

ANY OTHER BUSINESS

ECDIS Training

Submitted by International Chamber of Shipping (ICS) and International Shipping Federation (ISF)

SUMMARY

<i>Executive summary:</i>	This document comments on ECDIS training requirements and advises of an identified training gap when considering the implementation of ECDIS carriage requirements and the transitional arrangements of the 2010 Manila amendments to the STCW Convention. A best practice approach is identified as a means of ensuring officers are appropriately trained in the use of ECDIS.
<i>Strategic direction:</i>	5.2
<i>High-level action:</i>	5.2.4
<i>Planned output:</i>	No related provisions
<i>Action to be taken:</i>	Paragraph 16
<i>Related documents:</i>	No related documents

Introduction

1. This document is submitted in accordance with MSC-MEPC.1/Circ.4 on “Guidelines on the Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and their Subsidiary Bodies”.
2. The mandatory carriage of ECDIS will be subject to a staged entry into force between 1 July 2012 and 1 July 2018. It is important that officers who will use ECDIS are appropriately trained and familiarised in its use.
3. The 2010 Manila amendments to the STCW Convention have introduced ECDIS training for all deck officers. This will ensure that all deck officers that hold a certificate of competence issued in accordance with the 2010 Manila amendments will be trained in the use of ECDIS.
4. Prior to application of the 2009 SOLAS amendments a number of ships used ECDIS as the primary means of navigation and in order to obtain flag State approval needed to comply with their appropriate flag State requirements, which will have included appropriate training.

Training and Familiarisation

ISM Code

5. Within the ISM Code and Section 6 in particular, the Company has the responsibility to ensure that each ship is manned with qualified and certified seafarers in accordance with national and international requirements.

SOLAS

6. SOLAS Chapter V/14 stipulates that governments shall adopt measures to ensure that from a safety perspective all ships will be sufficiently and efficiently manned.

STCW 95

7. STCW 95 and STCW 2010 Regulation I/4, Paragraph 1.4 (Responsibilities of companies) requires that seafarers are familiarised, amongst other things, with the ship's installations and equipment. STCW 95 included reference to ECDIS under the term 'charts' and it could therefore be interpreted that if the OOW cannot use the ECDIS as they could use a chart or they are not trained to use the ECDIS at an equivalent level to which they had been trained to use the chart then the ship might not be appropriately manned.

STCW 2010

8. The transitional provisions of the 2010 Manila amendments require new seafarers commencing training after the 1st July 2013 to be trained according to the new training and competence standards stipulated by the 2010 amendments. In practice this should mean that from 2016 the majority of all new deck officers will have been trained in ECDIS.

9. There is however, a potential training gap associated with the ECDIS carriage requirement for some ships. Officers on ships that have ECDIS might not have received ECDIS training in accordance with the 2010 Manila amendments. This gap will occur between July 2012 and January 2017. **Annex A** shows the SOLAS ECDIS carriage requirement implementation dates and the implementation of the STCW 2010 ECDIS training requirements. This diagram in **Annex A** highlights the time period during which the potential gap exists.

10. There is however, nothing within STCW 2010 that prevents new entrants prior to July 2013 being trained in accordance with the Manila amendments.

IMO Model Course 1.27

11. The revised IMO Model Course 1.27 set out in the annex to STW 43/3/1 is one example of a robust solution to ensure officers are appropriately trained in the use of ECDIS. The co-sponsors are of the view that it is essential that this generic training does not evolve into a '*type specific training*' course for individual manufacturer's equipment.

12. The co-sponsors also believe that IMO Model Course 1.27 can be used as an appropriate basis for an ECDIS course, which could be used to ensure that officers with existing STCW 95 certification meet the requirements of the 2010 amendments. From July 2013 it might be beneficial for the model course to be incorporated into the structured training of new entrants.

On Board Familiarisation

13. In order to ensure that the OOW is able to use the ECDIS safely and efficiently, an appropriate period of structured familiarisation with the on board ECDIS arrangements is required. The co-sponsors believe that a *'type specific shore based ECDIS course'* would not deliver all of the essential items of familiarisation with the ship's ECDIS arrangements. In any case such *'type specific training'* would not ensure familiarity with the specific ECDIS arrangements on any particular ship.

Best Practice Approach

14. The co-sponsors, when considering the potential training gap identified in paragraph 9 above have determined a best practice approach for ECDIS training.

15. All navigating officers sailing with ECDIS, should undertake robust generic ECDIS training meeting the Competence requirements of STCW 2010 which should be based upon IMO Model Course 1.27, as revised. Once on board vessels fitted with ECDIS, navigating officers should undergo comprehensive familiarisation with the ECDIS including its backup arrangements, sensors and related peripherals. Such familiarisation should have supporting documentary evidence and it is suggested that manufacturer supplied resources, such as type specific familiarisation materials might be provided on a CD or DVD. Such resources would be of considerable assistance, in conjunction with location specific familiarisation which will remain essential.

Action requested of the Sub-Committee

16. The Sub-Committee is requested to note this information and take action as appropriate.

IMO ECDIS CARRIAGE AND TRAINING REQUIREMENTS

