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CONSOLIDATION OF ECDIS-RELATED IMO CIRCULARS

**Submitted by Australia, Norway, the United Kingdom, Republic of Korea,
the International Hydrographic Organization (IHO), the Nautical Institute (NI)
and the Comité International Radio-Maritime (CIRM)**

SUMMARY

Executive summary: This document proposes to consolidate ECDIS-related information contained in seven IMO circulars into one IMO circular

Strategic direction: 5.2

High-level action: 5.2.4

Planned output: 5.2.4.5

Action to be taken: Paragraph 15

Related documents: MSC 90/25/13, MSC 90/28; NAV 59/11, NAV 59/20; resolutions A.817(19), MSC.64(67), MSC.86(70) and MSC.232(82); MSC.1/Circs.982, 1091, 1221, 1389 and 1391 SN.1/Circs.207/Rev.1, 213, 243, 243/Add.1, 255, 265, 266/Rev.1, 276, 288 and 312

Introduction

1 This document proposes to consolidate existing ECDIS-related information contained in seven IMO circulars into one IMO circular. The attached annex contains the draft of such a consolidated IMO MSC circular and is titled *ECDIS – Guidance for Good Practice*.

2 This document is submitted in accordance with paragraph 6.12.3 of the *Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.4/Rev.2).

Background

3 At MSC 90 (May 2012), Australia, Canada, the United Kingdom, the International Hydrographic Organization (IHO), the International Chamber of Shipping (ICS) and the Nautical Institute (NI) submitted a document (MSC 90/25/13), which proposed the

consolidation of ECDIS-related information contained in several IMO circulars, into a single IMO circular.

4 MSC 90 agreed to include in the 2012-13 biennial agenda of NAV, an unplanned output on "Consolidation of ECDIS-related IMO Circulars", with a target completion year of 2014, and instructed the Sub-Committee on Safety of Navigation (NAV) to include this matter on the provisional agenda for NAV 59 (MSC 90/28).

5 At NAV 59, Australia et al. submitted a proposed draft MSC circular (NAV 59/11) containing all ECDIS-related information extracted from seventeen IMO circulars. Several delegations spoke on the issue at NAV 59 and recalled the decision of MSC 90, which was based on the need to provide clear and unambiguous guidance for the carriage and use of ECDIS. A majority of the delegations were of the view that the draft MSC circular as presented needed to be reviewed carefully to ensure that the aforementioned objectives were achieved.

6 In order to address the issues raised at NAV 59, Australia coordinated the work of an ad hoc drafting group to review the draft MSC circular. The ad hoc drafting group noted that the MSC circular had been drafted in a way that depended on the existing IMO circulars remaining in place. However, due to time constraints, it was not possible to consolidate the existing circulars into one circular, which would also necessitate revocation of already existing circulars.

7 The Sub-Committee agreed to hold the agenda item open until next year (2014) so that other submissions could be made to address the issues.

Discussion

8 The use of ECDIS to meet the chart carriage requirements of SOLAS V/19.2.10, represents the most significant change in the navigation of ships in recent times. ECDIS in operation comprises hardware, software and data (electronic charts) and is widely regarded as a safety-relevant navigational aid.

9 It is recognized that while much useful IMO guidance already exists, it has understandably been developed incrementally over the years and at times, on a reactive basis.

10 With the implementation of mandatory carriage of ECDIS on board some ships from 1 July 2012 onwards, there are concerns that stakeholders need clear and unambiguous guidance to ensure safe and efficient transition from paper charts to ECDIS.

11 If existing IMO ECDIS-related information can be brought together in a single document, it will provide a one-stop shop for IMO guidance on ECDIS-related matters to a wide range of stakeholders (e.g. seafarers, equipment manufacturers, type approval bodies, electronic chart producers, data service providers, shipowners and operators, training providers and maritime Administrations). It is vital that all stakeholders have a clear and common understanding of various ECDIS matters that contribute to the safe and effective use of ECDIS on board ships.

Proposal

12 In the light of the discussions held at NAV 59, both during plenary and in the ad hoc drafting group (chaired by Australia), the sponsors of this document have reviewed the draft MSC circular (NAV 59/11, annex) and adopted a somewhat different approach for

consolidating the ECDIS circulars. This time, only the seven "pure" ECDIS-related circulars have been considered fit for such consolidation. The co-sponsors have produced a draft MSC circular that could be easily kept up-to-date without duplication or need for continual cross-referencing. Additionally, the draft MSC circular would allow for the cancellation of the seven ECDIS-related circulars that it would replace. However, it should be noted that there remain several other IMO circulars that also address ECDIS matters to varying degrees; reference should be made to these circulars where necessary.

13 The draft MSC circular in the annex termed "*ECDIS – Guidance for Good Practice*" contains consolidated guidance. This guidance **does not** introduce any new requirements. It merely draws together relevant guidance from seven existing ECDIS circulars and presents them in a consolidated and structured manner. The draft MSC circular also **does not** include any new or additional ECDIS-related information that is currently not in the existing circulars. Only where absolutely necessary, has text from existing circulars been amended and then only to link statements or provide context.

14 For ease of reference and traceability, original text from existing circulars is presented in *italics*. Additionally, at the end of each paragraph, the source of the text (from the relevant IMO document/circular) is indicated.

Action requested of the Sub-Committee

15 The Sub-Committee is invited to:

- .1 review and approve the draft MSC circular (as provided in the annex);
- .2 request MSC to revoke the relevant existing ECDIS-related circulars; and
- .3 take any further action it considers appropriate.

ANNEX

DRAFT MSC CIRCULAR

ECDIS – GUIDANCE FOR GOOD PRACTICE

1 The undeniable safety benefits of navigating with Electronic Chart Display and Information Systems (ECDIS) were recognized through Formal Safety Assessments submitted to the Organization and experience gained by the voluntary use of ECDIS for many years. ECDIS was mandated for carriage by High-Speed Craft (HSC) as early as 1 July 2008. Subsequently, the mandatory carriage of ECDIS for ships other than HSC (depending on the ship type, size and construction date, as required by SOLAS chapter V, regulation 19.2.10) commenced in a phased manner from 1 July 2012 onwards.

2 ECDIS is a complex, safety-relevant, software-based system with multiple options for display and integration. The ongoing safe and effective use of ECDIS involves many stakeholders including seafarers, equipment manufacturers, chart producers, hardware and software maintenance providers, shipowners and operators, and training providers. It is important that all these stakeholders have a clear and common understanding of their roles and responsibilities in relation to ECDIS.

3 ECDIS was accepted as meeting the chart carriage requirements of SOLAS regulation V/19 in 2002. Over the years, IMO Member States, hydrographic offices, equipment manufacturers and other organisations have contributed to the development of guidance on a variety of ECDIS-related matters. Over the years, IMO has issued a series of complementary circulars on ECDIS.

4 Whilst much useful IMO guidance on ECDIS was developed in this incremental manner, the information now needs to be consolidated where possible, to have ECDIS-related guidance within a single circular, which could be easily kept up to date without duplication or need for continual cross-referencing. Such consolidation of information will offer clear and unambiguous understanding of the carriage requirements and use of ECDIS.

5 The consolidated guidance termed "*ECDIS – Guidance for Good Practice*" set out at the annex to this circular (referred to as "Guidance" hereafter), draws together relevant guidance from seven previous ECDIS circulars into a single, consolidated document. Ship operators, masters and navigating officers on ECDIS-fitted ships are encouraged to use this Guidance to improve their understanding and facilitate safe and effective use of ECDIS.

6 The Maritime Safety Committee, at its [ninety-fourth session (17 to 21 November 2014)], approved the annexed *ECDIS – Guidance for Good Practice*.

7 Members of the Organization and all Contracting Governments to the SOLAS Convention are invited to bring this circular to the attention of all entities concerned. In particular, port States are invited to make the Guidance available to their port State control inspectors, and flag States to shipowners, masters, recognized organizations, flag State control inspectors and surveyors. An electronic copy of this circular can be downloaded from the Organization's website at: (<http://www.imo.org/OurWork/Circulars/Pages/Home.aspx>).

8 This circular revokes MSC.1/Circ.1391, SN.1/Circ.207/Rev.1, SN.1/Circ.266/Rev.1, SN.1/Circ.276, SN.1/Circ.312, STCW 7/Circ.10 and STCW 7/Circ.18.

ANNEX

ECDIS – GUIDANCE FOR GOOD PRACTICE



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INTRODUCTION

1 The undeniable safety benefits of navigating with Electronic Chart Display and Information Systems (ECDIS) were recognized through Formal Safety Assessments submitted to the Organization and experience gained by the voluntary use of ECDIS for many years. ECDIS was mandated for carriage by High-Speed Craft (HSC) as early as 1 July 2008. Subsequently, the mandatory carriage of ECDIS for ships other than HSC (depending on the ship type, size and construction date, as required by SOLAS chapter V, regulation 19.2.10) commenced in a phased manner from 1 July 2012 onwards.

2 ECDIS is a complex, safety-relevant, software-based system with multiple options for display and integration. The ongoing safe and effective use of ECDIS involves many stakeholders including seafarers, equipment manufacturers, chart producers, hardware and software maintenance providers, shipowners and operators, and training providers. It is important that all these stakeholders have a clear and common understanding of their roles and responsibilities in relation to ECDIS.

3 This *ECDIS – Guidance for Good Practice*, referred to as "Guidance" hereafter, draws together relevant guidance from seven previous ECDIS circulars into a single, consolidated document. It has been laid out in seven sections, namely:

- A. Chart carriage requirement of SOLAS
- B. Maintenance of ECDIS software
- C. Operating anomalies identified within ECDIS
- D. Differences between raster chart display system (RCDS) and ECDIS
- E. ECDIS training
- F. Transitioning from paper chart to ECDIS navigation
- G. Guidance on training and assessment in the operational use of ECDIS simulators

This Guidance is intended to assist smooth implementation of ECDIS and its ongoing safe and effective use on board ships. Ship operators, masters and navigating officers on ECDIS-fitted ships are encouraged to use this Guidance to improve their understanding and facilitate safe and effective use of ECDIS.

4 Although this Guidance replaces seven IMO ECDIS-related circulars, there remain several other IMO circulars that also address ECDIS matters to a varying degree and reference should also be made to these circulars, where necessary. A list containing the IMO ECDIS performance standards, the seven IMO ECDIS-related circulars that have been replaced and the other IMO circulars that relate to ECDIS is provided in the reference section.

A CHART CARRIAGE REQUIREMENT OF SOLAS

5 The mandatory carriage of ECDIS, as required by SOLAS regulation V/19.2.10, is subject to a staged entry into force between 1 July 2012 and 1 July 2018. As per SOLAS regulations V/18 and V/19, for a ship to use ECDIS to meet the chart carriage requirements of SOLAS, the ECDIS equipment must conform to the relevant IMO performance standards. ECDIS units on board are required to comply with one of two performance standards (either IMO resolutions A.817(19), as amended or MSC.232(82), [as may be amended]), depending on the date of their installations. Essentially, where an ECDIS is being used to meet the chart carriage requirements of SOLAS, it must:

- (i) be type-approved;
- (ii) use up to date nautical charts;

- (iii) be maintained so as to be compatible with the latest applicable IHO standards; and
- (iv) have adequate, independent back-up arrangements in place.

(References: SOLAS regulations V/2, V/18, V/19 and V/27; resolution A.817(19), as amended, or MSC.232(82), [as may be amended])

6 According to SOLAS regulation V/18, ECDIS units on board ships must be type-approved. Type approval is the certification process that ECDIS equipment must undergo before it can be considered as complying with the IMO performance standards. The process is carried out by flag Administration accredited type-approval organizations or marine classification societies in accordance with the relevant test standards developed by, inter alia, the International Electrotechnical Commission (IEC) (e.g. IEC 61174). **(Reference: SOLAS regulation V/18).**

7 In accordance with SOLAS regulation V/19.2.1.4, ships must carry all nautical charts necessary for the intended voyage. As defined by SOLAS regulation V/2.2, nautical charts are issued officially by or on the authority of a Government, authorized Hydrographic Office or other relevant government institutions. Ships required to fit ECDIS and ships choosing to use ECDIS to meet the chart carriage requirements of SOLAS should carry Electronic Navigational Charts (ENCs) or, where ENCs are not available at all or are not of an appropriate scale for the planning and display of the ship's voyage plan, Raster Navigational Charts (RNC) and/or any needed paper charts. **(Reference: SOLAS regulations V/2.2 and V/19.2).**

8 *The IHO provides an online chart catalogue that details the coverage of ENCs together with references to coastal State guidance on any requirements for paper charts (where this has been provided). The catalogue also provides links to IHO Member States' websites where additional information may be found. The IHO online chart catalogue can be accessed from the IHO website at: www.iho.int. (Reference: SN.1/Circ.276).*

9 As per SOLAS regulation V/27, all nautical charts necessary for the intended voyage shall be adequate and up to date. For ships using ECDIS to meet the chart carriage requirement of SOLAS, all ENCs and RNCs must be of the latest available edition and be kept up to date using both the electronic chart updates (e.g. ENC updates) and the latest available notices to mariners. Additionally, ECDIS software should be kept up to date such that it is capable of displaying up to date electronic charts correctly according to the latest version of the IHO's chart content and display standards. **(Reference: SOLAS regulation V/27).**

10 Relevant appendices of the IMO performance standards for ECDIS specify the requirements for *adequate independent back-up arrangements to ensure safe navigation in case of ECDIS failure. Such arrangements include: 1) facilities enabling a safe take-over of the ECDIS functions in order to ensure that an ECDIS failure does not result in a critical situation; 2) a means to provide for safe navigation for the remaining part of the voyage in case of ECDIS failure.* **(References: Resolutions A.817(19), as amended, and MSC.232(82) [as may be amended]).**

B MAINTENANCE OF ECDIS SOFTWARE

11 *ECDIS in operation comprises hardware, software and data. It is important for the safety of navigation that the application software within the ECDIS works fully in accordance*

with the Performance standards and is capable of displaying all the relevant digital information contained within the ENC. **(Reference: SN.1/Circ.266/Rev.1).**

12 ECDIS that is not updated for the latest version of IHO standards may not meet the chart carriage requirements as set out in SOLAS regulation V/19.2.1.4. **(Reference: SN.1/Circ.266/Rev.1).**

13 For example, in January 2007, Supplement No.1 to the IHO ENC Product Specification was introduced in order to include, within the ENC, the then recently introduced IMO requirements for Particularly Sensitive Sea Areas (PSSA), Archipelagic Sea Lanes (ASL) and to cater for any future Safety of Navigation requirements. **(Reference: SN.1/Circ.266/Rev.1).**

14 Any ECDIS which is not upgraded to be compatible with the latest version of the IHO ENC Product Specification or the Presentation Library may be unable to correctly display the latest charted features. Additionally, the appropriate alarms and indications may not be activated even though the features have been included in the ENC. Similarly any ECDIS which is not updated to be fully compliant with the latest version of the IHO Data Protection standard may fail to decrypt or to properly authenticate some ENCs, leading to failure to load or install. An up to date list of all the relevant IHO standards relating to ECDIS equipment can be accessed from the IHO website (www.iho.int). **(Reference: SN.1/Circ.266/Rev.1).**

15 The need for safe navigation requires that manufacturers should provide a mechanism to ensure software maintenance arrangements are adequate. This may be achieved through the provision of software version information using a website. Such information should include the IHO standards which have been implemented. **(Reference: SN.1/Circ.266/Rev.1).**

16 Administrations should inform shipowners and operators that proper ECDIS software maintenance is an important issue and that adequate measures need to be implemented by masters, shipowners and operators in accordance with the International Safety Management (ISM) Code. **(Reference: SN.1/Circ.266/Rev.1).**

C OPERATING ANOMALIES IDENTIFIED WITHIN ECDIS

17 A number of ECDIS operating anomalies have been identified. Due to the complex nature of ECDIS, and in particular because it involves a mix of hardware, software and data, it is possible that further anomalies may exist. **(Reference: SN.1/Circ.312).**

18 These anomalies are particularly apparent in ECDIS units that have been built and type-approved to ECDIS Performance standards (resolution A.817(19), as amended), (i.e. before 2009). However, ECDIS units type-approved to the revised ECDIS Performance standards (resolution MSC.232(82), [as may be amended]) are still vulnerable to the limitations in appendix 1, item 5(a). **(Reference: SN.1/Circ.312).**

19 An ECDIS anomaly is an unexpected or unintended behaviour of an ECDIS unit which may affect the use of the equipment or navigational decisions made by the user. Examples include, but are not limited to:

- failure to display a navigational feature correctly, such as:
- navigation areas recently recognized by IMO such as PSSA (Particularly Sensitive Sea Area) and ASL (Archipelagic Sea Lanes);

- *lights with complex characteristics; and*
- *underwater features and isolated dangers;*
- *failure to detect objects by "route checking" in voyage planning mode;*
- *failure to alarm correctly; and*
- *failure to manage a number of alarms correctly (Reference: SN.1/Circ.312).*

20 *The existence of such anomalies highlights the importance of maintaining ECDIS software to ensure that it is capable of displaying up to date electronic charts correctly according to the latest version of the IHO's chart content and display standards. It is recommended that appropriate checks are made with the equipment manufacturer. This is of particular importance where ECDIS is the only source of chart information available. (Reference: SN.1/Circ.312).*

21 *IHO has produced an ECDIS Data Presentation and Performance Check (DPPC) dataset that allows mariners to check some important aspects of the operation of their ECDIS. This dataset contains two fictitious ENC cells which navigating officers can load into their ECDIS units to assess operating performance and to determine whether there may be any display anomalies that either need to be remedied or otherwise managed in the way that the ECDIS is operated. If the check highlights a problem, the accompanying guidance notes with the check dataset offer suggested courses of action. The check dataset and accompanying instructions can be obtained from ENC service providers, or can be downloaded from the IHO website at: (www.iho.int). (Reference: SN.1/Circ.312).*

22 *A list of the known anomalies with advice, and information on whether or not the DPPC dataset checks for each anomaly is provided in appendix 1. (Reference: SN.1/Circ.312).*

23 *Given the widespread use and the 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. (Reference: MSC.1/Circ.1391).*

24 *In order to better understand the extent of the issue, Administrations are invited 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 ENCs, 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. (Reference: MSC.1/Circ.1391)*

D DIFFERENCES BETWEEN RASTER CHART DISPLAY SYSTEM (RCDS) AND ECDIS

25 ECDIS may be operated in one of the *two modes*:

- .1 *the ECDIS mode when ENC's are used; and*
- .2 *the RCDS mode when ENC's are not available and RNC's are used instead.*
(Reference: SN.1/Circ.207/Rev.1)

Although in recent years, ENC coverage has increased rapidly, there could be some areas for which suitably detailed ENC's may not have been issued.

26 *The RCDS mode does not have the full functionality of ECDIS and can only be used together with an appropriate portfolio of up-to-date paper charts.* Limitations of the RCDS mode are provided in appendix 2. **(Reference: SN.1/Circ.207/Rev.1)**

E ECDIS TRAINING

27 *The information provided below aims to assist Member Governments, Parties to STCW Convention, companies and seafarers in ensuring that training programmes in the use of ECDIS provided to masters and officers¹ certificated under chapter II or VII of the STCW Convention serving on ships fitted with ECDIS takes into account.* **(Reference: STCW.7/Circ.18):**

- .1 under the provisions of STCW Convention and Code, all officers in charge of a navigational watch on ships of 500 gross tonnage or more must have a thorough knowledge and ability to use nautical charts and nautical publications (Refer STCW Code, table A-II/1). **(Reference: STCW Code, table A-II/1);**
- .2 *masters and officers* in charge of a navigational watch (both at management and operational level) *serving on ships fitted with ECDIS*, should as a minimum, *undertake appropriate generic ECDIS training (which may be based upon IMO model course² 1.27), meeting the competence requirements of the 2010 Manila Amendments to the STCW Convention and Code.* **(Reference: STCW.7/Circ.18);**
- .3 the 2010 Manila Amendments to the STCW Convention and Code have reinforced ECDIS training requirement and introduced several additional specific competencies in the use of ECDIS for officers in charge of a navigational watch both at management and operational level (Refer STCW Code, tables A-II/1 and A-II/2) serving on ECDIS-fitted ships. Training in accordance with the 2010 Manila Amendments became effective from 1 July 2013. **(Reference: STCW Code, table A-II/1 and A-II/2);**
- .4 *masters and officers certificated under chapter II of the STCW Convention serving on board ships fitted with ECDIS are to be familiarized (in accordance with STCW regulation I/14) with the ship's equipment including ECDIS.* **(Reference: STCW.7/Circ.18);**

¹ Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS. This limitation shall be reflected in the endorsements issued to the seafarer concerned (refer to tables A-II/1 and A-II/2 of the STCW Code).

² MO model course 1.27 on Operational Use of Electronic Chart Display and Information Systems (ECDIS).

- .5 *ECDIS manufacturers are encouraged to provide resources, such as type-specific materials, which could be provided on a CD or DVD. These resources may form part of the ECDIS familiarization training. (Reference: STCW.7/Circ.18);*
- .6 *regulation I/14, paragraph 1.5 of the STCW Convention, as well as sections 6.3 and 6.5 of the International Safety Management (ISM) Code, requires companies to ensure seafarers are provided with familiarization training. A ship safety management system should include familiarization with the ECDIS equipment fitted, including its backup arrangements, sensors and related peripherals. To assist Member Governments, Parties to the STCW Convention, companies and seafarers, a record of such familiarization should be provided. ECDIS manufacturers are encouraged to provide resources, such as type-specific materials, which could be provided on a CD or DVD. These resources may form part of the ECDIS familiarization training. (Reference: STCW.7/Circ.18);*
- .7 *Administrations should inform their port State control officers of the requirements for ECDIS training as detailed in paragraph 6 above. A certificate of competency issued in accordance³ with the 2010 Manila Amendments would be prima facie evidence of generic ECDIS training; however, a record of the ship specific familiarization of the ECDIS should be provided. (Reference: STCW.7/Circ.18); and*
- .8 *attention is also drawn to STCW.7/Circ.17 – Advice for port State control officers on transitional arrangements leading up to the full implementation of the requirements of the 2010 Manila Amendments to the STCW Convention and Code on 1 January 2017 and STCW.7/Circ.16 – Clarification of transitional provisions relating to the 2010 Manila Amendments to the STCW Convention and Code. (Reference: STCW.7/Circ.18).*

F *TRANSITIONING FROM PAPER CHART TO ECDIS NAVIGATION*

28 *As an initial step, shipowners and operators should undertake an assessment of the issues involved in changing from paper chart to ECDIS navigation. Ships' crews should participate in any such assessment so as to capture any practical concerns or needs of those that would be required to use ECDIS. Such a process will help facilitate an early understanding of any issues to be addressed and will aid ships' crews prepare for change (Reference: SN.1/Circ.276).*

29 *Documenting the assessment of issues, combined with the development of ECDIS standard operating procedures, will help lead to the adoption of robust ECDIS navigation practices, simplification of crew training and facilitate smooth handovers between crews (Reference: SN.1/Circ.276).*

30 *In addition, shipowners and operators should ensure that their ships' crews are provided with a generic ECDIS training and an ECDIS familiarization programme so that the ships' crew fully understand the use of ECDIS for passage planning and navigation (Reference: SN.1/Circ.276).*

³ Training and assessment in the use of ECDIS is not required for those who serve exclusively on ships not fitted with ECDIS. This limitation shall be reflected in the endorsements issued to the seafarer concerned (refer to tables A-II/1 and A-II/2 of the STCW Code).

31 *In addition to national and international rules, regulations, the IMO model course and performance standards, the IHO has published an online publication "Facts about electronic charts and carriage requirements". It is a recommended source of information on ECDIS hardware, training and the technical aspects of electronic chart data. Copies are available free of charge from various sources including: www.iho.int. (Reference: SN.1/Circ.276).*

32 *Shipowners and operators should always refer to their national Administrations for the latest information on ECDIS carriage and use. (Reference: SN.1/Circ.276).*

G GUIDANCE ON TRAINING AND ASSESSMENT IN THE OPERATIONAL USE OF ECDIS SIMULATORS

33 *When simulators are being used for training or assessment in the operational use of ECDIS the following principles should be taken into consideration in any such training or assessment (Reference: STCW.7/Circ.10):*

- .1 Training and assessment in the operational use of the ECDIS should:*
 - incorporate the use of an ECDIS simulation equipment; and*
 - conform to standards not inferior to those given in paragraphs .2 to .30 below.*

- .2 ECDIS simulation equipment should, in addition to meeting all applicable performance standards set out in section A-1/12 of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended, be capable of simulating navigational equipment and bridge operational controls which meet all applicable performance standards adopted by the Organization, incorporate facilities to generate soundings and:*
 - (i) create a real-time operating environment, including navigation control and communications instruments and equipment appropriate to the navigation and watchkeeping tasks to be carried out and the manoeuvring skills to be assessed; and*
 - (ii) realistically simulate "own ship" characteristics in open water conditions, as well as the effects of weather, tidal stream, and currents.*

- .3 Demonstrations of, and practice in, ECDIS use should be undertaken where appropriate through the use of simulators. Training exercises should preferably be undertaken in real time, in order to increase trainees' awareness of the hazards of the improper use of ECDIS. Accelerated time-scale may be used only for demonstrations.*

34 Detailed guidance is provided in appendix 3.

Appendix 1

***LIST OF ECDIS APPARENT OPERATING AND DISPLAY ANOMALIES
(NOT IN PRIORITY ORDER)***

In the following list, items 1, 2, 3, 4, 5(b), 6, 7, and 11 are checked by the IHO DPPC dataset dated November 2011:

1 *Inability to correctly display symbols for IMO-approved features such as ASLs or PSSAs – ECDIS equipment that does not have the latest version of the IHO Presentation Library installed will, instead of displaying the correct symbol, either show question marks (?) or nothing at all. In some cases the ECDIS may fail to load an ENC that includes such data. An ECDIS retains its type approval certificate regardless of the version of the Presentation Library installed.*

Workaround – interrogate any "?" symbol displayed using the "pick report" or refer to paper charts and/or publications.

2 *Incorrect display of foul areas and obstructions in some ECDIS equipment – some ECDIS models do not show some underwater features in Standard display mode as expected (however they do activate appropriate alarms). These features are only displayed when the "All" or "Other" display mode is used. Also in some cases different symbols are used to depict these features.*

Workaround – use Mode "All" or "Other".

3 *On some occasions some stranded/dangerous wrecks and obstructions may not display in any mode; it is believed that this is limited to some ECDIS versions from a single manufacturer who has now produced a software amendment to resolve the problem.*

Workaround – use paper charts.

4 *An object that falls on a contour line may fail to display in "Standard" Mode in some ECDIS equipment.*

Workaround – use Mode "All" or "Other".

5 *Small (point) land areas, especially those depicted only on small scale (usage band 1 and 2) ENCs may not always be clearly displayed and do not always activate alarms in route planning or route monitoring modes in some ECDIS equipment:*

- (a) it is possible for small land features to be obscured by other chart detail such as names or contour labels; and*
- (b) some ECDIS equipment may not conduct route checks on small scale ENCs and may not therefore provide an appropriate warning. Where this is the case the land area may not be detected by the "look-ahead" function during route monitoring.*

Workaround – careful manual inspection of the largest scale ENC available.

Due to the limitations of ECDIS referred to in 5(a) above, mariners (even those using the most modern systems) should always undertake careful visual inspection of the entire

planned route using the "Other/All" display mode to confirm that it, and any deviations from it, are clear of dangers.

6 *Incorrect display of the coloured arcs of light sectors – some ECDIS may not display the coloured arcs of complex lights as intended. This is especially prevalent where the sectors straddle 0/360 degree (North).*

Workaround – use "pick report" function to check light sectors.

7 *Some early models of ECDIS are unable to display correctly time-variable data encoded in ENC's. For example features with Date Start and Date End attributes used for the implementation of new Traffic Routing measures in ENC's may not be depicted correctly; the result being that both old and new instances are displayed simultaneously. Tests for this were not included in IEC61174 Ed1.*

Workaround – use "pick report" function to determine Start/End date/time.

8 *Tidal stream data not available in usable form – some early models of ECDIS only provide a comma-separated list of values which is difficult to interpret and use.*

Workaround – use Tidal Stream Atlases external to ECDIS.

9 *Display of anchorage, berth and channel names may not be easily visible to the mariner and the radius of a maximum swinging circle may not be shown.*

Workaround – use "All" or "Other" display mode and "pick report" function to obtain swinging circle information; VTS/Port Authority communications will be able to clarify any necessary names.

10 *Three hundred and sixty degree landfall lights not always prominent in comparison to shorter range sector lights.*

Workaround – mariners to be aware – use "pick report" to verify light characteristic.

11 *ENC's may include certain shoal soundings, especially reported depths, which have been encoded in such a way that they do not display in "Standard" mode and might not activate an alarm even where the depth is less than the safety contour setting. Most Hydrographic Offices have reported to the IHO that they have updated the relevant ENC's to ensure that significant depths are displayed in Standard mode.*

Workaround – operate in a display Mode where all soundings are shown.

12 *Areas of foul ground that have no known depth value may be depicted in some ECDIS as isolated dangers and shown in "Standard" mode; this can result in unnecessary screen clutter.*

Workaround – no workaround for clutter problem, mariners to be aware and use "pick report" function to determine if the feature is a danger.

13 *Where ECDIS includes an option to show isolated dangers in waters shoaler than the safety contour value the symbology used may vary between manufacturers.*

Workaround – mariners to be aware and to use "All" or "Other" mode when operating in such areas.

14 *Screen clutter can be a problem when displaying smaller scale ENC's for areas where larger scale coverage is also loaded in ECDIS. This can be more apparent when the user zooms out. This is due to a combination of each manufacturer's ENC loading strategy and the individual ENC producer's encoding policy. Where HOs use SCAMIN (scale minimum) attributes on chart features then this problem is minimized. The intention of the IHO standard is that ECDIS should not display ENC data which has a compilation scale significantly different from the display scale in use. Improvements could be made, in future, by adopting a standardized ENC loading strategy based on a scale range defined within the ENC.*

Workaround – the situation can be improved through use of the standard display mode during voyage monitoring and appropriate (but not over) use of the zoom function. This technique has been included in the IMO 1-27 Model Course syllabus.

15 *In some ECDIS equipment the text for some notes in the ENC may be truncated or not displayed at all, and therefore is not available to the mariner.*

Workaround – no workaround available; mariners should advise ENC service providers where they observe this problem.

16 *Unnecessary alarms and indications – feedback from mariners shows that ECDIS can produce excessive and distracting alarms. This is due to a combination of the interpretation of the requirements of the ECDIS Performance Standards and the ENC encoding. Some control over the number of alarms and indications is available to the mariner in ECDIS built to the revised Performance Standards (resolution MSC.232(82), [as may be amended]) but this is not always recognized.*

Workaround – the methods available to minimize alarms are included in the IMO 1-27 Model Course syllabus.

Appendix 2

DIFFERENCES BETWEEN RASTER CHART DISPLAY SYSTEM (RCDS) AND ECDIS

The mariners' attention is drawn to the following limitations of the RCDS mode:

- 1 unlike ENC, where there are no displayed boundaries, RNCs are based on paper charts and as such have boundaries which are evident in ECDIS;*
- 2 RNCs will not trigger automatic alarms (e.g. anti-grounding). However alarms and indications can be generated with the manual addition, during passage planning, e.g. of clearing lines, ship safety contour lines, isolated danger markers and danger areas to mitigate these limitations;*
- 3 horizontal datums and chart projections may differ between RNCs. Mariners should understand how a chart's horizontal datum relates to the datum of the position fixing system in use. In some instances, this may appear as a shift in position. This difference may be most noticeable at grid intersections;*
- 4 a number of RNCs cannot be referenced to either WGS-84 or PE 90 geodetic datums. Where this is the case, ECDIS should give a continuous indication;*
- 5 the display of RNCs features cannot be simplified by the removal of features to suit a particular navigational circumstance or task at hand. This could affect the superimposition of radar/ARPA;*
- 6 without selecting different scale charts the look-ahead capability may be limited. This may lead to inconvenience when determining range and bearing or the identity of distant objects;*
- 7 orientation of the RCDS display to other than chart-up, may affect the readability of chart text and symbols (e.g. course-up, route-up);*
- 8 it is not possible to interrogate RNC features to gain additional information about charted objects. Whether using ENC or RNC, in the planning process a navigator should consult all relevant publications (such as sailing directions, etc.);*
- 9 with RNC it is not possible to display a ship's safety contour or safety depth and highlight it on the display, unless these features are manually entered during route planning;*
- 10 depending on the source of the RNC, different colours may be used to show similar chart information. There may also be differences in colours used during day and night time;*
- 11 an RNC is intended to be used at the scale of the equivalent paper chart. Excessive zooming in or zooming out can seriously degrade the displayed image. If the RNC is displayed at a larger scale than the equivalent paper chart, the ECDIS will provide an indication; and*
- 12 ECDIS provides an indication in the ENC which allows a determination of the quality of hydrographic the data. When using RNCs, mariners are invited to consult the source diagram or the zone of confidence diagram, if available.*

Appendix 3

GUIDANCE ON TRAINING AND ASSESSMENT IN THE OPERATIONAL USE OF ECDIS SIMULATORS

GENERAL

Goals of an ECDIS training programme

- .1 *The ECDIS trainee should be able to:*
 - (i) operate the ECDIS equipment, use the navigational functions of ECDIS, select and assess all relevant information and take proper action in the case of a malfunction;
 - (ii) state the potential errors of displayed data and the usual errors of interpretation; and
 - (iii) explain why ECDIS should not be relied upon as the sole reliable aid to navigation.

Theory and demonstration

- .2 *As the safe use of ECDIS requires knowledge and understanding of the basic principles governing ECDIS data and their presentation rules as well as potential errors in displayed data and ECDIS-related limitations and potential dangers, a number of lectures covering the theoretical explanation should be provided. As far as possible, such lesson should be presented within a familiar context and make use of practical examples. They should be reinforced during simulator exercises.*
- .3 *For safe operation of ECDIS equipment and ECDIS-related information (use of the navigational functions of ECDIS, selection and assessment of all relevant information, becoming familiar with ECDIS man-machine interfacing), practical exercises and training on the ECDIS simulators should constitute the main content of the course.*
- .4 *For the definition of training objectives, a structure of activities should be defined. A detailed specification of learning objectives should be developed for each topic of this structure.*

Simulator exercises

- .5 *Exercises should be carried out on individual ECDIS simulators, or full-mission navigation simulators including ECDIS, to enable trainees to acquire the necessary practical skills. For real time navigation exercises, navigation simulators are recommended to cover the complex navigation situation. The exercises should provide training in the use of the various scales, navigational modes, and display modes which are available, so that the trainees will be able to adapt the use of the equipment to the particular situation concerned.*
- .6 *The choice of exercises and scenarios is governed by the simulator facilities available. If one or more ECDIS workstations and a full-mission*

simulator are available, the workstations may primarily be used for basic exercises in the use of ECDIS facilities and for passage planning exercises, whereas full-mission simulators may primarily be used for exercises related to passage monitoring functions in real time, as realistic as possible in connection with the total workload of a navigational watch. The degree of complexity of exercises should increase throughout the training programme until the trainee has mastered all aspects of the learning subject.

- .7 Exercises should produce the greatest impression of realism. To achieve this, the scenarios should be located in fictitious sea area. Situations, functions and actions for different learning objectives which occur in different sea areas can be integrated into one exercise and experienced in real time.*
- .8 The main objective of simulator exercises is to ensure that a trainee understands his responsibilities in the operational use of ECDIS in all safety-relevant aspects and is thoroughly familiar with the used system and equipment.*

Principal types of ECDIS systems and their display characteristics

- .9 The trainee should gain knowledge of the principal types of ECDIS in use; their various display characteristics, data structure and an understanding of:
 - .1 differences between vector and raster charts;*
 - .2 differences between ECDIS and ECS;*
 - .3 differences between ECDIS and RCDS;*
 - .4 characteristics of ECDIS and their different solutions;*
 - .5 characteristics of systems for special purposes (unusual situations/emergencies).**

Risks of over-reliance on ECDIS

- .10 The training in ECDIS operational use should address:
 - .1 the limitations of ECDIS as a navigational tool;*
 - .2 potential risk of improper functioning of the system;*
 - .3 system limitations, including those of its sensors;*
 - .4 hydrographic data inaccuracy; limitations of vector and raster electronic charts (ECDIS vs. RCDS and ENC vs. RNC); and*
 - .5 potential risk of human errors.**

Emphasis should be placed on the need to keep a proper look-out and to perform periodical checking, especially of the ship's position, by ECDIS-independent methods.

Detection of misrepresentation of information

- .11 *Knowledge of the limitations of the equipment and detection of misrepresentation of information is essential for the safe use of ECDIS. The following factors should be emphasized during training:*
 - .1 *performance standards of the equipment;*
 - .2 *radar data representation on an electronic chart, elimination of discrepancy between the radar image and the electronic chart;*
 - .3 *possible projection discrepancies between an electronic and paper charts;*
 - .4 *possible scale discrepancies (overscaling and underscaling) in displaying an electronic chart and its original scale;*
 - .5 *effects of using different reference systems for positioning;*
 - .6 *effects of using different horizontal and vertical datums;*
 - .7 *effects of the motion of the ship in a seaway;*
 - .8 *ECDIS limitations in raster chart display mode;*
 - .9 *potential errors in the display of:*
 - .1 *the own ship's position;*
 - .2 *radar data and ARPA information;*
 - .3 *different geodetic co-ordinate systems; and*
 - .10 *verification of the results of manual or automatic data correction:*
 - .1 *comparison of chart data and radar picture; and*
 - .2 *checking the own ship's position by using the other independent position fixing systems.*
- .12 *False interpretation of the data and proper action taken to avoid errors of interpretation should be explained. The implications of the following should be emphasized:*
 - .1 *ignoring overscale of the display;*
 - .2 *uncritical acceptance of the own ship's position;*
 - .3 *confusion of display mode;*
 - .4 *confusion of chart scale;*
 - .5 *confusion of reference systems;*
 - .6 *different modes of presentation;*
 - .7 *different modes of vector stabilization;*

- .8 *differences between true north and gyro north (radar);*
- .9 *the same data reference system;*
- .10 *appropriate chart scale;*
- .11 *using the best-suited sensor to the given situation and circumstances;*
- .12 *entering the correct values of safety data; and*
 - .1 *the own ship's safety contour;*
 - .2 *safety depth (safe water); and*
 - .3 *events; and*
- .13 *proper use of all available data.*
- .13 *Appreciation that RCDS is only a navigational aid and when operating in the RCDS mode and that ECDIS equipment should be used together with an appropriate portfolio of up-to-date paper charts.*

Factors affecting system performance and accuracy

- .14 *An elementary understanding should be attained of the principles of ECDIS, together with a full practical knowledge of:*
 - .1 *starting and setting up ECDIS; connecting data sensors: satellite and radionavigation system receivers, radar, gyrocompass, log, echo-sounder; accuracy and limitations of these sensors, including effect of measurements errors and ship's position accuracy, manoeuvring on the accuracy of course indicators performance, compass error on the accuracy of course indication, shallow water on the accuracy of log performance, log correction on the accuracy of speed calculation, disturbance (sea state) on the accuracy of an echo-sounder performance; and*
 - .2 *the current electronic chart display and information system performance standards adopted by the Organization.*

PRACTICE

Setting up and maintaining display

- .15 *Knowledge and skills should be attained in:*
 - .1 *the correct starting procedure to obtain the optimum display of ECDIS information;*
 - .2 *the selection of display presentation (standard display, display base, all other information displayed individually on demand);*
 - .3 *the correct adjustment of all variable radar/ARPA display controls for optimum display of data;*

- .4 *the selection of convenient configuration;*
- .5 *the selection, as appropriate, of required speed input to ECDIS;*
- .6 *the selection of the time scale of vectors; and*
- .7 *performance checks of position, radar/ARPA, compass, speed input sensors and ECDIS.*

Operational use of electronic charts

- .16 *Knowledge and skills should be attained in:*
 - .1 *the main characteristics of the display of ECDIS data and selecting proper information for navigational tasks;*
 - .2 *the automatic functions required for monitoring ship's safety such as display of position, heading/gyro course, speed, safety values and time;*
 - .3 *the manual functions (by cursor, electronic bearing line, range rings);*
 - .4 *selecting and modification of electronic chart content;*
 - .5 *scaling (including underscaling and overscaling);*
 - .6 *zooming;*
 - .7 *setting of the own ship's safety data;*
 - .8 *using a daytime or night-time display mode;*
 - .9 *reading all chart symbols and abbreviations;*
 - .10 *using different kinds of cursors and electronic bars for obtaining navigational data;*
 - .11 *viewing area in different directions and returning to the ship's position;*
 - .12 *finding necessary area using geographical coordinates;*
 - .13 *displaying indispensable data layers appropriate to navigational situation;*
 - .14 *selecting appropriate and unambiguous data (position, course, speed, etc.);*
 - .15 *entering the mariner's notes;*
 - .16 *using north-up orientation presentation and other kinds of orientation; and*
 - .17 *using true and relative motion modes.*

Route planning

- .17 *Knowledge and skills should be attained in:*
 - .1 *loading the ship's characteristics into ECDIS;*
 - .2 *sea area selection for route planning:*
 - .1 *reviewing required waters for the sea passage;*
 - .2 *changing over of chart scale;*
 - .3 *route planning on a display by means of ECDIS using the graphic editor taking into consideration rhumb-line and great circle sailing:*
 - .1 *using ECDIS database for obtaining navigational, hydrometeorological and other data;*
 - .2 *taking into consideration turning radius and wheel over points/lines when it is expressed on chart scale;*
 - .3 *marking dangerous depths and areas and exhibiting guarding isolines;*
 - .4 *marking waypoints with the crossing isolines and critical cross-track deviations, as well as by adding, replacing and erasing of waypoints;*
 - .5 *taking into consideration safe speed;*
 - .6 *checking pre-planned route for navigational safety;*
 - .7 *generating alarms and warnings;*
 - .4 *route planning with calculation in the table format including:*
 - .1 *way-points selection;*
 - .2 *recalling the way-points list;*
 - .3 *planning notes;*
 - .4 *adjustment of a planned route;*
 - .5 *checking pre-planned route for navigational safety;*
 - .6 *alternative route planning;*
 - .7 *saving planned routes, loading and unloading or deleting routes;*
 - .8 *making a graphic copy of the monitor screen and printing a route;*
 - .9 *editing and modification of the planned route;*

- .10 *safety values setting according to size and manoeuvring parameters of the vessel;*
- .11 *back-route planning; and*
- .12 *connecting several routes.*

Route monitoring

- .18 *Knowledge and skills should be attained in:*
 - .1 *using independent data to control ship's position or using alternative systems within ECDIS;*
 - .2 *using look-ahead function*
 - .1 *changing charts and their scales;*
 - .2 *reviewing navigational charts;*
 - .3 *vector time selecting;*
 - .4 *predicting the ship's position for some time interval;*
 - .5 *changing the pre-planned route (route modification);*
 - .6 *entering independent data for the calculation of wind drift and current allowance;*
 - .7 *reacting properly to the alarm;*
 - .8 *entering corrections for discrepancies of the geodesic datum;*
 - .9 *displaying time markers on a ship's route;*
 - .10 *entering ship's position manually; and*
 - .11 *measuring co-ordinates, course, bearings and distances on a chart.*

Alarm handling

- .19 *Knowledge and ability to interpret, react properly to all kinds of systems, such as navigational sensors, indicators, data and charts alarms and indicator warnings including switching the sound and visual alarm signalling system should be attained in case of:*
 - .1 *absence of next chart in ECDIS database;*
 - .2 *crossing a safety contour;*
 - .3 *exceeding cross-track limits;*
 - .4 *deviation from planned route;*

- .5 *approaching a waypoint;*
- .6 *approaching a critical point;*
- .7 *discrepancy between calculated and actual time of arrival to a waypoint;*
- .8 *information on underscale or overscale;*
- .9 *approaching an isolated navigational danger or danger area;*
- .10 *crossing a specified area;*
- .11 *different geodetic datum;*
- .12 *approaching other ships;*
- .13 *watch termination;*
- .14 *switching timer;*
- .15 *system test failure;*
- .16 *malfunctioning of positioning system used in ECDIS;*
- .17 *failure of dead-reckoning; and*
- .18 *inability to fix vessel's position using navigational system.*

Manual correction of a ship's position and motion parameters

- .20 *Knowledge and skills should be attained in manually correcting:*
 - .1 *the ship's position in dead-reckoning mode, when the satellite and radionavigation system receiver is switched off;*
 - .2 *the ship's position, when automatically obtained co-ordinates are inaccurate; and*
 - .3 *course and speed values.*

Records in the ship's log

- .21 *Knowledge and skills should be attained in:*
 - .1 *automatic voyage recording;*
 - .2 *reconstruction of past track taking into account:*
 - .1 *recording media;*
 - .2 *recording intervals;*
 - .3 *verification of database in use;*
 - .4 *viewing records in the electronic ship's log;*

- .5 *instant recording in the electronic ship's log;*
- .6 *changing ship's time;*
- .7 *entering the additional data;*
- .8 *printing the electronic ship's log content;*
- .9 *setting up the automatic record time intervals;*
- .10 *composition of voyage data and reporting; and*
- .11 *interphase with a voyage data recorder (VDR).*

Chart updating

- .22 *Knowledge and skills should be attained in:*
 - .1 *performing manual updating of electronic charts. Special attention should be paid to reference-ellipsoid conformity and to conformity of measurements units used on a chart and in the correction text;*
 - .2 *performing semi-automatic updating of electronic charts using the data obtained on a diskette in the electronic chart format; and*
 - .3 *performing automatic updating of electronic charts, obtained via modern communication lines.*

In the scenarios where non-updated data are employed to create a critical situation, trainees should be required to perform ad hoc updating of the chart.

Operational use of ECDIS where radar/ARPA connected

- .23 *Knowledge and skills should be attained in:*
 - .1 *connecting ARPA to ECDIS;*
 - .2 *indicating target's speed vectors;*
 - .3 *indicating target's tracks;*
 - .4 *archiving target's tracks;*
 - .5 *viewing the table of the targets;*
 - .6 *simulating the manoeuvre;*
 - .7 *corrections of a ship's position using a reference point captured by ARPA; and*
 - .8 *corrections using the ARPA's cursor and electronic bar.*

Operational use of ECDIS where AIS connected

- .24 Knowledge and skills should be attained in:
- .1 interface with AIS; and
 - .2 interpretation of AIS data.

Operational warnings, their benefits and limitations

- .25 Trainees should gain an appreciation of the uses, benefits and limitations of ECDIS operational warnings and their correct setting, where applicable, to avoid spurious interference.

System operational tests

- .26 Knowledge and skills should be attained in:
- .1 methods of testing for malfunctions of ECDIS, including functional self-testing;
 - .2 precautions to be taken after a malfunction occurs; and
 - .3 adequate back-up arrangements (takeover and navigate using the back-up system).

Debriefing exercise

- .27 The instructor should analyse the results of all exercises completed by all trainees and print them out. The time spent on the debriefing should occupy between 10% and 15% of the total time used for simulator exercises.

REFERENCES

IMO PERFORMANCE STANDARDS FOR ECDIS

- 1 RESOLUTION A.817(19): PERFORMANCE STANDARDS FOR ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS)
- 2 RESOLUTION MSC.64(67): RECOMMENDATIONS ON NEW AND AMENDED PERFORMANCE STANDARDS
- 3 RESOLUTION MSC.86(70): ADOPTION OF NEW AND AMENDED PERFORMANCE STANDARDS FOR NAVIGATIONAL EQUIPMENT
- 4 RESOLUTION MSC.232(82): ADOPTION OF THE REVISED PERFORMANCE STANDARDS FOR ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS)

IMO ECDIS-RELATED CIRCULARS REPLACED BY THIS CIRCULAR

- 1 MSC.1/Circ.1391: OPERATING ANOMALIES IDENTIFIED WITHIN ECDIS
- 2 SN.1/Circ.207/Rev.1: DIFFERENCES BETWEEN RCDS AND ECDIS
- 3 SN.1/Circ.266/Rev.1: MAINTENANCE OF ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEM (ECDIS) SOFTWARE
- 4 SN.1/Circ.276: TRANSITIONING FROM PAPER CHART TO ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS) NAVIGATION
- 5 SN.1/Circ.312: OPERATING ANOMALIES IDENTIFIED WITHIN ECDIS
- 6 STCW.7/Circ.10: INTERIM GUIDANCE ON TRAINING AND ASSESSMENT IN THE OPERATIONAL USE OF THE ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEM (ECDIS) SIMULATORS
- 7 STCW.7/CIRC.18: ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS TRAINING

OTHER IMO CIRCULARS RELATED TO ECDIS

- 1 MSC.1/Circ.982: GUIDELINES ON ERGONOMIC CRITERIA FOR BRIDGE EQUIPMENT AND LAYOUT
- 2 MSC.1/Circ.1091: ISSUES TO BE CONSIDERED WHEN INTRODUCING NEW TECHNOLOGY ON BOARD SHIP
- 3 MSC.1/Circ.1221: VALIDITY OF TYPE APPROVAL CERTIFICATION FOR MARINE PRODUCTS
- 4 MSC.1/Circ.1389: GUIDANCE ON PROCEDURES FOR UPDATING SHIPBORNE NAVIGATION AND COMMUNICATION EQUIPMENT

- 5 SN.1/Circ.213: GUIDANCE ON CHART DATUMS AND THE ACCURACY OF POSITIONS ON CHARTS
 - 6 SN.1/Circ.243: GUIDELINES FOR THE PRESENTATION OF NAVIGATION-RELATED SYMBOLS, TERMS AND ABBREVIATIONS
 - 7 SN.1/Circ.243/Add.1: AMENDMENT TO GUIDELINES FOR THE PRESENTATION OF NAVIGATION-RELATED SYMBOLS, TERMS AND ABBREVIATIONS
 - 8 SN.1/Circ.255: ADDITIONAL GUIDANCE ON CHART DATUMS AND THE ACCURACY OF POSITIONS ON CHARTS
 - 9 SN.1/Circ.265: GUIDELINES ON THE APPLICATION OF SOLAS REGULATION V/15 TO INS, IBS AND BRIDGE DESIGN
 - 10 SN.1/Circ.288: GUIDELINES FOR BRIDGE EQUIPMENT AND SYSTEMS, THEIR ARRANGEMENT AND INTEGRATION (BES)
-