

**Roadmap for the S-100 Implementation Decade (2020 – 2030), Annex 4**

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**Dual Fuel Concept for S-100 ECDIS – Executive Summary**  
**Edition 1 v012, Dated: 7 July, 2024**

The Dual Fuel Concept for S-100 ECDIS is focused on capturing in a single resource the concept, operation and support for transition to S-100 ECDIS, with particular reference to Dual Fuel mode, being the primary mode of transition from existing S-57 based IMO ECDIS operation.

**Aims:**

This document aims to set out within a logical structure a clear rationale for dual-fuel mode during the transition phase, the essential elements it requires from all partners within the data chain, and any gaps still existing within the standards and supporting framework. It has the following aims:

1. Recognise and define each of the stakeholders and end users of the S-100 ECDIS. Capture all the relevant details at a high level and describe the “changes” required across the entire ecosystem.
2. Describe the S-100 ECDIS and the Dual Fuel “concept”,
  - Build the picture for the end user from the multiple data layers and products.
  - Explain how these component parts interact together in the defined stages of navigational processes according to IMO definitions.
3. Detail the IHO’s transitional period.
4. Fill in the detail between the conceptual IMO processes, the defining standards, the producing entities and the supporting stakeholders; so from each users’ perspective, how they contribute to the operation of the system by the user. Produce a summary of the details included in existing IHO standards.
5. Define how primary supporting bodies can support distribution and any likely changes.
6. Define summary information suitable for communication with IHO member state stakeholders and the community defining S-100 ECDIS focused on the IMO Performance Standard

**Findings:**

The primary findings of the first edition of the Dual Fuel Concept for S-100 ECDIS document are:

1. There are currently no substantial technical objections to Dual Fuel mode within S-100 ECDIS. As described below (paragraph 3) some gaps are still noted at the time of writing, but from a data producer and industry perspective there are no compelling technical issues preventing its introduction.
2. Clarification of the rationale for Dual Fuel mode, and its relationship to the ongoing development of migration by IHO member states from S-57 to S-101 assists stakeholder understanding of the transition plan to S-100 ECDIS.
3. A number of gaps were noted, mainly in the areas of:
  - a. A step change in the requirement for supporting resources for the ECDIS community by the IHO reflecting the greater complexity of multiple product specifications.
  - b. Detailed specifications for ECDIS portrayal loading strategy in respect of Dual Fuel mode will be documented in the operational edition of S-98 planned to be approved by IHO MS in August 2025.
  - c. A detailed, overarching model for the entirety of S-100 ECDIS operation incorporating S-100, support for other S-100 product specifications, S-164 and S-98 interoperability and integrated data production/distribution remains to be defined by the working groups.
  - d. Guidance for data producers in respect of data production infrastructure, tools and validation.

4. The Dual Fuel Concept document notes the strong dependency on the process at IMO level by various stakeholders in adding S-100 to the existing documentation regime under SOLAS. The entire Dual Fuel and S-100 ECDIS effort is dependent on a successful transition at this level and consequent support for the parties involved in drafting, reviewing and supporting these efforts.

**The Way Forward:**

The HSSC and its subsidiary working groups (primarily the S100WG) will consider actions in respect of all identified gaps and ensure the ongoing work plan has defined work items where they lie within the scope of the WG's activities. The Dual Fuel Concept for S-100 ECDIS Document is intended as a "living document" which will be regularly updated and revised as actions are tracked to completion. The S-100WG Chair and technical experts will explore options for closing the identified gaps and providing the optimal support and communication to the S-100 community through the working group organisation and activities.

# Duel Fuel Concept for S-100 ECDIS

Edition 1: v012 7<sup>th</sup> July 2024

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Revision History	Date
Created Initial Draft v007	Jonathan Pritchard December 2021
v008 Revised for WG review and presentation	December 2021
V009 Created following review and comments after S-100WG6	February 2022
V010 [First edition 1] Created, comments from stakeholders.	March 2022
V011 image update.	November 2022
V012 Review comments included. Changes to bring up to date.	June 2024

## **1. Definitions and Background**

### **1.1. Introduction to the Dual Fuel Concept for S-100 ECDIS Document**

The Dual Fuel Concept for S-100 ECDIS document was originally conceived with the following aims:

- Recognise and define the stakeholders and end users of the S-100 ECDIS.
- Capture all the relevant details at a high level and describe the “changes” required across the entire ecosystem.
- Describe the S-100 ECDIS and the Dual Fuel “concept”, defining how it builds the picture for the end user from multiple data layers and products. This should also relate how these component parts interact together in the defined stages of navigational processes according to IMO definitions.
- Detail the IHO’s transitionary period. Examples would be how data producers cope with co-production of S-57/S-101, how to assess the benefits, costs and risks of production of multiple data products (e.g. S-102) in addition to S-101, how type approval testing is implemented.
- Fill in the detail between the conceptual IMO processes, the defining standards, the producing entities and the supporting stakeholders; so from each users’ perspective, how do they contribute to the operation of the system by the user.
- Describe the role of primary supporting bodies (RENCs, RHCs) and how they support distribution including any likely impacts to their processes.
- Define summary information suitable for communication between IHO member state stakeholders and the community defining S-100 ECDIS focused on the IMO Performance Standard.

In essence the Governance document presents a view of S-100 ECDIS and Dual Fuel Mode which can be used as a definitive guide containing just the essential details. The rest of the technical detail is defined by the component standards specified by the IHO, IEC and under revisions to IMO conventions and performance standards.

The Governance Document represents the views of those who have contributed to it. Contributors have been drawn from across IHO Member states, ECDIS OEMs and S-100 Technical Experts. In addition to major workshops held in September and October 2021, several follow up sessions have been held, all of which resulted in the draft document presented.

This document includes sections which highlight where current (at the time of writing) gaps exist in the IHO standards base and other allied structures, but much of the document is written without drawing attention to these gaps in order to present a complete, holistic picture of S-100 ECDIS and Dual Fuel Mode. The gaps themselves are documented in more detail in section 7 along with current thinking and areas of current development.

It is unavoidable in such a document to assume a certain level of awareness and knowledge of how the international SOLAS navigation regime functions and, at a high level, the function of various bodies in support of it. A glossary is contained in this document in Section 8 to provide clarity on the various acronyms used and their definitions. It is hoped that this glossary also provides sufficient guidance to interpret the various terms which are used.

It should be recognised that the production of the Governance document has been a collective effort by all those willing to give their time and energy into the workshops and subsequent reviews. The author gratefully acknowledges all the input given in pursuit of this document. The output reflects a huge diversity of inputs and the many years of experience and knowledge of those involved.

This document was revised following a stakeholder review in 2024. Some additional comments and text have been added to address developments since its first publication and to refine some of the detail.

### **1.2. Addressing the needs of the Stakeholder groups**

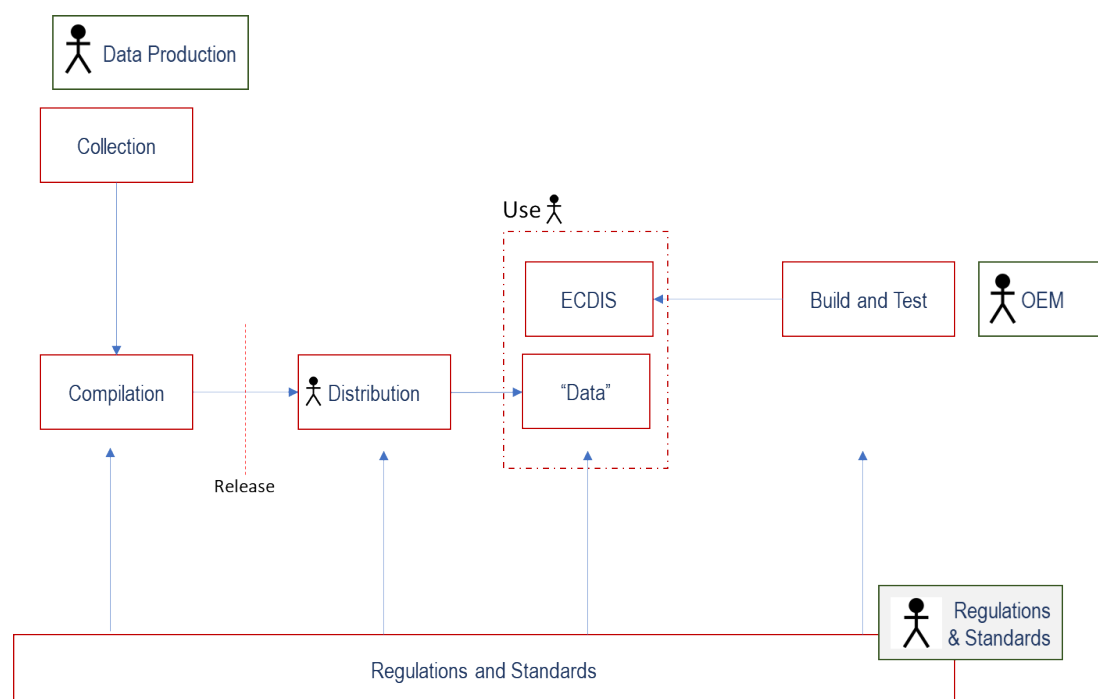
While assembling the Governance Document the stakeholder groups were consulted both individually and within a group context. The groups consulted were:

1. The IHO Member states and representatives of the data producer communities, including representatives of data validation/distribution, tool manufacturers and allied industries.

2. ECDIS developers (“OEMs” in this document) responsible for the construction of hardware/software systems implementing S-100 alongside the current IHO standards in ECDIS. Also included in this group were representatives of the international technical standards groups outside the IHO responsible for ECDIS implementation within the IMO community.
3. Representatives of the IHO technical standards working groups.

The following diagram shows these broad stakeholder groups and their domains within the context of ECDIS “use”, that is, its construction and testing and how data is collected and supplied to it. Notable, of course, is the view of the end user in this list of stakeholders. The topic of consultation with the end user is a far larger subject than the scope of the current Governance Document – many end user requirements are present in current ECDIS and their views are (at least partly) represented by the other stakeholders.

The primary reason for creation of the Governance Document is to provide a central view of how S-100 ECDIS “works” and, in particular that the Dual Fuel mode is possible without engaging in a (unnecessarily large scale) end user consultation.



These broad groupings of stakeholders have different requirements for the Governance Document and the technical standards it references:

1. **Data Producers** require comprehensive descriptions of options and definitive statements of how ECDIS implementation will implement their decisions and actions as they implement Dual Fuel production and S-100 for charts and nautical publications.
2. **Independent Data Validation and Distribution bodies** require comprehensive coverage of the practicalities of how data is to be packaged, transported and (in many cases) imported into implementing systems. Often these parts of the component standards are the most difficult to form as they span organisational and domain boundaries. Validation is a unique and precise activity in the ECDIS community which relies on solid foundational standards describing the operation of ECDIS and data encoding practices.
3. **ECDIS OEMs and Kernel Manufacturers** require definitive descriptions of how S-100 implementation should be addressed, with assurances that technical implementation is sound,

unambiguous and complete. OEMs require comprehensive summaries of the standards regime and where each component part is located/defined.

4. **Regulators and representatives of IHO technical working groups** require confidence that the full spectrum of the international conventions defining the requirements for ECDIS have been addressed without omission, and that technically rigorous and sound approaches exist in all the component standards. Where gaps exist at the time of writing they should be clearly recorded and detailed.

This document attempts to provide content addressing all stakeholder requirements. This is done by referencing a mixture of normative specifications which may not exist in component standards alongside descriptions of options, where they exist.

### 1.3. What is an ECDIS?

An Electronic Chart Display and Information System (ECDIS) is a navigation system which is designed, constructed, tested and certified to meet the standards required for primary navigation under the SOLAS convention when combined with official data.

ECDIS have been in existence for many years and are defined by a combination of the type approved hardware and software developed by Original Equipment Manufacturers (“OEMs”) and official chart data, issued by, or on behalf of, authorised Hydrographic Offices. Such data is encoded using the S-57 standard for its content and, largely, the S-63 standard for its packaging, data protection and authentication<sup>1</sup>.

Existing ECDIS are currently machines designed for importing data in S-57 format supported by S-63 and providing a user with a set of machine behaviours which meet the provisions of the IMO Performance Standard.

The IMO Performance Standard sets out the required functionality of ECDIS, and the technical standards to which it refers.

#### 1 SCOPE OF ECDIS

1.1 The primary function of ECDIS is to contribute to safe navigation.

1.2 ECDIS with adequate backup arrangements may be accepted as complying with the up-to-date charts and nautical publications required by regulations V/19 and V/27 of the 1974 SOLAS Convention. For the purpose of this document, the definition of electronic navigational data service (ENDS) encompasses the nautical charts and nautical publications as defined in SOLAS chapter V and IHO standards in force.

1.3 ECDIS should be capable of displaying all nautical information necessary for safe and efficient navigation, originated and distributed by or on the authority of a government, authorized hydrographic office or other relevant government institution, as required by SOLAS regulations V/19 and V/27.

1.4 ECDIS should facilitate simple and reliable updating of the ENDS.

**Figure 1: ECDIS Scope IMO MSC.530(106)**

An S-100 ECDIS is one which conforms to updated IMO Performance standards which specifically reference S-100. This is the implementation of the IHO’s S-100 framework, realised for primary navigation of SOLAS vessels.

The central concept, as embodied in the revised performance standard for ECDIS, is that of “ENDS”, defined thus:

*Electronic Navigational Data Service (ENDS) means a special-purpose database compiled from nautical chart and nautical publication data, standardized as to content, structure and format, issued for use with ECDIS by or on the authority of a Government, authorized Hydrographic Office or other relevant government institution, and conforming to IHO standards; and, is designed to meet the requirement of marine navigation and the*

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<sup>1</sup> In the main body of this document, often existing ECDIS is referred to as “S-57 ECDIS”. The full list of standards implemented by current ECDIS is included for completeness in 6.2.



*nautical charts and nautical publications carriage regulations V/19 and V/27 of the 1974 SOLAS Conventions, as amended. The navigational base layer of ENDS is the Electronic Navigational Chart (ENC)*

The broad functional groups of the ECDIS are :

- Chart Loading, Unloading.
- Updating, from automated updates and manually.
- Display (Portrayal).
- Feature Interrogation.
- Alarms and Indications, Areas where special conditions exist, isolated dangers and Safety Contour Generation.
- Route Planning and Monitoring.
- "Other" functions - stipulated by the IMO PS.

SOLAS places an obligation on member states to produce and promulgate ENC data to support mandatory carriage of ECDIS. Currently this mandate is fulfilled by the production of S-57 ENC charts.

The addition of S-100 to the IMO Performance Standard will allow S-100 data to also satisfy the carriage requirement of ENC. Member states will provide ENC data which is defined as safe by the relevant standards<sup>2</sup>. The addition of S-100 to the IMO Performance Standard will also allow S-100 data for nautical publications in electronic form (ENP) to be presented on ECDIS without obscuring the chart display, longer term this will also allow certain S-100 product specifications to satisfy the carriage requirement for nautical publications in electronic form (ENP).

## **2. S-100 and ECDIS - Introduction**

S-100 is the IHO's "Universal Hydrographic Data Model", currently published at edition 5.2.0. The S-100 framework defines:

- An encompassing standard for the expression of marine phenomena in multiple, discrete, named "product specifications".
- A set of three encodings (ISO8211, HDF5 and GML) in which datasets can be expressed for ingest to the ECDIS.
- Registers located at the IHO holding e.g. feature concepts, portrayal items, product specifications and reference documentation.
- Metadata structures interoperable with ISO19115-1.
- A General Feature Model which describes how the fundamental entities making up S-100 datasets are structured.
- A Feature Catalogue structure which allows the registry entries to be bound, related and transported in a defined, validatable XML format.
- A specification for a portrayal based on a machine readable portrayal catalogue, capable of expressing the richness of portrayal required by ECDIS (and other display systems such as ECS).
- An interoperability mechanism for managing harmonized portrayal of multiple product specifications in implementing systems.

An S-100 ECDIS is conformant with the S-100 framework, rather than a discrete, fixed list of individual product specifications. An S-100 ECDIS thus provides a platform on which multiple S-100 products can be used by an end user.

One of the core concepts of S-100 is the idea of the "Universal Hydrographic Data Model" – this fundamental development is that S-100 does not specify, in any of its component parts, actual marine geospatial "data" itself. S-100 provides an all-encompassing ("*Universal*") set of tools and guidance for the modelling and specification of marine ("*hydrographic*") phenomena in product specifications ("*Data Model*"). This concept extends the domain of IHO standards from purely chart-based (S-57 Appendix B.1) to any number of maritime, and marine related domains by the application of a rigorous modelling process, the definition of concepts and their entry into the IHOs geospatial registry and the bindings of those concepts into expressible

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<sup>2</sup> The IHO standards explicitly referenced by the revised IMO Performance standard are S-52, S-32, S-57, S-100, S-101, S-98, S-61, S-63.

product specifications in a number of appropriate data formats. Assistance for developers of product specifications is provided in the IHO standard S-97. Models are generally constructed using a subset of Unified Modelling Language (UML) structures and then translated to instances of an IHO Feature Catalogue, usually alongside an accompanying portrayal catalogue.

The three fundamental elements of the S-100 concept most relevant to development and implementation of S-100 ECDIS development are:

1. The S-100 General Feature Model (GFM), defined by S-100 itself
2. Multiple product specifications, instances of the S-100 GFM.
3. Machine Readability.

ISO frameworks (ISO 191XX) are not explored in this Governance Document but they provide a design basis for many of the designs of S-100's elements, the general feature model, geometry, feature catalogue and the IHO geospatial registry. The aim of S-100 is to provide a standalone framework, which can be understood and implemented with the minimum of external references, a crucial point for implementers of ECDIS systems.

## **2.1. S-100 General Feature Model**

S-100 is a generic conceptual framework and defines the S-100 General Feature Model, together with definitions of various required types, features, geometry schemas etc... These are (generally) ISO concepts which have been realised by S-100. Under S-100, marine phenomena are modelled within product specifications via a descriptive framework laid out in S-100 and S-97. Such Application Schemas are, then, "instances" of the core S-100 framework. The S-100 ECDIS implementer develops compatibility with the S-100 framework, not its specific instances, the product specifications.

The fundamental design principle, then, is that the S-100 ECDIS is "dynamic", compatible not just with a core set of IHO product specifications, but with the entirety of marine geospatial data expressible by a specific edition of the S-100 framework<sup>3</sup>.

## **2.2. Multiple product specifications**

The second of the core concepts of S-100 is that of multiple product specifications. S-100 itself defines no "data content" but leaves it to independent product specifications, defined to be conformant with the S-100 framework. These product specifications define use cases and formats of data which can be ingested, installed and used on the S-100 ECDIS in a seamless and integrated way. S-100 Part 16 (Interoperability Catalogue Model) defines an interoperability mechanism for the harmonised portrayal of multiple product specifications. This interoperability mechanism defines up to four levels of interoperability in progressively increasing sophistication (only the first two levels are for implementation in S-100 ECDIS as documented in S-98 Annex C). The interoperability mechanisms allow for simple interleaving of portrayal of multiple product specifications and the suppression of features between multiple product specifications to "de-clutter" and harmonise the S-100 ECDIS display<sup>4</sup>.

The impact of multiple product specifications on the S-100 ECDIS is profound. Such product specifications offer data producers the opportunity to deliver far more sophisticated data to end user systems alongside the regulatory minimum of Electronic Navigational Charts. The addition of nautical publication data to the ECDIS enables fully digital planning processes and contextual enhancement of existing chart data for the end user.

The transition to multiple product specifications will have impacts across the entire data chain from producers to the end user. The areas of S-100 ECDIS most affected in these terms are:

- How data production is impacted, including best practices, scheming and validation/verification.
- Interoperability and use of multiple product specifications for route planning and monitoring on the ECDIS.

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<sup>3</sup> See also 7.12

<sup>4</sup> We also note the definition of the attribute interoperabilityIdentifier which will allow features from different product specifications to be integrated within ECDIS pick reports.

- The impact on regulatory approval and inspection.

### 2.3. Machine Readability

The final core concept of the S-100 framework, and the S-100 ECDIS is that the framework defines a set of fixed-format machine readable files, from which the implementing system's behaviour is derived. This allows the implementing system (the S-100 ECDIS) to be fully dynamic and scalable in respect of several significant categories of its behaviour:

1. Ingested data and metadata content.
2. Data portrayal, including interoperability between multiple datasets of differing product specifications.
3. Alarms/Indications.

The move to a model-driven and machine readable environment for the S-100 ECDIS is a significant one. In contrast to IHO S-57 where the feature/attribute definitions and content were set within the standard itself, S-100 defines a number of standardised forms for expressing certain aspects of the data content and operation of the ECDIS, via machine readable files which conform to the standardised forms. Where S-57 used machine readable files (for example revision control (S-63's PRODUCTS.TXT) and portrayal (the .dai file)) these now form a core part of the framework and have their own defining schemas. In most cases these standardised forms are expressed as XML Schemas, maintained by the IHO.

The following functional areas have their descriptions formalised in S-100 and schemas for machine-readable files defined.

- Feature content, Attribute content, definitions, bindings and textual descriptions
- Portrayal, symbology and colours.
- Conditional Symbology processing.
- Service revision status (the revision status of each dataset (including S-57) in a provider's service, their revision and coverage)<sup>5</sup>.
- Context Parameters and Viewing Group titles.
- Interoperability (defined under S-98), which allows product specifications to interact with each other harmonising the portrayal and function of data. This allows states who wish to issue such enhanced data to end users to have it used as part of the ECDIS' core functionality.

### 2.4. What is an S-100 ECDIS?

The "S-100 ECDIS" concept is in essence:

1. A navigation system compatible with the entirety of the S-100 Framework and able to ingest not only datasets conformant with established S-100 product specifications but also future product specifications which are similarly conformant with the framework.
2. During the transition period a navigation system implementing S-100 will be inherently "Dual Fuel" in nature – it will deal with both S-100 based navigational products as well as legacy S-57 ENC charts presenting a harmonised "side-by-side" chart display system for the end user. The "Dual Fuel" mode only describes how the provision of nautical charts is achieved. Other product specifications can also be used with S-101 while in dual-fuel model<sup>6</sup>.
3. The core (IMO) concept of an ECDIS currently remains unchanged as a minimum performance standard (in the IMO context) for the nautical chart part of digital navigation.
4. Existing S-57 ECDIS may also be able to present nautical publications, as IMO has allowed it, see the related quotations below from MSC.530(106) (also included in the previous revision of the Performance Standard MSC 232.(82)). Discussion is ongoing over the best approach for the

<sup>5</sup> See also Development of S-128 7.13

<sup>6</sup> Whether provision of other S-100 product specifications over S-57 data is within ECDIS functionality is yet to be decided. See 7.6

revision of IMO documents specifically in relation to Nautical Publications, and the accompanying categorisation of IHO product specifications<sup>7</sup>.

THE MARITIME SAFETY COMMITTEE,

NOTING that the up-to-date charts required by SOLAS regulations V/19 and V/27 can be provided and displayed electronically on board ships by electronic chart display and information systems (ECDIS), and that **the other nautical publications required by regulation V/27 may also be so provided and displayed,**

## 7 DISPLAY OF **OTHER NAVIGATIONAL INFORMATION**

7.1 Radar information and/or AIS information may be transferred from systems compliant with the relevant standards of the Organization. **Other navigational information may be added to the ECDIS display.** However, it should not degrade the displayed SENC information and it should be clearly distinguishable from the SENC information.

7.2 It should be possible to remove the radar information, AIS information and **other navigational information** by single operator action.

7.3 ECDIS and **added navigational information** should use a common reference system. If this is not the case, an indication should be provided.

5. S-100 ECDIS shall have compatibility with a set of S-100 product specifications which conform to the framework set out by IHO S-100. These product specifications specify a set of interoperable data products which are used to form the interface with the end user.
6. Route planning and monitoring which form the navigational core of the system. The provision of IHO S-101 and S-128, optionally enhanced with S-124, S-102, S-104 and S-111 provide a broad equivalent to the current content of the global S-57 ENC database.
7. The system can also import, load, display, interrogate, and “use” data from other IHO S-100 compliant product specifications. This is done by loading data and its catalogues which enable and configure the ECDIS’ compatibility with that data. IHO has split the release of such products into two phases, Phase 1 and Phase 2. Some examples of such products (when published by IHO), are:
  - S-129 Under Keel Clearance Management (Phase 1)
  - S-127 Marine Traffic Management. (Phase 2)
  - S-122 Marine Protected Areas. (Phase 2)
  - S-123 Marine Radio Services. (Phase 2)
  - S-131 Marine Harbour Infrastructure. (Phase 2)
8. The user interface and behaviour of the ECDIS is similarly dynamic, configured by machine readable files. Configurable elements within the system (i.e. those configurable by machine readable product specifications defined under S-100) include:
  - Feature content, attribute content, definitions, bindings and textual descriptions.
  - Portrayal, symbology and colours.
  - Conditional Symbology processing.
  - Service revision status (the revision status of each piece of data in the system and its individual coverage).
  - ECDIS Interoperability (defined in S-100 and S-98).
9. Manufacturer equipment will continue to be tested using IEC61174 for type approval certification referring to the appropriate parts of IHO S-64 (S-57 test datasets for ECDIS) and S-164 (the S-100 ECDIS test datasets).

### 2.5. The three types of ECDIS data

Data in the S-100 world can be assigned one of three different categories. A distinction/classification is made between:

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<sup>7</sup> See 7.2

1. S-100 product specifications specifically designed for use as navigational charts (in the IMO sense) – S-101 and S-401 currently fit this description. Charts are a mandatory minimum requirement and are always present in some form on the ECDIS.
2. S-100 product specifications designed to enhance specific features which are integral to electronic charts (as defined by IMO) and used for route planning and monitoring. S-102, S-104 and S-111 fit this description and are included in the IHO's Phase 1 product introduction. From the IMO/IHO perspective, these product specifications can be seen as enhancements to content which is integral to IMO "Nautical chart" content and are therefore (optional) "extensions" of chart data. These product specifications are likely to be optional for users but may be mandatory depending on individual maritime safety authorities.
3. S-100 product specifications containing data, of which the larger proportion is derived from existing Nautical Publications. Although these product specifications may contain features already included in electronic charts, their content may also be unique to those product specifications and provide (predominantly textual) support to the mariner during planning. Although carriage of nautical publications is mandatory under SOLAS, carriage of IHO conformant nautical publications in digital form is not (currently) and SOLAS only makes passing references to examples for the exact requirement. This may be captured in future revisions to IMO instruments<sup>8</sup>.

IHO does not currently define a class of "chart" – this is needed, as noted by several individual stakeholders, to define "chart" and "nautical publication" and to which category individual product specifications then fit into<sup>9</sup>. The backdrop to S-100 ECDIS (and existing ECDIS) is a "chart" and is always present. S-101 clearly is the "chart" (as is S-57 when no S-101 chart is available, and S-401 inland ENC). Other layers on top of the chart are then either directly chart-related or nautical publications.

Mapping of S-1XX products to Nautical Publications is necessarily a many to many one. So, an individual publication can contain data which is in multiple product specifications and different product specifications can contain data in multiple publications. Despite this, a broad classification and mapping could be formed<sup>10</sup>, e.g.

- Water Level Information: S-104
- Sailing Directions: S-123 + S-127 + S-131.
- List of Radio Services: S-123.

From an equivalence point of view this mapping should be constructed by IHO HSSC WGs cooperatively and used to define capabilities of ECDIS to satisfy SOLAS compliance in respect of Nautical Publications. IHO will state equivalence of categories of Nautical Publication with collections of one or more S-100 product specifications to inform their equivalence with existing paper publications by issuing authorities<sup>11</sup>. This may require clarification of the current wording in SOLAS.

## **2.6. S-100 ECDIS operation**

### **2.6.1. The S-100 ECDIS "Operating Model"**

Operation of S-100 ECDIS is the end result of the data chain, from data production, its validation, packaging and distribution to the end user ready for installation. In many cases these stages are extremely complex to describe in detail.

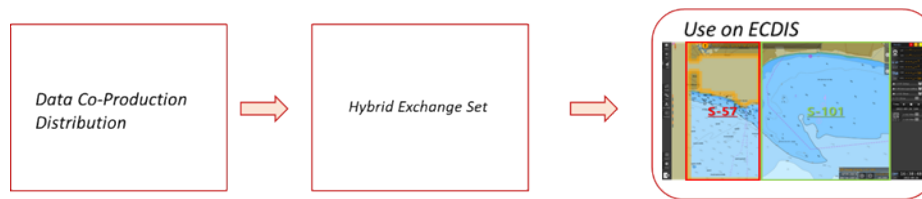
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<sup>8</sup> See 7.2

<sup>9</sup> See 7.14.

<sup>10</sup> And progress on this classification has been made by NIPWG.

<sup>11</sup> Still to be defined, likely to be in S-128. See 7.13



**Figure 2: The physical data chain from production, packaging and use**

The standards and processes governing the operation of all these elements are all defined in this Governance document. The complete operation of the S-100 ECDIS is not defined in a single place and is, to some degree, down to the implementation of the OEM creating it. The standards defined by IHO, IEC and the IMO Performance Standard MSC 530(106) list all required functionality. Additionally S-98 Annex C defines processes for data ingest and import and any product specific areas of functionality which may lie outside S-100 itself but which are required on S-100 ECDIS.

The supporting ecosystem for the S-100 ECDIS operation is also an important element to be acknowledged. Data validation, packaging and transport prior to ingest in the ECDIS is a large part of the challenge of migration to S-100. Currently, these distribution models are in development. They will rely heavily on the revised S-100 Edition 5.2.0 Part 17 (Metadata) for the hybrid exchange model and Part 15 for data protection and integrity. The conventions and procedures surrounding data distribution are not directly relevant to dual-fuel mode but support its operation. Longer term S-100 may enable API access to ECDIS but the predominant model emerging is predicated on the “Exchange Set” mechanism of aggregating data together and transporting it in its entirety to the ECDIS. S-100 provides a complete description of this exchange set but is neutral on the mechanisms for its transport. Selection of data from the exchange set for portrayal and processing is complex under S-100 and will require extensive guidance and examples<sup>12</sup>.

Together, the IHO standards define an “operating model” for the S-100 ECDIS, which, together with the existing standards for S-57 ECDIS provide all necessary elements for S-100 ECDIS development.

It is important to note that much of the operating model of the S-100 ECDIS is captured in the S-164 test data and scenarios. Whether this sum total of standards and procedures they define for S-100 ECDIS (and the Dual Fuel mode) is sufficient for ECDIS manufacture, testing and use remains to be seen. It is highly likely that IHO will have to enhance and clarify some of the component standards during the testing phases, such phases being defined in the IHO strategic plan and workplans of various S-100WG Project Teams. Certainly the S-100 ECDIS with Dual Fuel mode has many more processes within it, including data ingest, installation, system configuration and use than existing S-57 ECDIS. These may require more extensive specification in the component IHO standards. In particular IHO S-98 and its Annex C provides a location for much of the ECDIS functionality not directly specified in S-100 itself.

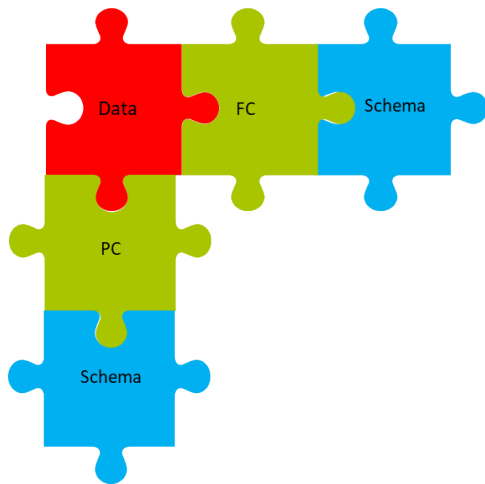
## **2.6.2. Format Verification on S-100 ECDIS**

One important by-product of the extensive use of formal schemas for machine readable files is the ability to verify the syntax and content of data and catalogues imported to the ECDIS, providing a basic level of compatibility for data and configuration information<sup>13</sup>

Detailed validation of data delivered to end users through the global distribution chain (including RENCs, VARs and direct channels) will continue and, with to the introduction of multiple products, is likely to include cross-product validation and verification (between S-57 and S-101 and also between other S-XXX products and S-101)

<sup>12</sup> See 7.15

<sup>13</sup> This is NOT the same as data validation as currently defined in IHO S-58 (and under development for various S-100 product specifications). This is validation of the syntax of S-100 components and data which is to be presented to the ECDIS.



GML encoding).

S-100 ECDIS machine-readable files are, generally, XML based with a defined syntax encapsulated in XML schemas (derived from the S-100 standard).

These schemas enable the ECDIS to read and validate in an unambiguous way any configuration files loaded to it. The Schemas defined by the S-100 Framework (and defined by each edition of S-100) should therefore be considered a component of the S-100 ECDIS<sup>14</sup>.

The diagram illustrates this concept. The interlocking jigsaw pieces represent data, catalogues and schemas where compatibility is required at a format and/or content level. The Red piece represents a dataset instance of a product specification dataset (here encoded using S-100's Part 10b

The Green elements (Feature Catalogue and Portrayal Catalogue) are XML files (defined in the S-100 product specification and released by IHO) which configure the S-100 ECDIS' actions in respect of the dataset. This implements the IHO's "Plug and Play" concept for the S-100 ECDIS, its dynamic approach to feature content, portrayal and behaviour.

The Blue pieces are schemas defined by IHO S-100 and are intended to form part of the OEMs ECDIS implementation. These are not part of the plug and play mechanisms (i.e. there is no intention of making them interchangeable on an ECDIS). Indeed, any updates to such schemas would require bespoke engineering from the OEM implementer – this should be part of communications with implementing OEMs to future-proof ECDIS manufacture as much as possible<sup>15</sup>.

Red and Green pieces are delivered to the ECDIS in the S-100 Exchange Set (itself described in S-100 Part 4a), the Blue pieces are used to ensure the delivered data and any catalogues or machine-readable files are well-defined in terms of their syntax. It should also be noted that the following points follow as a direct consequence of the machine readable nature of such files in the S-100 ECDIS.

Feature and Portrayal Catalogues are constant for a single revision of a product specification. So, in practice most exchange sets will only include datasets, not portrayal/feature catalogues (such catalogues are intended to be persistent on ECDIS) and the validation of such catalogues against the S-100 schemas (Blue pieces) is only required when they are installed or updated.

The requirement to support "updating" of machine-readable files is a requirement for the S-100 ECDIS to support (at least) two versions of feature and portrayal catalogues (and their use on the ECDIS). This means the ECDIS must update catalogues, and receive new editions of datasets meeting the updated data structures as they are released by producers as well as portraying data according to the available catalogues for the particular revision of the data structure.

In all cases, the IHO HSSC and its working groups will coordinate the update and release of all machine readable files in close cooperation with the S-100 ECDIS stakeholders and user community – this group of stakeholders is likely to be an extension of the current community around the S-57 ECDIS but, as noted by participants, will require fresh approaches to ensure close technical interworking because of the dynamic nature of S-100 ECDIS and the complexity of the S-100 ECDIS.

<sup>14</sup> This implies an S-100 ECDIS will embed the XML Schema files for e.g. feature catalogue, portrayal catalog and CATALOG.XML within its processing systems. Delivery of updates to these schemas is not specified within S-100, nor the effects any such updates might have. Updates to these schemas will be managed by the IHO revision control process – it is likely any updates to such schemas may require changes to S-100 ECDIS processing systems.

<sup>15</sup> See 7.12

## **2.7. Regulatory status of data in S-100 ECDIS**

IMO will mandate a continued need for all navigation materials (whether Nautical chart or Nautical Publications) to be up-to-date. Currently this functionality is provided by the revision information held in metadata delivered to the ECDIS and service metadata delivered (in the form of the S-63 PRODUCTS.TXT). This allows the ECDIS to update those datasets which have been delivered and check that all installed datasets continue to be up-to-date.

When a user has multiple S-100 datasets installed and is using them for primary navigation, whether for planning or monitoring then carriage compliance states they must all be up-to-date, using the S-100 mechanism for establishing revision status (S-128).

IHO standards contain, within S-98 Annex C, the ECDIS update status reports, for Nautical charts and Nautical publications which record the up-to-date status of all S-100 datasets installed, using exchange set S-128 data.

S-101 and S-57 are sufficient for carriage compliance under SOLAS and form a minimum requirement. States may wish to place additional requirements on vessels and enforce such restrictions using port state control inspections.

## **3. The Rationale for Dual Fuel**

In order to take advantage of the new S-100 framework, a product specification to represent electronic navigational charts (ENCs) has been developed, IHO S-101. This product specification is intended to replace, in time, IHO S-57 Appendix B.1.

In order to transition to the use of S-100 exclusively (in the context of navigational data) on ECDIS used on the bridges of commercial SOLAS vessels, there is a need to go through a period of transition where:

1. Data producers will migrate their existing tools and methodologies to produce:
  - a. S-100 versions of existing S-57 charts (using the S-101 product specification).
  - b. Optionally, other datasets conforming to S-100 product specifications.
2. Distributors will adapt their networks to accommodate S-100 data.
3. OEMs will construct systems capable of using S-100.
4. Users will be educated and informed of the new capabilities.

In order to effect the transition to the use of S-101 electronic charts (and solely in the context of electronic charts rather than the broader considerations introduced by nautical publications) in the most efficient manner a “Dual Fuel mode” of S-100 ECDIS has been proposed. This mode of operation for the S-100 ECDIS will enable the ECDIS to use ENCs in both S-57 and S-101 forms. The operation of the ECDIS in respect of chart data will be split between the two forms of chart data. This split will extend to all areas of ECDIS functionality, including:

1. Data Ingest.
2. All portrayal.
3. ECDIS operations including Alarms/Indications.

This timeline is illustrated in the following diagram:



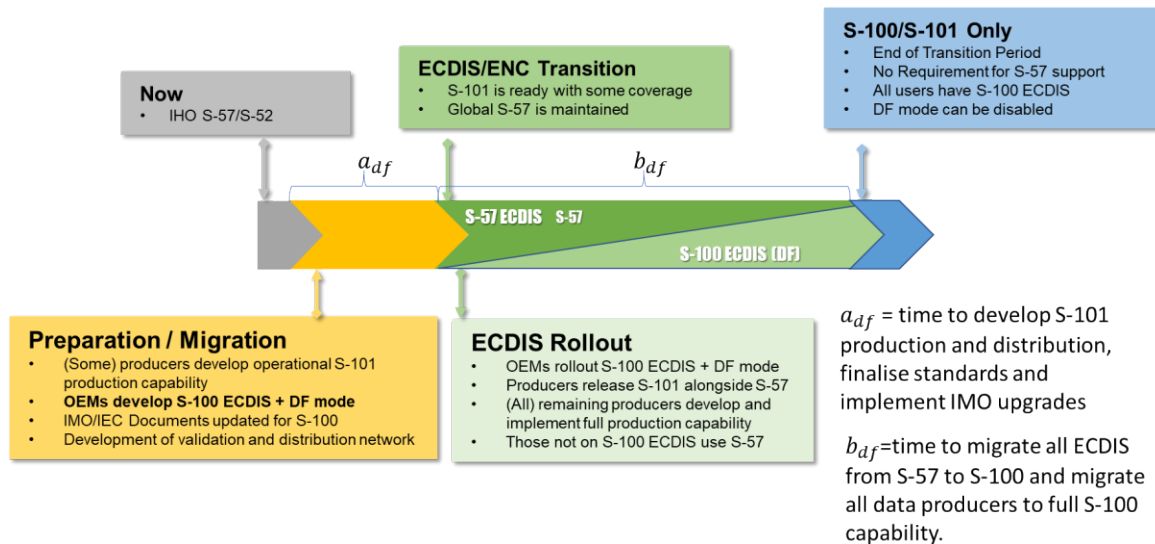


Figure 3: S-100 and S-100 ECDIS Dual Fuel Mode timeline

### 3.1. The consequences of not introducing Dual Fuel

If a Dual Fuel approach to S-100 transition is not taken then S-100 ECDIS would be “S-100-only” on introduction to the market. This would then mean that either :

1. S-100 ECDIS could not begin rollout until ALL data producers had established 100% co-production of S-57 and S-101 ENC.

OR

2. A “perfect” conversion mechanism was developed for S-57 ENCs to S-101 (or vice versa). This 1-1 conversion could be implemented by distributors or even on the S-100 ECDIS itself enabling safe, forward compatible conversion for the emerging S-100 ECDIS.

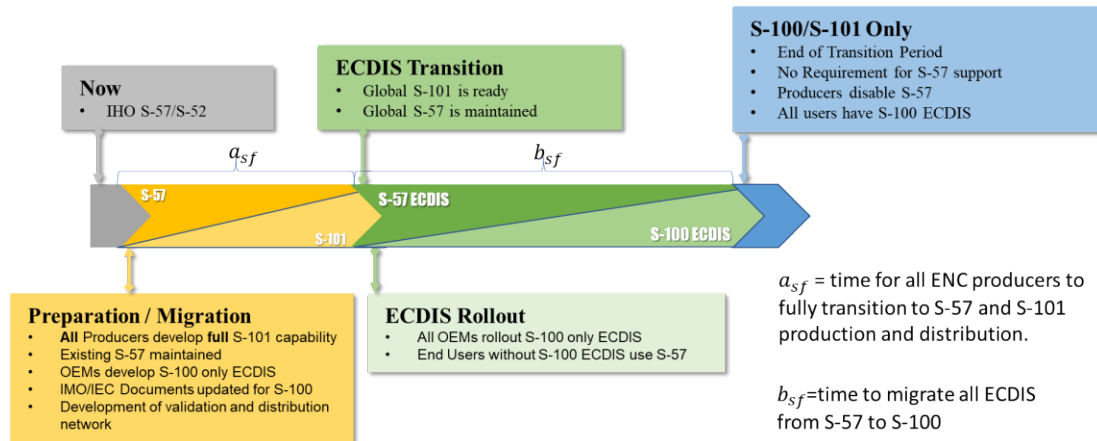


Figure 4: Timeline with No Dual Fuel sf="Single Fuel"

Option 1 entails a substantial delay in rollout of S-100 ECDIS to the end user and (potentially years) of production by hydrographic offices of both S-57 and S-101 whilst awaiting complete transition by all ENC producers.

Option 2, therefore, presents a possible alternative approach. However, the models driving each ENC type differ significantly in their foundations and in the arrangement of feature/attribute bindings between them. Although a number of processes can be automated, no explicit defined process currently exists which covers the scope of all ENC charts and without ambiguity and which are suitable for co-production for all data

producers globally. Additionally, the production of converting incremental updates is (currently) unresolved. More details on this aspect of the Dual Fuel rationale and current thinking on transition for data producers is contained in section 5.3.

So the rationale of Dual Fuel Mode as the means of delivering transition from S-57 to S-101 charts is that:

- Option 2, the challenge of converting ENC charts from the S-57 form to the new S-101 form, is simply not perfect nor complete.
- Option 1, waiting until all data producers have fully transitioned to S-101 entails delays for both data producers and OEMs (as well as end users).

Within the Dual Fuel mode of ECDIS during the transition period, ingest and update should be carried out as harmonised operations and S-100 Part 17 contains an arrangement of S-57 and S-100 exchange sets in a harmonised structure. S-98 Annex C contains any specific guidance required for Dual Fuel operations and S-164 contains test data with representative examples of hybrid exchange sets in this form.

Existing S-52 portrayal and ECDIS behaviour in respect of S-57 charts is unaffected by Dual Fuel mode. Dual Fuel mode is a requirement for both chart types to be supported within an integrated form in S-100 ECDIS for the entirety of the transition period to S-101.

During the transition period, and when acting in Dual Fuel mode the ECDIS continues to be suitable for primary navigation and satisfies the SOLAS carriage requirement. As they transition to S-101 across their source data, existing ENC producers will continue to produce and maintain S-57 data to support those users still using non S-100 ECDIS until all users have fully transitioned to S-100<sup>16</sup>.

## **4. Operation of S-100 ECDIS in Dual Fuel Mode**

It is important to note that the Dual Fuel mode of S-100 ECDIS only relates to the operation of the S-100 ECDIS in relation to electronic charts, ENCs, not to its operation in relation to any other S-100 product specification nor the S-100 ECDIS' potential to meet carriage requirement for nautical publications. The specification, therefore, of how S-100 ECDIS Dual Fuel mode works is purely within those boundaries.

### **4.1. The Original Dual Fuel concept**

Dual Fuel Mode was originally proposed in a paper to IMO NCSR7. The justifications for Dual Fuel (expanded on in this document in Section 3) were summarised and the statements below included to provide a broad definition of how the Dual Fuel transition was to take place.

20. In order to maintain ECDIS devices already installed on SOLAS vessels which are technically not ready nor required to be upgraded to S-101 ENC compatibility, and to comply with the applicable IMO regulations pertaining to existing navigation equipment, identical coverage will be provided for S-57 ENCs and S-101 ENCs for a transition period until there is no significant number of legacy systems in the field and all ECDIS in operation have become S-101 compatible. This situation is expected near the end of the decade, but will be continuously monitored to enable a decision to be made by the responsible IMO body.

21. As a consequence, new ECDIS systems to be brought into the market at the time when S-101 ENC coverage starts (2024) will have to be capable to process both transfer standard formats: S-57 ENCs and S-101 ENCs.

22. Safety of navigation will be maintained by cartographic content of both S-57 and S-101 standards. From the user's perspective, presentation of cartographic and functional features to meet the IMO mandated content in a mixed environment of S-57 ENCs and S-101 ENCs in one ECDIS device will be seamless and presented under the identical presentation regime for charted features and navigational objects.

**Figure 5: IHO Paper to NCSR**

The following clarifications are defined in this Governance Document of the statements made in this paper:

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<sup>16</sup> See also 7.10

[20]: "identical coverage"	Coverage of S-57 will continue to be provided in addition to the new S-101 form to ensure vessels without S-100 ECDIS are able to navigate safely and ensure carriage compliance. "Identical" coverage does not require identical spatial extent of individual ENC's or equal Compilation Scale/Optimum Display Scale of ENC's, nor does it imply identical feature content. It does, however, imply coverage is at least as safe and appropriate.
[20]: timescales	All timescales are provisional and are driven by IMO processes for update of the IMO Performance Standard, associated testing standards and satisfactory publication of all dependent IHO standards <sup>17</sup> .
[22]: seamless [22]: identical presentation regime	<p>The presentation regime will not be completely identical. Indeed the presentation of S-101 charts is driven through the portrayal catalogue developed for S-101 data and is therefore subject to change.</p> <p>Development of the S-101 Portrayal Catalogue will take into account the need to maintain a portrayal which is sympathetic to the existing portrayal, and which minimises confusion caused to the end user by modification of existing portrayal and introduction of new portrayal.</p> <p>However long-standing improvements to existing portrayal will be implemented in the first release(s) of the S-101 portrayal catalogue and so some differences will exist.</p> <p>All changes to portrayal of S-101 data will be driven by IHO HSSC Working Groups and the need to thoroughly test and account for training and education in the end user community will be an essential part of the update process.</p>

Unstated in the original paper is the detailed operation of the ECDIS in respect of the IMO Performance Standard. This can be viewed in the same way: the original principle was that S-100 ECDIS is "at least as safe as" the existing S-57 based ECDIS.

In essence, the only differences to alarm/indication and anti-grounding under the IMO sections (MSC 530.(106)11.4.3 and 11.4.6) are either

1. Those conditions which have been withdrawn because of remodeling of S-101 data and which are captured in the S-101 DCEG.
2. Improvements due to User selected safety contour and WLA processing, as specified in S-98 Annex C.

In summary.

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<sup>17</sup> Since the original publication of this document timescales and development of the IMO PS and associated testing documents have progressed significantly. IHO MS introduction of S-101 ENC, and enabling of S-100 on ECDIS is now targeted for 2026.

[1] Every alarm/indication generated by S-101 data on an S-100 ECDIS should also generate an alarm/indication on an S-57 ECDIS using the corresponding S-57 “version” of the data.

[2] S-57 data (under Dual Fuel mode) may generate more alarms/indications than the S-101 version of the data. These “extra” alarms generated by S-57 data are those which the S-101 data modelling has concluded as “not required” under the S-100 regime.

[3] Additionally, the Water Level Adjustment feature of S-100 ECDIS will alter the placement of safety contour elements and anti-grounding behaviour in areas where S-102 (and S-104) data coincide with ENC chart areas. The User selected safety contour and Water Level Adjustment processes drafted in S-98 Annex C will result in the suppression of the S-101 ENC Depth Areas, Dredged Areas and Depth Contours (in the area of overlap between S-101 and S-102 (and S-104 for full Water Level Adjustment)). So, alarms/indications for depth-related features will be significantly improved, and therefore different to those generated by the S-57 data alone.

Alarm/indication behaviour will always be predicated on the principle that the S-100 ECDIS is “no less safe” than an S-57 ECDIS. Similar to the portrayal regime, though, this does not preclude differences between the two modes constituting Dual Fuel operations. Expanding this principle (and bearing in mind the ENC conversion observations made in section 5.3)

In all cases, however the S-101 chart is “at least as safe” as the corresponding S-57 chart. This is because all alarms/indications generated by the S-57 chart are either reproduced in the S-101 chart [1], dropped because they do not represent IMO specified real-world conditions for an alarm/indication [2] or improved upon [3].

#### 4.2. The Mechanism of Dual Fuel

Dual Fuel Mode is the operation of the S-100 ECDIS under both the existing S-57 regime and also using the OEM’s implemented support for the S-100 framework. As data producers transition production to full S-101 coverage, existing source databases (the content of which drive current production of operational ENC data) will be migrated to support the production of ENCs implementing the data model of S-101<sup>18</sup>.

As datasets are completed data producers will release, progressively:

1. New S-101 versions of ENC coverage for S-100 ECDIS.
2. Fully maintained S-57 “versions” of ENC coverage for users of ECDIS which are only capable of S-57 ingest or where S-101 versions are not yet available.

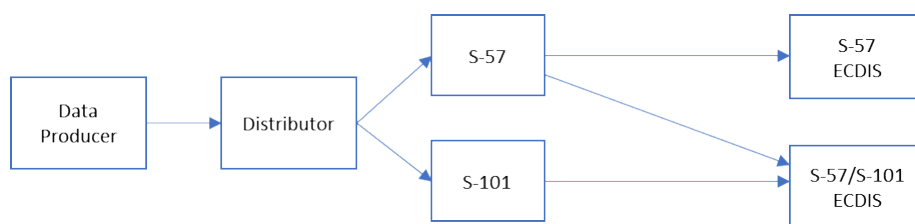


Figure 6: Example distribution of data to S-57 ECDIS and S-100/S-57 ECDIS (DF Mode)

These cells must all be updated according to SOLAS requirements. There are currently a number of distribution models globally which deal with the transport of data from aggregators or producers to the ECDIS itself. Some of these models are “selective” where only data specific to a customer arrives at the ECDIS, and some are “complete”, where all data within a service is packaged and the ECDIS selects only the products required (and, usually, licenced/purchased as part of a subscription) for installation to the System Database.

The selective model is far more complex in nature and evolved over a number of years as the desire for tailoring of offerings and the optimisation of online capacity on vessels increased the value of only accessing

<sup>18</sup> Noting that ENC coproduction strategies are still under development. See 7.4

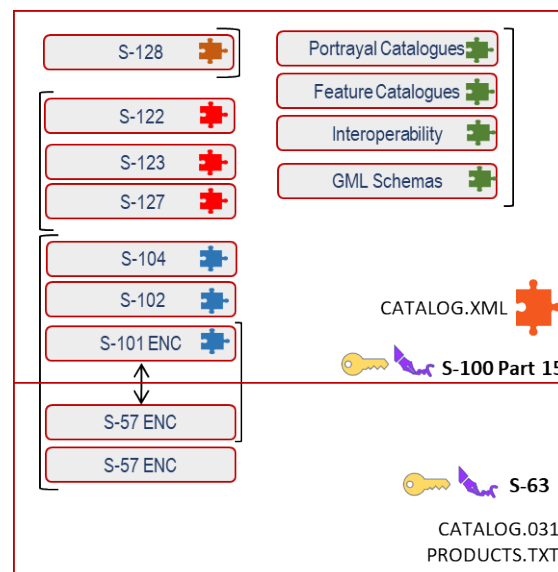
selected products. Extending such selective models to S-100 ECDIS will add another level of complexity to the distribution process.

There is no “preference” mechanism within ECDIS for selecting which “version” of an ENC will be installed and used from the System Database. Service Providers will have the task of ensuring the user is provided with the correct form of ENC to meet their requirements. As there is no implicit “preference” expressed by the ECDIS this means that migration to S-101 from S-57 will be discretionary by the user. This favours more complex, and adaptable methods of data distribution, such as the selective model described above. This is in contrast to the existing model of S-57 ECDIS where only a single “version” of the ENC is ever delivered (along with its updates). It implies that service providers will need to take care to ensure the user does not inadvertently install both versions of an ENC (S-57 and S-101) which would lead to an overlap condition on the ECDIS.

S-57 ENCs continue to be valid and meet carriage requirements even when S-101 versions exist. The ECDIS is only required to use one version of the definitive ENC for a given region and scale and not split or integrate two versions together (noting the previous paragraph, the S-100 ECDIS installs whatever it is able to access from an exchange set using whatever licences it has available) – where there is any ambiguity the user is consulted and chooses which to use (the methodology in existing ECDIS for dealing with overlaps within the same usage band).

Both S-57 and S-101 ENCs will satisfy carriage compliance and there are no issues for the end user for inspection purposes. Additionally, as both S-57 and S-101 remain suitable for carriage, all data (when installed in the System Database) must be kept up-to-date in line with SOLAS.

The Part 17 Metadata of S-100 Edition 5.2.0 contains a detailed specification for construction of combined exchange sets containing S-57 and S-100 product specification data alongside catalogues including optional encryption and authentication mechanisms. An example of these are illustrated in the following diagram.



**Figure 7: The S-100 hybrid exchange set**

The diagram shows a number of S-100 datasets conforming to individual product specifications (with individual colourings for groups of product specifications and metadata), bundled with relevant feature and portrayal catalogues. S-100 Part 15 permits for any encrypted data and digital signatures for all elements are also included. The S-100 elements are alongside existing S-57 folder structures for exchange sets and the existing S-63 data protection and authentication mechanisms.

Once installed in the S-100 ECDIS, System Database datasets for Dual Fuel mode are selected for use in ECDIS portrayal and operations. The largest scale of data in the System Database continues to be used

where necessary for alerts/indications under MSC 530 (106)<sup>19</sup>. S-98 Annex C defines in more detail any specific operations relating to Dual Fuel presentation including how seamless presentation of S-57 and S-101 is achieved.

The OEM implements the existing S-57 regime for ECDIS usage alongside S-100 (the standards defining these are included in section 6.1, this extends to all existing content in S-57, S-52 and subject to the testing regimes defined in S-64. In terms of the actual implementation of Dual Fuel, few implementation barriers still exist.

Many ECDIS have had harmonised portrayal of raster and unofficial vector along with overlays such as AML alongside official ENC for many years. The S-101/S-57 Dual Fuel adds a number of complexities to these early implementations as it “substitutes” one official product for another (existing raster and unofficial vector mechanisms are all designed to supplement official products with unofficial ones). The dual-fuel mode does represent a brand new concept, therefore, even though it references these older technologies. The difficulty of its implementation should not be underestimated. Key to successful specification is development of a combined loading/display order strategy for both chart products and the identification of “chart” products (as opposed to other S-100 product specifications). From these foundations a Dual Fuel mode can be implemented, without them it is difficult to see how it can be developed at all S-98 is now being prepared with an Annex dealing with loading and display order taken from the S-101 Product Specification.

Establishing the loading strategy for S-101 ENCs will improve the definition of how Dual Fuel mode behaves for the user and also deliver the remaining guidance required for data producers to understand how their ENCs (in both forms) will be used by S-100 ECDIS.

No current process for phasing out S-57 ECDIS nor S-57 ENCs has yet been planned in detail. As S-101 coverage grows and becomes dominant a more detailed phasing out will be planned, alongside any required clarifications in IMO resolutions or IEC documentation<sup>20</sup>.

## **5. Support by the IHO community**

### **5.1. OEM implementation of S-100**

The OEM is responsible for implementation of S-100 within the ECDIS. Here, the term “OEM” is used as to refer to the organisation which “manufactures” the ECDIS itself. It should be noted this also includes the community of ECDIS “kernel” manufacturers who, in many cases, take on a substantial amount of the implementation of the core functionality relating to implementation of IHO standards. So, ECDIS implementation can refer to implementation of IHO standards by ECDIS manufacturers, both those using 3<sup>rd</sup> party kernels and those who implement those standards themselves. Support to the OEM community must also take into account support to the kernel community even though they are not ultimately responsible for ECDIS creation.

Contrary to existing S-57, OEM implementation is expected to manage not only the initial IHO product specifications for electronic charts and closely allied datasets, but also products conforming to numerous specifications currently under development.

It is impossible to predict the detailed content of future product specifications for S-100 ECDIS, but the overall scope has been initially defined by the IHO under the Phase 1 and Phase 2 products timeline. These correspond to the monitoring and planning phases of a vessel’s voyage.

An essential component of the IHO’s support to the S-100 community (specifically OEMs and kernel manufacturers) is the provision of comprehensive test datasets (S-164) which exercise all parts of S-100 required for ECDIS implementation and which express any significant “edge cases” contained in the standards. The test datasets must implement not just ECDIS data but exercise the ECDIS functionality required for its update and configuration in respect of S-100’s machine readable files.

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<sup>19</sup> Scale equivalence between S-101 and S-57 is not defined yet See 7.2

<sup>20</sup> See 7.10

The OEM must, therefore, implement all parts of S-100 described by the S-164 test datasets. All other elements of S-100 not included in the test datasets but which are required will be highlighted by the IHO<sup>21</sup>. All test datasets will be referenced to the versions of the product specifications against which they are valid. When product specifications or their component catalogues are updated, test datasets will be revised and published (see 5.2)

The introduction of S-100 to the ECDIS presupposes an extremely close working and technical relationship between the IHO and the ECDIS OEM community. How this is to be formulated and maintained is ongoing, see 7.6 but is likely to require more resources given the large increase in scope of S-100 implementation (for multiple products) and the requirements of Dual Fuel mode.

## **5.2. Revisions of IHO standards and product specifications**

As stated in the previous section, the IHO will maintain the definitive list of current and historical revisions to all IHO standards and product specifications required for S-100 ECDIS. IHO will maintain revision processes for all component standards relating to S-100 ECDIS (and will maintain existing S-57 standards to support existing ENC's during the transition period).

IHO will also maintain revision processes for all component machine readable files relevant to S-100 ECDIS construction and testing. These are:

- 1) Feature Catalogues.
- 2) Portrayal Catalogues.
- 3) Interoperability Catalogues.
- 4) S-100 Schemas for:
  - a) Exchange Catalogue.
  - b) Data Protection Permits and Signatures.
  - c) Language Packs

IHO will maintain a definitive, open and accessible repository of all machine readable files. One of the core aims of S-100 ECDIS is the provision of a system which allows dynamic update. The S-100 ECDIS therefore, must be capable of supporting multiple revisions of individual product specifications and the machine readable files which control their portrayal and ECDIS behaviour.

As updating is required functionality under IMO, functionality to support a minimum of two versions is mandatory for all product specifications with no maximum defined<sup>22</sup>. S-100 ECDIS must provide, within its core functionality, the ability to import new revisions of machine readable files (feature catalogue, portrayal catalogue and interoperability catalogues) relating to the product specifications, and then ingest data conforming to the new versions alongside the previous version(s). No data migration or data update functionality in respect to different versions is required within the S-100 ECDIS. Such update processes are specified in S-98 Annex C with specific examples in S-164 test datasets including trapping of errors and incompatibilities.

Catalogue governance processes have not been mapped out yet by IHO. The IHO has the authority to set standards in relation to data content and portrayal and this extends to the revision control of machine readable files in relation to ECDIS and their ability to effectively control portrayal and ECDIS behaviour without error. It is for the IHO (at a level to be defined) to develop, test, release and approve and distribute all digitally signed machine readable files relating to ECDIS to the ECDIS community.

IHO, together with representatives from stakeholder groups and broader standards bodies will ensure coherence of portrayal and behaviour on ECDIS, particularly during the transition period. As yet no formal set of procedures exist, other than IHO revision processes. In particular, no industry/IMO liaison "approval" process or criteria currently exists<sup>23</sup>. The initial release of IHO S-101 and its feature/portrayal catalogues will require communication with end users (and the broader ECDIS community) describing the differences it contains. Portrayal and alarm/indication behaviour will obviously require precise definition and potentially

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<sup>21</sup> Still to be defined. See 7.7

<sup>22</sup> The exact number may remain undefined but S-164 will contain a representative testing sample

<sup>23</sup> This is under discussion with S100WG

resource implications could be better managed if specific criteria can bound the extent of portrayal changes between S-57 and S-101.

As stated in Section 4.1 it is accepted that the presentation regime of the S-101 component of Dual Fuel ECDIS will not be “identical” but will contain a number of differences. This is obviously a crucial point in relation to the introduction of S-100 ECDIS and requires broad considerations including user education, risk assessments and sustained, comprehensive testing. As stated here IHO remains the authority for the eventual rollout and coherence of content which will be used during the transition period through the activities of the responsible working groups<sup>24</sup>.

IHO will also maintain S-100 itself. There is no requirement for ECDIS to maintain multiple versions of S-100 although this is not defined explicitly. How minor changes or clarifications to S-100 schemas (e.g. Feature Catalogue or Portrayal Catalogue schemas) are achieved is similarly undefined as yet. The initial version of S-100 for S-100 ECDIS will be edition 5.2.0 and all component product specifications will require publication current with edition 5.2.0 for inclusion in S-100 functionality<sup>25</sup>. Part of the definition of S-100 ECDIS at the outset should be a vision of how/whether versions of S-100 itself are expected to develop and how this is to be accomplished with the ECDIS OEMs. This also has impacts on data producers as any changes to S-100 could lead to a situation where data producers would need to provide multiple versions of products.

### **5.3. Data Producer impacts and options for co-production**

The actions of data producers will determine the use of ECDIS Dual Fuel mode as data producers determine coverage and scheming of data for all products within a defined region (under the WEND100 principles S-100 and its product specifications are brought under international conventions and guidelines).

The IHO S-101PT and ENCWG established a sub working group to examine in detail conversion aspects of ENCs between S-57 and S-101.

This group was tasked to only look at data conversion between S-57 and S-101 in relation to data producers' initial migration to support S-101 production. The group does not look in detail at ongoing production aspects such as updates or co-production of ENCs to support Dual Fuel Operations. This is a key observation as it limits the impact the group's outputs will have on the potential of automated conversion to support ongoing production.

However, the group's activities are relevant to the content of the S-100 ECDIS and Dual Fuel Governance Document as it contributes to the understanding of how the S-101 ENC differs in style and behaviour to the S-57 ENC. Although the group is not finished with its primary task (the production of an IHO guidance document for initial conversion from S-57 to S-101) the following summary points can be made:

- The conversion of data in an S-57 form (in conformance with S-57 Appendix B1, encoded as per the Use of the Object Catalogue and valid according to IHO S-58) to an S-101 equivalent (content defined by the current edition of the S-101 Feature Catalogue and conformant with the S-101 Data Classification and Encoding Guide) is not always a simple, complete 1-1 mapping although the modelling of S-101 has been brought more into line with S-57.
- Despite the lack of a complete mapping, much conversion is straightforward and can be achieved automatically without ambiguity.
- It should be recognised that S-101 represents a much more restricted set of feature/attribute bindings than S-57. A large number of S-57 object/attribute bindings are not valid in the S-101 feature catalogue as a result of a long process of review and update by the relevant IHO working groups.
- S-101 introduces new features, attributes and an enhanced set of named relationships, some of which exist in different forms in the current S-57 and some of which are new to the ENC domain.

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<sup>24</sup> See 7.11 and 7.8

<sup>25</sup> See 7.11



- It is highly likely, therefore, that data producers will require a period of initial review of existing data to ensure that the S-101 versions of their ENC's adequately present data to their internal standards and guidance. This should be a process which is only carried out once and may be partly automated and guided by others (e.g. RENCs).
- Conversion tools are at varying stages of production and are likely to offer varying degrees of customisation to the user which will allow tailoring of the conversion process to the individual data producers.
- It is likely that the conversion process will be specific to individual data producers and, while a base process will account for a large proportion of ENC content, most data producers will require some degree of tailoring specific to their needs, policies and existing data encodings. This does not preclude an automated solution but acknowledges the likelihood of a tailored process for many producers.
- A number of mappings from S-57 to S-101 may require data producer attention pre or post-conversion. These are noted in the guidance document produced by the working group. Some could be significant, depending on individual producers. Some items may be addressed by one-time configuration of conversion tools, if supported. Much work remains to be done to support data producers with validation tools which will assert conformance with the relevant IHO standards.
- Conversion tool producers, like ECDIS OEMs have a strong requirement for representative, comprehensive test datasets to support development.
- There is a growing recognition that "reverse conversion" – from S-101 to S-57 may also have significant value for data producers, as it will be a key component of ongoing dual fuel production systems. The initial conversion of existing data to an S-100 form will take place once, however a reverse conversion servicing the needs of the S-57 part of the dual fuel service will likely be in existence for many years, throughout the dual fuel transition period.

The conversion group has not specifically considered best practices for the design of automated conversion tools, nor any formal advice on ongoing co-production of S-57 and S-101. A number of workshops and test beds have been planned and carried out to look at this area.

In terms of ongoing data production two broad categories of operating model have emerged (with a number of sub-variants).

1. Conversion. In this model, a data producer produces either S-57 or S-101 data exclusively. A post-extraction automated process (possibly combined with manual inputs) converts data into one or other form. So, a data producer produces S-57 and converts to S-101 to support Dual Fuel or produces S-101 and backwards converts data to S-57.
2. Co-production. In this model a production system uses a superset model (effectively aggregating the S-57 UOC and the S-101 feature catalogue/DCEG) to extract both S-57 and S-101 data from a single production system.

Example conversion models are shown in the following diagram<sup>26</sup>. The diagrams show a data producer at the top producing data for use by S-57 or S-101 ECDIS users (the figures at the bottom).

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<sup>26</sup> The model not documented here is one where the data producer simply sets up parallel production facilities, producing base and incremental updates from separate systems (fed with the same information). This is undoubtedly an option but for many data producers would result in a significant overhead of maintenance and migration long term during the transition period and is therefore untenable.

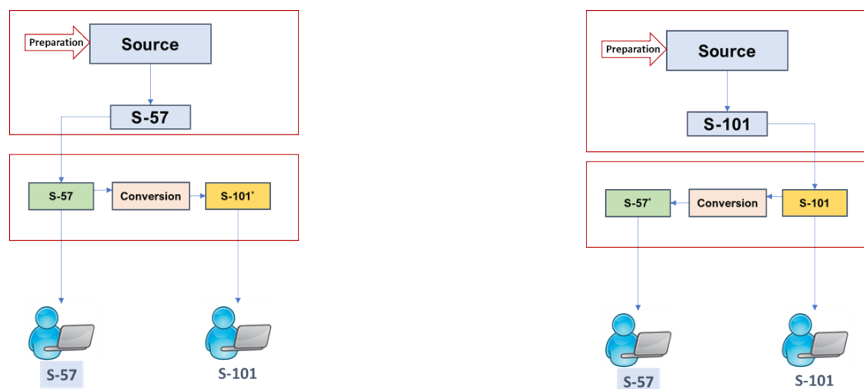


Figure 8: Co-production by Conversion

In the conversion model, ongoing daily/weekly ENC production is carried out and either S-57 or S-101 data is output, including updates. In this model the other form (S-57 for an S-101 production system or S-101 for an S-57 production system) required is acquired by use of a conversion tool with a (probably) producer-specific set of transformation parameters, including replication of updates. This allows the data producer to produce both ENC types with the advantage of only directly maintaining one type.

A co-production model is illustrated in the diagram below, in this scenario a combined model directly produces both S-57 and S-101 and their incremental updates.

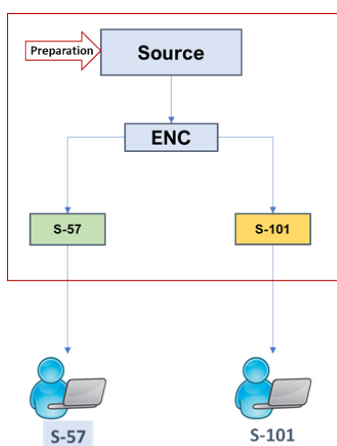


Figure 9: Co-production by a combined model

In terms of ENC Scheming and scales there are no mandatory constraints on chart production and coverage and producers may choose S-57 Compilation Scale and S-101 Optimum Display Scale as they see fit. Initial conversion guidance has been published and its development is in progress in the IHO sub-working group. A project with the IHO R&D Lab has also tested the guidance and driven a workshop based training programme for data producers.<sup>27</sup> Much of the detail of S-101 and its production alongside S-57 is now clear with an operational S-101 data model being published.

#### 5.4. Data Producer impacts from other product specifications

As stated earlier in this document the product of “other” product specifications is not the main focus of this Governance Document as its main emphasis is use of both S-57 and S-101 ENC in Dual Fuel mode on the S-100 ECDIS. If a data producer wishes to produce S-100 products other than S-101 ENC then the same considerations as S-101 exist.

<sup>27</sup> See 7.4

- 1) Liability. If a data producer wishes to provide data for use in primary navigation on SOLAS vessels, which will be integrated into the ECDIS System Database and portrayed using harmonised S-98 mechanisms then it inevitably will attract liability in the same way as production/issuing of ENC charts does. Such risk assessments should be carried out by individual data producers. The WEND100 principles should be referred to here as well.
- 2) Up-to-datedness. As with S-101 and S-57 ENCs data must be kept up to date by the end user on the S-100 ECDIS and there is a corresponding responsibility on the data producer to keep data up to date and for this information to be made available for distribution to the end user.
- 3) Validation. Correctness of form (syntax, format, types) is essential always in any data and detailed validation (as defined by IHO S-58 for S-57 ENCs) will evolve for all product specifications.

Validation will likely extend across different products to ensure they integrate on the S-100 ECDIS as expected and, if different product specifications represent the same features, that their semantic and geographic representations do not conflict. These inter-product validation tests are currently undefined<sup>28</sup>.

The current model for S-100 ECDIS operation allows any S-100 product specification to overlay any chart product. This does not restrict in any way the producer of overlay products in relation to the ENC type they may be installed with. If the OEM provides compatibility this would also allow (by not explicitly prohibiting in the standards) S-1XX product specifications to overlay S-57 data. This has provoked much discussion in the preparation of the Governance Document and has obvious relevance to WEND100 principles. The enhanced Part 15 of S-100 could potentially allow a technical means for enforcing WEND100 principles. IT should be noted that the ability to overlay S-57 with S-1XX overlays is referred to (i.e. not prohibited) in S-98 Annex C. During testing of S-98 1.0.0 such enhancements could be drafted in addition to the evolving conventions and agreements which underpin data production for the future<sup>29</sup>.

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<sup>28</sup> See 7.16

<sup>29</sup> See 7.6

## 6. Annex : component standards and support

### 6.1. Component IHO standards for ECDIS

### 6.2. S-100 and S-57 standards comparison

This informative subsection tabulates the broad equivalence of the different components of the existing S-57 regime with standards defined for use in implementation of S-100 ECDIS.

S-57 ECDIS definitions	S-100 Definitions
S-57 Main Document Geometry Feature Structure	S-100 Part 7 Part 3 Part 4a
S-57 Appendix B1 (ENC Product Specification)	S-101 product specification S-101 Feature Catalogue S-101 Portrayal Catalogue [Some features also relocated to Other product specifications]
S-57 Objects and Attributes (and bindings)	Registry (Hydro) encapsulated in Feature Catalogue(s).
CATALOG.031	Part 4a CATALOG.XML and Schema
S-52 . dai file	Portrayal Catalogue
S-52 CSP	Part 9 and Portrayal Catalogue
S-52 ECDIS elements	S-98 Annex C
S-63 and Data Protection Scheme	S-100 Part 15 S-98 SSE Codes S-98 ECDIS Update Status Report IHO Processes for data protection scheme S-128 (Update Status reports)
S-64	S-164 (under development)
S-58	S-158 (under development)
S-62	IHO registry
S-57 Use of the Object Catalogue	DCEG S-101 S-101 Feature Catalogue

### 6.3. S-100 standards

The following table specifies where elements of the S-100 ECDIS functionality is to be located in the S-100 standards and IHO community. Where elements are machine-readable a note describing their defining schema/format is given.

Functionality	Clarifying remarks	Standard/Section/Schema
Data content structure	All product specifications	Feature Catalogue XML Schema
Data Content	GML Encodings	Product specification GML Schema, Part 10b Schemas.
Portrayal Catalogue		Portrayal Catalogue XML Schema
CATALOG.XML	Data ingest	S-100 Catalogue Schema
Interoperability		Interoperability Catalogue Schema
ENC Data Content	ISO 8211	
Exchange Set	File Structure	Part 17 metadata

Revision information	For data services, includes data not contained in CATALOG.XML	S-128 (GML)
Data Loading		S-98
HDF5		S-100 Part 10c
GML		S-100 Part 10b Individual product specification GML Schemas
ISO8211		S-100 Part 10a
Feature Geometry		S-100 Part 7 (levels of topology)
Data content and structure		S-100 General Feature Model
Data Portrayal		S-100 Part 9 (portrayal of features) S-98 Annex C (supplemental portrayal) S-98 (interoperability between product specifications)
Data Security/Integrity and Ingest processes		S-100 Part 15 (Data Security and Integrity) S-98 Annex C (SSE codes and processes for data and catalogue ingest) IHO Data Protection Scheme
Exchange set structure		S-100 Part 17 Exchange Set metadata and structure.  CATALOG.XML (XML Schema)

A description of each of the functional areas of ECDIS operation are detailed below along with the normative standards which define them.

### Data Production

1. IHO S-100 GFM Part 3, General Structure of all data. This references other parts of S-100, notably Part 1.
2. S-97 Guidelines for product specification developers.
3. S-100 Part 5 – Feature Catalogues, guided by product specification DCEG documentation which mirror the content of the IHO geospatial registry (Part Y). These encapsulate the S-100 GFM, geometry and metadata (Part 4a). Portrayal Catalogues also are highly relevant to enable producers to understand how end users will experience their data.
4. One or more of the S-100 encodings, ISO8211 (Part 10a), GML (Part 10b), HDF5 (Part 10c). these may also use supplementary files in a number of formats enumerated in Part 17 Metadata.
5. Metadata (Part 4).

### Packaging

1. S-100 Part 15 for the digital signature and optional encryption of data. This uses the AES encryption algorithm, DSA digital signature algorithm and ZIP for compression of exchange set entities.
2. Use of the IHO Data Protection Scheme for authentication of data and packaging of contents.
3. Part 17 Metadata for description of metadata content and packaging of data, together with S-57 elements in “hybrid” exchange sets.

### Distribution

1. No formal methodologies for distribution of data to ECDIS are currently in operation (for Dual Fuel operation). S-100 also contains a non-normative part 14 which details the exchange of data via API. This is likely to be revised and expanded and other (external) frameworks such as SECOM may enable API access to ECDIS for S-100 data. AIS Application Specific Messages are also included in this category of data which some product specifications may implement.
2. S-100 Part 15 is used to reconcile data when delivered to the end user, by reference to the scheme administrator certificate installed independently on the ECDIS.

### **Data Ingest on ECDIS**

1. Ingest of Catalogues require the individual S-100 part in which they are defined, Part 17, Part 9 and Part 16.
2. Basic syntax checking of catalogues and versions can be done by XML conformance to the schemas defined by S-100.
3. S-98 Annex C deals with some aspects of the data management and ingest, flow diagrams for decryption and authentication of digital signatures prior to ingest.
4. ECDIS implementation of Part 17 metadata, Part 15 and its implementation of the GFM, metadata, geometry and data encodings will ensure ingest of data to the ECDIS.

### **Use**

1. Implementation of product specifications' portrayal catalogue - Portrayal – S-100 Part 9.
2. Aspects of portrayal not directly connected to portrayal of data – S-98 Annex C.
3. Interoperability of product specifications – S-98 Annex C.
4. Loading Strategy and Portrayal/Use of data in Dual Fuel mode – S-98 Annex C.
5. ECDIS Update Status Reports – S-98 Annex C, Appendix B.
6. User Selected Safety Contour and Water Level Adjustment – S-98 Annex C, Appendix C.

## **7. Annex 2: Summary of identified gaps**

This section lists gaps in the current S-100 support, whether within the established standards base or conceptual gaps which require attention to complete the implementation of S-100 and Dual Fuel mode on the ECDIS. Where possible, approaches to filling such gaps has been suggested. All gaps listed in this section have been discussed in the original workshops defining the Governance Document. The consequences of not addressing these gaps will be ambiguity in S-100 ECDIS definition leading to possibly erroneous or unintended functionality on S-100 ECDIS. There is a consequent impact on the S-100 ECDIS user experience with the possibility of ECDIS anomalies arising.

### **7.1. Dataset Equivalents.**

No comprehensive and complete versioning mechanism currently exists between S-57 and S-101 Charts. This is a complex area because of the structural differences in coverage between S-57 and S-101, and the way coverage is implemented by the ECDIS loading strategy. It is an issue which may require thorough discussion to establish the optimal way forward.

During the transition period all producing authorities will be releasing ENC's in both S-57 and S-101 forms. There will, hence, be  $\geq 2$  "versions" of each ENC dataset for any area. Although this relationship is not 1-1 and equivalence undoubtedly exists and there is nowhere in the S-100 hybrid exchange set mechanism to define it.

There is no need for the S-100 ECDIS to have an awareness of equivalent datasets, however, with the migration from S-57 to S-101 managed by service providers. Equivalent information will be provided to service providers to assist them in managing this transition using a variety of methods including S-128 and bespoke annotations in catalogue files.

### **7.2. Revision of applicable IMO Documentation**

At the time of writing, a revision to the IMO performance standards for ECDIS has been completed (released as IMO 530.(106), replacing IMO 232.(82). The revision to IEC 61174 is also in progress and much of the required functionality of ECDIS is now known. This is now driving a revision to IHO S-98 (in particular S-98 Annex C) and the IHO S-164 Test Datasets for ECDIS.

### **7.3. Loading Strategy**

"Loading Strategy" – the mechanism by which individual datasets are selected for portrayal and rendered on screen using the S-100 Part 9 portrayal engine, is still the subject of intense discussion. It will be documented in the operational version of S-98 Annex C. Defining a consistent loading strategy for the S-100 ECDIS to enable consistent, seamless display of S-57 and S-101 data is the end goal.

### **7.4. ENC Co-production Strategies**

The S-57 to S-101 conversion subgroup, set up jointly between the ENCWG and S-101PT has prepared S-65 Annex B and S-65 Annex C covering S-57 to S-101 conversion and S-101 to S-57 conversion respectively. Annex B has been published and is being reviewed and brought up to date with the operational S-101 product specification.

No formal IHO guidance exists recommending production system strategies or updates but numerous workshops and testbeds are providing a forum for data producers to define their own paths in this respect.

### **7.5. Scope of implementation for OEMs**

There is currently no guidance for OEMs with regard to which parts of S-100 require implementation for S-100 ECDIS. Certainly, all clauses required for S-101 and the other initial S-100 product specifications would be required. Conversely, it is also difficult to define which areas of S-100 are definitely NOT required for S-100 ECDIS implementation.

The current approach from the S-100 WG is to demonstrate by example what is required by the creation of extensive and comprehensive test data under IHO S-164. This approach is currently under way and requires further consultation with the OEM community.

## **7.6. S-100 product specification overlays on ENC**

Discussions around S-100 ECDIS have touched on the topic of whether S-100 products other than ENCs (those in categories (2) and (3) defined in section 2.5) overlay just S-100 ENCs or whether they can also overlay or interoperate with S-57 ENCs as well. This is a topic of specific interest in relation to S-102/S-57 but also has been discussed in relation to other S-1XX products. Additionally, whether WEND100 principles should be “enforced” on the S-100 ECDIS through Part 15 implementations expressed in S-98 Annex C should be discussed within the IHO community as the technical possibility exists. At an early stage of ECDIS development it is possible to make such constraints but once ECDIS is developed it will be unlikely to change.

Such requirements have never existed on S-57 ECDIS because no concept of overlays being used for SOLAS navigation existed. This requires further discussion and an approach defined in (most likely) S-98 with OEMs being given definitive guidance either way.

Additionally, no formal technical means are established on ECDIS to explicitly control which overlays are allowed over ENCs. The current S-100 ECDIS allows all S-100 overlays over all ENC products – such technical mechanisms could be built using the provisions of S-100 Part 15 but this is still in discussion within the IHO working groups.

## **7.7. Support to the external communities (including test data provision)**

One of the items which became clear from the initial workshops driving the creation of the Governance Document is the scope and complexity required between the IHO and the implementers of S-100 ECDIS. The complexity of the S-100 ecosystem is considerably greater than that surrounding S-57 and all parties/stakeholders will require support to ensure coherence of produced data with ECDIS implementations is maintained. In order to best support OEMs, testers, data producers, regulators and other implementers of S-100, an, open access, scalable infrastructure will be required long term.

A known gap is certainly test data within S-164, which tests the entirety of the S-100 framework as well as test data to test validation specifications. S-164 is now under development with a planned publication schedule of the end of 2025. Support to implementers is available through this working group as well.

## **7.8. Impacts of Enhanced ECDIS functionality**

Features introduced in the S-98 Annex C v1.0.0 include “User Selected Safety Contour” and “Water Level Adjustment”. This is an OEM-specific portrayal and Alert/Indication implementation which provides algorithms for a tight integration between S-101 and either/both S-102 and S-104. Implementation is similar to functionality required by interoperability levels 3 and 4 (which are explicitly excluded for ECDIS implementation) but is, for the purposes of S-100 ECDIS, implemented as a bespoke OEM extension to the required S-100 model implementation.

These features are likely to be accompanied by a number of impacts on data producers. The implementation of such features is a major step forward for ECDIS functionality and those data producers who choose to distribute dense bathymetry and water level data to end users are likely to need to evaluate such impacts. These include:

1. The Liability acquired concerning use of S-102 and S-104 for navigation decisions.
2. Cross product validation between S-101 and S-102/S-104.
3. Up to datedness issues – the user must keep the S-102 / S-104 up-to-date in the same way as the S-101 data.
4. Data Scheming decisions

These represent a new category of consideration with attendant governance issues for any implementing data producer in the S-100 era.

## **7.9. How many revisions of product specifications are required to be supported by OEMs?**

Section 5.2 details the requirement for S-100 ECDIS to support multiple versions of IHO product specifications but little in the way of tangible requirements or implementation details currently exist for this important aspect of the dynamic S-100 ECDIS. Clearly at least two versions are required to be supported by



the ECDIS to enable the most basic of updates by the end user and data migration by data producers but the exact number (per product specification) and process for their introduction/migration has yet to be defined.

This is closely linked to the comments made in 2.6.1, the S-100 ECDIS “operating model” and suggests that a more complete picture of how the ECDIS operates should be established (as a summary of the processes defined in S-98, S-164 and the IMO PS) and maintained. Certainly the S-98 Annex C v1.0.0 contains some of this information and comprehensive test datasets will contribute to better understanding but some detailed modelling of scenarios (similar to that proposed in 7.12) would support OEM implementation better at this crucial stage of development.

#### **7.10. Phasing out S-57**

No formal description, timescale or sequence of events has yet been put forward for how S-57 is actually phased out at the end of the transition period. There are likely to be a substantial number of external dependencies to this process. The timescales are, of course, unknown, as yet and likely to be some time in the future. If more revisions are likely to be required, e.g. subsequent changes to either SOLAS or the IMO PS for ECDIS then this should be noted for future reference.

#### **7.11. Impact of Changes to ENC on the end user**

Initial rollout of S-101 ENCs is likely to release a number of changes in portrayal and, via remodeling, alerts/indications. There is no defined process to establish whether such changes should be included or not and for their impacts to be communicated to end users and data producers. Some initial steps have been taken in this area and, although IHO ultimately has the authority to make such changes, through promulgation of new feature and portrayal catalogues, no bounding set of guidance currently exists to arbitrate these decisions. Many of the development discussions take place within the S-101 Portrayal sub-working group who have produced side-by-side comparisons and this is likely to be formalised as an output to the broader end user community when complete..

#### **7.12. How to update S-100**

Procedures for updates (revisions and/or clarifications) of S-100 will require development, ideally before mainstream implementation of S-100 is commenced by the OEM community. Procedures for update of S-57 and other component standards already exist within the IHO community but S-100 is such a far-reaching standard with its elements embedded in the S-100 ECDIS that greater support is likely to be required, greater consultation and testing required and the attendant update of component product specifications likely to need attention from the working groups concerned. S-100 edition 6.0.0 is now being discussed within the IHO working groups but no formal proposal to integrate it into ECDIS exists.

Modelling such scenarios (along with the end of life stage for S-57) should be done prior to more work on ECDIS implementation taking place so that OEMs can be aware of how such migration is likely to take place.

#### **7.13. S-128 development**

S-128 has been identified as crucial for reliable exchange of S-100 exchange catalogues between service providers and end users for two main purposes:

1. The specification of revision information for a user’s service which determines the content of the revised Update Status reports on the ECDIS (contained in S-63 and S-98 Annex C).
2. Mapping of equivalent “versions” of ENCs.

S-128, ultimately, fulfils the goal of “service metadata” for S-100 ECDIS and each service provider will need to develop compatibility with it in order to present a full service to end users and to satisfy requirements for ECDIS update status reports to satisfy inspection regimes. Few service providers have yet experience in production of S-128 and lack of a mature S-128 products will impact the ability of ECDIS to fulfil SOLAS compliance in respect of tracking update status and management of updates and equivalents under Dual Fuel mode.

#### 7.14. Categorisation of product specifications

To illustrate the ENDS definition and the relationship between S-100 products, the IMO Maritime Services, as defined in the IMO E-Navigation Strategy, and the SOLAS Regulations NIPWG has developed the ENDS Tree Diagram, which is available in the IHO S-100 Roadmap, Annex 2.

#### 7.15. The S-100 ECDIS Operating Model

A complete operating model for S-100 ECDIS is not completely defined. Gaps exist in how the ECDIS is defined at a detailed level in some areas (e.g. dual fuel operations), and at a high level in others (loading, revision, syntax/schema checking/validation).

Some of these gaps will be addressed by S-164 test data illustrating test cases and IEC61174 will define exact test scenarios for some parts of the ECDIS functionality. S-98 Annex C version 1.0.0 contains a definitive list of ECDIS error codes (SSE) inherited from IHO S-63 which define some parts of how the ECDIS is to operate but this is likely to require update and clarification as S-98 Annex C is tested and revised.

#### 7.16. Inter-product validation concept or tests are not developed.

Currently no tests exist to validate whether datasets intended for integrated use on S-100 ECDIS are compatible with each other. Such tests are a natural consequence of S-100's multiple product specification approach and should be a part of the detailed implementation roadmap towards an integrated operating model under S-100. S-100WG has proposed a structure for holding validation tests at various "levels" (i.e. S-100 itself, feature catalogue level and product specification level). A structure for S-158 is now agreed and a location for cross-product validation tests is also defined. The tests themselves are also being drafted.

### 8. Glossary of Terms.

Acronym	Definition
S-100	Universal Hydrographic Data Model
ECDIS	Electronic Chart Display and Information System
IHO	International Hydrographic Organization
OEM	Original Equipment Manufacturer
ENDS	Electronic Navigational Data Service
IMO	International Maritime Organization
ENC	Electronic Navigational Chart
RENC	Regional ENC Coordination Centre
RHC	Regional Hydrographic Commissions
IEC	International Electrotechnical Commission
SOLAS	Safety of Life at Sea Regulations
IMO PS	IMO Performance Standard
ENP	Electronic Nautical Publications
ISO 8211	ISO/IEC 8211:1994 Information technology — Specification for a data descriptive file for information interchange
HDF5	Hierarchical Data Format

GML	Geography Markup Language
ISO 19115	Geographic information — Metadata — Part 1: Fundamentals
XML	Extensible Markup Language

UML	Unified Modelling Language
ISO	International Organization for Standardization
ISO191XX	ISO Series of Geographic Information Standards
IEHG	Inland ENC Harmonization Group
IHO HSSC WGs	International Hydrographic Organization Hydrographic Services and Standards Committee Working Groups
VARs	Value Added Resellers
FC	Feature Catalogue
PC	Portrayal Catalogue
DF mode	Dual Fuel mode
IMO NCSR	International Maritime Organization Sub Committee on Navigation Communications and Search and Rescue
DCEG	IHO Data Classification and Encoding Guide
WLA	Water Level Adjustment
AML	Additonal Military Layers
WEND	IHO Worldwide ENC Database
IHO S-101PT	IHO S-101 Project Team
IHO ENCWG	IHO ENC Working Group
S-57 UOC	IHO S-57 Use of Object Catalogue
IHO R&D Lab	IHO-Singapore Innovation & Technology Laboratory
S-52 CSP	Conditional Symbolology Procedure
S-98/S-63 SSE Codes	Standardised Service Error Codes
GFM	General Feature Model
AES Encryption	Advanced Encryption Standard
DSA	Digital Signature Algorithm
API	Application Programming Interface
SECOM	Secure Electronic Communications (IMO eNavigation group)
AIS	Automatic Identification System
S-100 WG	IHO S-100 Working Group

Standards	Definition
S-52	IHO Specifications for Chart Content and Display Aspects of ECDIS
S-57	IHO Transfer Standard for Digital Hydrographic Data
S-32	IHO Hydrographic Dictionary
S-61	IHO Product Specification for Raster Navigational Charts
S-63	IHO Data Protection Scheme
S-64	IHO Test Data Sets for ECDIS
S-97	IHO Guidelines for Creating S-100 Product Specifications

S-98	IHO Data Product Interoperability in S-100 Navigation Systems
S-100	IHO Universal Hydrographic Data Model
S-101	IHO ENC Product Specification
S-102	IHO Bathymetric Surface Product Specifications
S-104	IHO Water Level Information for Surface Navigation
S-111	IHO Surface Currents
S-122	IHO Marine Protected Areas
S-123	IHO Marine Radio Services
S-124	IHO Navigational Warnings
S-126	IHO Marine Physical Environment
S-127	IHO Marine Traffic Management
S-128	IHO Catalogue of Nautical Products
S-129	IHO Under Keel Clearance Management
S-131	IHO Marine Harbour Infrastructure
S-164	IHO Test Data Sets for S-100 ECDIS
S-401	IEHG Inland ENC

Terminology	
Dual Fuel	Use of S-57 and S-101 ENCs together on an ECDIS
IMO Performance Standard	IMO MSC 530.(106): defines required functionality of ECDIS to conform to SOLAS convention.
MSC.530(106)	IMO Resolution 'Adoption of the Revised Performance Standards for Electronic Chart Display and Information Systems (ECDIS)'
IEC 61174:2015	Maritime navigation and radiocommunication equipments and systems - Electronic chart display and information system (ECDIS) - Operational and performance requirements, methods of testing and required test results
IHO Product Specification	An S-100 based Product Specification defines a data product, and usually includes additional resources such as a machine readable Feature Catalogue and Portrayal Catalogue, a data Encoding Guide and at least one data encoding format
Nautical Publications	Publications for use in safe navigation of ships, boats and similar products
Nautical Chart or chart	"a special-purpose map or book, or a specially compiled database from which such a map or book is derived, that is issued officially by or on the authority of a Government, authorized Hydrographic Office or other relevant government institution and is designed to meet the requirements of marine navigation" [SOLAS Ch5 Reg2]
Plug and Play concept	The ability to add new functionality without requiring system update
CATALOG.XML	An XML catalog is an XML document that contains dataset discovery metadata, physical locations of resources and any supporting catalogues.

Feature Catalogue	Structure and Content of an IHO product specification. Usually drawn from entries in the IHO geospatial registry.
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Portrayal Catalogue	Instructions for portrayal of S-100 product specifications, conformant with S-100 Part 9.
PRODUCTS.TXT	S-63 service revision file.
WEND100 Principles	IHO principles ensuring a world-wide consistent level of high-quality, updated official nautical and hydrographic S-100 based products is available and support SOLAS and other IMO requirements