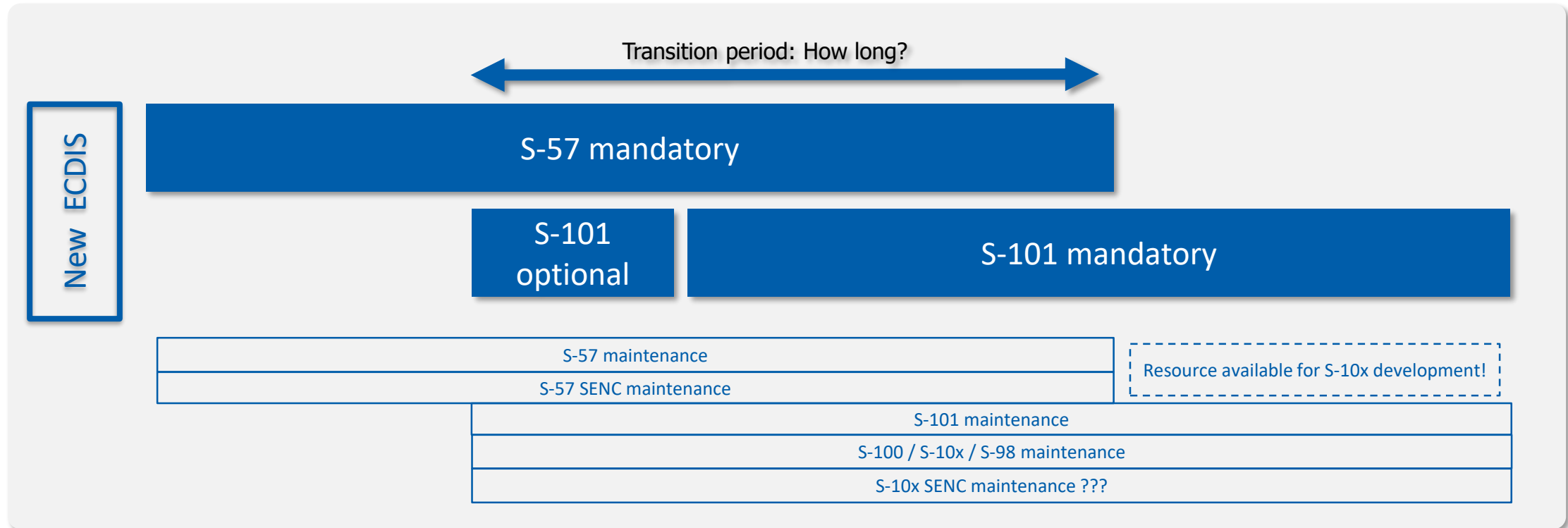
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4 ALBERT EMBANKMENT  
LONDON SE1 7SR  
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1503  
24 July 2015

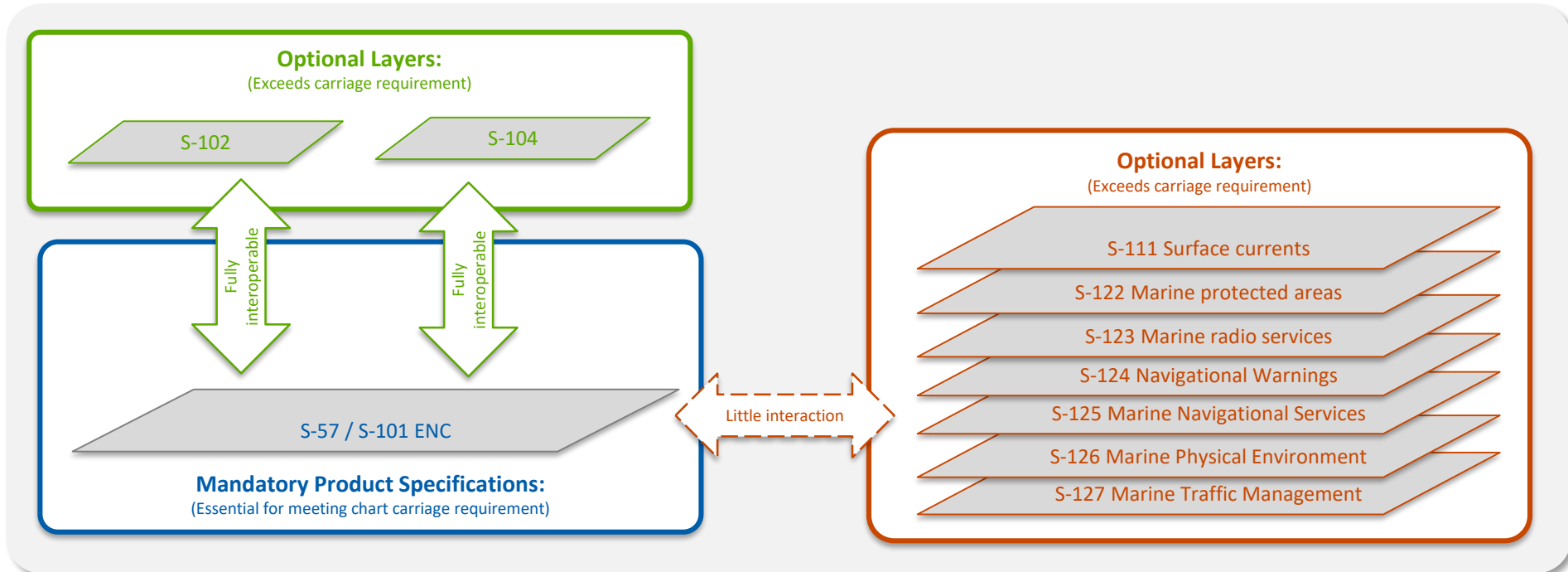
**ECDIS – GUIDANCE FOR GOOD PRACTICE**

# The S-101 ECDIS transition process



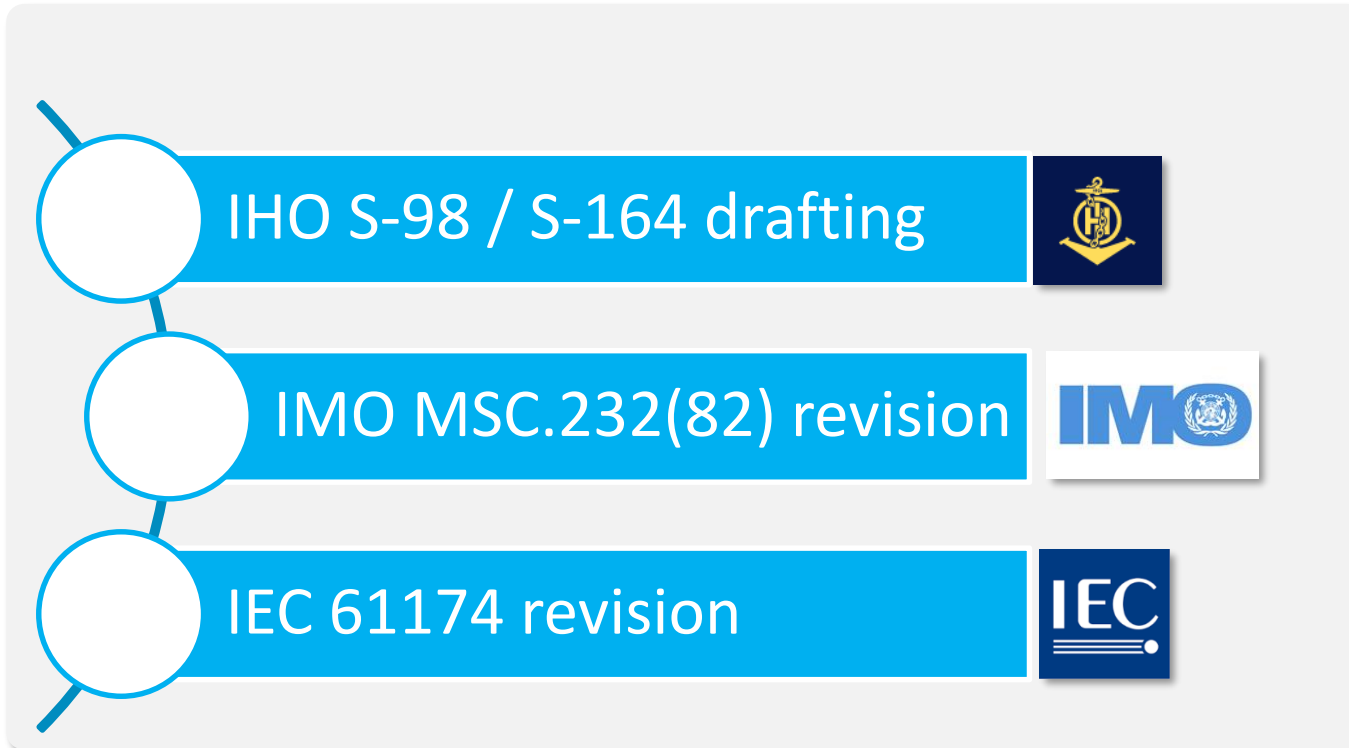
- S-101 initially optional, and then mandatory for newly manufactured ECDIS
- A transition period with a finite length – and no longer than is needed
- A plan to retire raster charts (RNC)
- A plan to retire legacy S-57

# S-100 ECDIS: What to mandate?



- At the start of transition period: mandate only those layers required by the carriage requirement
- Other layers should be permitted
- Some layers are more tightly bound than others
- Tighter integration is more likely to lead to a training need

## Industry participation



- Engage ECDIS OEMs for S-98 & S-164
- Allow sufficient time to develop the standards
- CIRM can help to get engagement from ECDIS OEMs



## Looking forwards

- Early adopters vs compliance seekers
- Customer questions
  - Cost of upgrade – how much?
  - Commercial availability of data – which Products?
  - Commercial availability of data – when?
  - Geographical data coverage – where?
- Communicating the benefits
- S-100 ECDIS in the field



The biggest change to ECDIS since the revision to IMO's ECDIS Performance Standards in 2006

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***The* Navigation Experts**

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