





## IMPA Guidance to Members on ECDIS



### Introduction

With most vessels mandated to have ECDIS fitted by 2018 there is a need for Maritime Pilots to continue ongoing efforts to become more familiar and proficient with this emerging Navigational Aid.

This guidance is intended to assist member associations with their national requirements and standards.

### Training

Amendments to the STCW Convention require holders of an STCW certificate serving on an ECDIS equipped ship to have successfully completed ECDIS simulator training in a course approved by the Administration that issues the certificate. For officers of a navigational watch, the course must provide the participant with "proficiency in operation, interpretation, and analysis of information obtained from ECDIS." Masters and Chief Officers serving on ECDIS-equipped ships must additionally demonstrate proficiency in the "management of operational procedures, system files and data" in ECDIS (e.g., the ability to input and update information as well as configuring the system and back-up files). This proficiency may be demonstrated through in-service experience or an approved simulator training course, although the master or mate must also have obtained and demonstrated proficiency in the OOW-level operational aspects of an ECDIS through an approved course. As a result, it is understood that the new Manila STCW amendments will require an approved ECDIS training course for all STCW certificate holders serving as an OOW or Master/Chief Officer on an ECDIS equipped ship.

The IMO model course (1.27) colloquially known as a "generic" ECDIS course is referenced in the STCW as a guideline for Administrations. Both the current and the proposed revised courses envisage approximately 40 hours of instruction. Administrations have discretion in the length of the courses that they will approve, however, and there are reports that some Administrations have, or will, approve courses of only 2 or 3 days.

Pilots are in a different situation from ships' bridge crews. Pilots typically do not manage the system files or input and update data on a ship's ECDIS. Therefore, not all the subjects covered in the IMO model course

**Model  
Course**  
**1.27**

**Operational use of  
Electronic Chart Display and Information  
Systems (ECDIS)**

**(2010 Edition)**



**IMO**



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MSC.1/Circ.1391  
7 December 2010

### **OPERATING ANOMALIES IDENTIFIED WITHIN ECDIS**

1 The Maritime Safety Committee, at its eighty-eighth session (24 November to 3 December 2010), was informed of anomalies in the operation of some ECDIS systems relating to display and alarm behaviour in particular system configurations. The anomalies were discovered by the inspection of ENC's within a small number of ECDIS systems and the Committee considered it possible that other anomalies remain to be discovered.

2 Given the widespread use and the impending implementation of the ECDIS carriage requirement, the Committee considered it important that any anomalies identified by mariners are reported to and investigated by the appropriate authorities to ensure their resolution.

3 In order to better understand the extent of the issue, the Committee agreed to invite Administrations to collect, investigate and disseminate information about ECDIS anomalies. The Administrations or designated bodies are invited to:

- .1 encourage vessels under their flag to report such anomalies, with sufficient detail on the ECDIS equipment and ENC's, to allow analysis;
- .2 treat the identity of the reporter as confidential;
- .3 agree to share information with other IMO Member Governments and international organizations on request; and
- .4 issue alerts to mariners where such anomalies might affect safety of navigation.

4 Member Governments are invited to bring this circular to the attention of all parties concerned and report on relevant information received and experience gained to the Maritime Safety Committee.

SUB-COMMITTEE ON SAFETY OF  
NAVIGATION  
58th session  
Agenda item 6

NAV 58/INF.3  
25 April 2012  
ENGLISH ONLY

**DEVELOPMENT OF AN E-NAVIGATION STRATEGY IMPLEMENTATION PLAN**

**Observations on IMO's e-navigation strategy**

**Submitted by the International Maritime Pilots' Association (IMPA)**

**SUMMARY**

*Executive summary:* E-Navigation has been the subject of considerable attention in recent years by IMO and other international organizations involved in maritime navigation. IMO's 2008 *Strategy for the Development and Implementation of e-navigation* and its 2009 *Plan of Work for the Implementation of the Strategy* have set out a path to guide the international maritime community towards the most practical and effective application of e-navigation. IMPA believes the successful implementation of this strategy requires that three considerations not only be kept in mind but be regarded as paramount. These are: fostering consensus among key stakeholders as to the principal components of the strategy and how they are applied; ensuring a pragmatic and flexible approach that takes account of the complexity and diversity of the world's marine transportation system; maintaining a realistic appreciation of the evolutionary nature of change to navigation systems.

*Strategic direction:* 5.2

*High-level action:* 5.2.6

*Planned output:* 5.2.6.1

*Action to be taken:* Paragraph 10

*Related documents:* MSC/Circ.878, MSC/Circ.1091; MEPC/Circ.346; NAV 58/6 and MSC 86/23/4

**Background**

1 IMPA is committed to efficient and cost-effective e-navigation and has been actively involved in IMO's activities associated with the development of an e-navigation strategy and the elaboration of a related implementation plan.