

KISH P & I LOSS PREVENTION CIRCULAR KPI-LP-162-2014
(Ten Aspects to Remember about the use of ECDIS)

► **1- Not all ECS are ECDIS:** Electronic Chart Systems (ECS) is a generic term for systems that show charts electronically; most are not legal for

navigation. An Electronic Chart Display and Information System (ECDIS) is a system approved by the IMO for navigation. Know what you are using!



► **2- Gain Competency:** All ECDIS users must have passed an approved course based on the IMO ECDIS Model Course (1.27 – 2012 edition). They must also demonstrate ‘familiarisation’ with the onboard system before taking a navigational watch.

You may also refer to our circulars concerning & related to ECDIS navigation: KPI Information Update IU-12-2012(ECDIS Implementation Phases) KPI Information Update IU-60-2014(UK Hydrographic Office has published Guide to ECDIS)

► **3- Be Confident:** Being competent is a legal requirement; being confident is showing professional pride. Continuous practice, self study & the use of scenarios are all useful ways to ensure confidence.

KPI-LP-156-2014(Reliance on ECDIS leading to an Accident & Lessons to Learn) KPI-LP-160-2014(Familiarization with the ECDIS & the Required Workmanship)

► **4- Understand your Terms:** Leading international maritime organisations have worked together to clearly identify key terms such as generic training and familiarisation, and what competencies these require.

► **5- Get Familiar:** The industry ECDIS group has also identified a comprehensive list of ECDIS familiarization tasks. Many companies have incorporated such a list into their SMS and onboard requirements. Reading the very manual on board is an

important & quick approach to familiarization.

Many companies have found that identifying an ECDIS champion is an extremely effective way of promoting and ensuing ECDIS competence.

► **6- Being Pioneers or Champions:**



► **7- Display Size:** The ship's ECDIS should provide a large display needed for looking ahead and making better decisions – but it is still vital to be aware of your surroundings.

► **9- Accidents:** Happen when there is over-reliance on equipment, lack of training, poor bridge layout and lack of support from the Master & senior officers.

► **8- Support & Mentoring:** ECDIS can provide junior officers with a means to contribute to effective communication and resource management through mentoring senior officers, and vice versa.

► **10- Managing & Accepting the change:** A very important aspect of the change from paper charts to ECDIS is that of standards. Masters are responsible for 'setting the bar' and junior officers need to take pride in how they meet these standards. How we manage this is entirely up to us.