

JAPAN P&I NEWS

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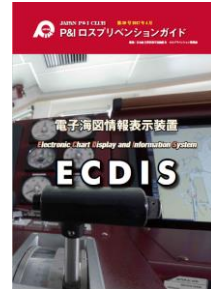
To the Members

Dear Sirs,

ECDIS- Clarification for ECDIS training

We released our Loss Prevention Bulletin [No.39](#) “ECDIS” as to the operation of ECDIS in April 2017.

This time, we have obtained some clarification for ECDIS training requirements by STCW.7/Circ.24/Rev1.



We would like to highlight following points

- ECDIS It has been clarified by STCW.7/Circ.24 that the seafarers are not required to provide documentation of ①Generic and ②Type-specific Training in ECDIS.
- However, Master and Deck Officers are required to be familiar with ECDIS equipment installed on board.

In this regard, No.TEC-1129 ClassNK Technical Information issued on 11 September advised that to provide a certificate and/or record certified the completion of the training is recommended as a countermeasure against PSC comments. Master and deck officers should hold training certificates for ECDIS.

Further, Master and Deck Officers on board the ship equipped ECDIS are required to complete ①Generic Training, as a condition to obtain or renew their certificates of competency. However ②Type-specific Training is not required.

We hope it will be of help to you with regard to the safe voyaging.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

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Attachment 1: No.TEC-1129 ClassNK Technical Information issued on 11 September 2017 (Excerpt)

Attachment 2: STCW.7/Circ.24/Rev.1

Subject

Implementation of Electronic Chart Display and Information System (ECDIS)

ClassNK

Technical Information

No. TEC-1129

Date 11 September 2017

To whom it may concern

ClassNK has informed the requirements related to the implementation of ECDIS by ClassNK Technical Information No. TEC-0907 issued on 22 June 2012.

After issuing of the Technical Information, ClassNK has informed relevant information on ECDIS by other Technical Information and/or "ECDIS News" on ClassNK homepage accordingly.

This time, ClassNK has reached to issue new ClassNK Technical Information No. TEC-1129 as the updated version of TEC-0907 referring to other relevant Technical Information.

The ClassNK Technical Information No. TEC-0907 is revoked by this Technical Information.

1. Applicable ships

The new requirements shall apply to the following ships engaged on international voyages:

- (1) Passenger ships of 500 GT and upwards;
- (2) Tanker* of 3,000 GT and upwards; and
- (3) New building cargo ships other than tanker of 3,000 GT and upward, and existing cargo ships other than tanker of 10,000 GT and upward.

* "Tanker" means a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes of a flammable nature.

2. Applicable due date

The due date for ships to be fitted with ECDIS is as follows:

Definition of "constructed" is as per the paragraph 1 of SOLAS Chapter V/2.1.

- (1) Passenger ship
 - (i) Passenger ship constructed on or after 1 July 2012, not later than the initial safety equipment survey.
 - (ii) Passenger ship constructed before 1 July 2012, not later than the first safety equipment survey on or after 1 July 2014.
- (2) Tanker
 - (i) Tanker constructed on or after 1 July 2012, not later than the initial safety equipment survey.
 - (ii) Tanker constructed before 1 July 2012, not later than the first safety equipment survey on or after 1 July 2015.

(To be continued)

NOTES:

- ClassNK Technical Information is provided only for the purpose of supplying current information to its readers.
- ClassNK, its officers, employees and agents or sub-contractors do not warrant the accuracy of the information contained herein and are not liable for any loss, damage or expense sustained whatsoever by any person caused by use of or reliance on this information.
- Back numbers are available on ClassNK Internet Homepage (URL: www.classnk.or.jp).

- (3) Cargo ship other than tanker
- (i) Cargo ship, of 10,000 GT and upwards constructed on or after 1 July 2013, not later than the initial safety equipment survey.
 - (ii) Cargo ship, of 3,000 GT and upward but less than 10,000 GT constructed on or after 1 July 2014, not later than the initial safety equipment survey.
 - (iii) Cargo ship, of 50,000 GT and upward constructed before 1 July 2013, not later than the first safety equipment survey on or after 1 July 2016.
 - (iv) Cargo ship, of 20,000 GT and upward but less than 50,000 GT constructed before 1 July 2013, not later than the first safety equipment survey on or after 1 July 2017.
 - (v) Cargo ship, of 10,000 GT and upward but less than 20,000 GT constructed before 1 July 2013, not later than the first safety equipment survey on or after 1 July 2018.
- (4) Ship constructed under the conditions of above (1) (ii), (2) (ii), (3) (iii), (iv) and (v), but delivered after the applicable due date, not later than the initial safety equipment survey.
3. Type approval of ECDIS
- (1) Type of ECDIS shall be approved by the Administration or Organizations approved by the Administration.
 - (2) ECDIS shall comply with the requirements of IMO performance standards.
 - (i) ECDIS installed before 1 January 2009 shall be complied with the A.817(19), MSC.64(67) Annex 5 and MSC.86(70) Annex 4, and provided with latest IHO standard software and be able to display all information of latest Electronic Navigation Charts (ENC).
 - (ii) ECDIS installed on or after 1 January 2009 shall comply with the IMO resolution MSC.232(82), and provided with latest IHO standard software and be able to display all information of latest ENC.
 - (iii) Latest IEC 61174 test standards for ECDIS shall be applied.
ECDIS installed on or after 1 September 2017 shall comply with the IMO resolution MSC.232(82) and shall be of type-approved in accordance with IEC 61174 Edition 4.0.
4. Electronic Navigation Charts (ENC)
- (1) The ENC shall be issued by Hydro Offices authorized by Administration and made in accordance with the data bases of IHO standards.
 - (2) Ship shall be provided with all ENC for navigation areas of engaged voyages.
When ENC is not published and local charts requested by coastal states, ship shall be provided with paper charts appropriately or Raster Navigation Charts (RNC).
 - (3) All chart information and symbols shall be displayed on the ECDIS.
ENC database which conforms to the latest IHO standards are to be used. IHO has announced a revision of IHO standards as below, effective from 1 September 2017.

Standards	Current	Revised
Specifications for Chart content and display aspects of ECDIS	S-52 Ed.6.0	S-52 Ed.6.1.0
Presentation Library (PL)	Ed.3.4	Ed.4.0
Test Data Sets	S-64 Ed.2.0.0	S-64 Ed.3.0

(To be continued)

- (4) Company should instruct their ships about the procedures of chart inventory and updating for ENC in accordance with the ISM Code.
 - (5) Latest information for ENC may be obtained from IHO web site.
5. Guidance for ECDIS installation
- (1) General:
 - (i) ECDIS shall be supplied by an emergency source of electrical power;
 - (ii) ECDIS is required to connect to Radar (video and ARPA information) and AIS as well as gyro compass, speed log and GPS receiver. This requirement is recommended to ECDIS for existing ships as far as practicable. Other navigation/radio equipment may be connected to ECDIS if the digital interfaces are available.
Please also refer to the ClassNK Technical Information TEC-0912 for displaying Radar video ;
 - (iii) ECDIS software should be updated by the manufacturer's information or manuals; and
 - (iv) When ships, not mandatory to be fitted with ECDIS, have ECDIS for navigation, ship should observe the instructions by the Flag State.
 - (2) Main ECDIS:
 - (i) Main ECDIS shall be located in the area of wheelhouse forwards any curtain; and
 - (ii) Main ECDIS is required to arrange an appropriate back-up. Back-up ECDIS prescribed on the type approval certificate of main ECDIS, or appropriate nautical charts are acceptable as a back-up arrangement for ECDIS.
 - (3) Back-up ECDIS:
 - (i) Back-up ECDIS combined with radar function cannot replace the mandatory radar required by Chapter V of SOLAS;
 - (ii) Back-up ECDIS may be located anywhere in the wheelhouse, such a chart space;
 - (iii) Operations of equipment shall be same as main ECDIS;
 - (iv) Navigational information of main ECDIS shall be relayed to back-up ECDIS;
 - (v) Electrical power supply of the back-up ECDIS should be separated from electrical power supply of the main ECDIS;
 - (vi) Connection cables to gyro compass, speed log and GPS receiver shall be separated from connection cables for the main ECDIS; and
 - (vii) Connection cable for interface between main ECDIS and back-up ECDIS shall be provided.
 - (4) Treatment of TCS using ECDIS connected to Auto pilot (HCS)
 - (i) When TCS is installed on board the ship, the operation test on the sea trial shall be required. When TCS has been installed on board the existing ship, the drawings of installation and operation test procedures should be submitted to ClassNK Material and Equipment Department. After plan approval, the operation test at sea shall be performed with attendance of ClassNK Surveyor.
 - (ii) A back-up navigator alarm shall be located in the captain room. This alarm may be connected to the BNWAS on board.

(To be continued)

6. ECDIS training

- (1) In the STCW 2010 amendment and related circulars, Master and Deck Officers on board the ship equipped ECDIS are required to complete Generic Training (comply with IMO Training Course (IMO Model Course 1.27)) by 1st January 2017, as a condition to obtain or renew their certificates of competency.
- (2) It has been clarified by STCW.7/Circ.24 that the seafarers are not required to provide documentation of Generic and Type-specific Training in ECDIS. On the other hand, the seafarers are required to be familiarized with the ECDIS equipment installed on board. To provide a certificate and/or record certified the completion of the training is recommended as a countermeasure against PSC comments. Master and deck officers should hold training certificates for ECDIS.

7. Plan approval for ECDIS installation

For ECDIS already installed on board the ship and newly installed for existing ships before applicable due date, the drawings of installation are not necessary to be submitted for approval. After ECDIS is installed, ClassNK will examine the ECDIS on the safety equipment survey.

8. Survey for ECDIS

The following should be ensured or verified during the survey:

- (1) Copy of type approval certificate and performance standards applied;
- (2) Connection to emergency source of electrical power, gyro compass, speed log and GPS receiver;
- (3) Display of latest ECN on the ECDIS and possession of ENC fully provided for intended voyages;
- (4) Back-up arrangement complied with the requirements; and
- (5) When navigation charts are supplied as a backup, the charts should be updated.

9. Others

The IMO information, instructions by the Flag State and list of type approved ECDIS will be informed on ECDIS News in the ClassNK web site.

Regarding Marine Notice issued by AMSA for ships calling at Australian ports, please refer to the ClassNK Technical Information TEC-1067.

Regarding revised IHO standards of Electronic Navigation Charts (ENC), please also refer to the ClassNK Technical Information TEC-1101 and TEC-1106.

(To be continued)

For any questions about the above, please contact:

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Attachment:

1. IMO performance standards for ECDIS MSC.232(82)
2. IMO Circular STCW.7/Circ.24/Rev.1

**E**

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STCW.7/Circ.24/Rev.1
16 June 2017

**INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND
WATCHKEEPING FOR SEAFARERS (STCW), 1978, AS AMENDED**

**Guidance for Parties, Administrations, port State control authorities, recognized
organizations and other relevant parties on the requirements of the STCW
Convention, 1978, as amended**

1 The Sub-Committee on Human Element, Training and Watchkeeping, at its fourth session (30 January to 3 February 2017), noted the urgent need for some clarification on the implementation of the 2010 Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, as amended.

2 The Sub-Committee also noted that:

- .1 problems associated with requests for documentation during inspections or surveys that is not required by the STCW Convention, 1978, as amended, were resulting in significant and unnecessary administrative burdens on Administrations, companies and seafarers. It was further noted that some problems were linked to inconsistencies in interpretations regarding the status of IMO model courses;
- .2 references to the STCW Convention, 1978, as amended, were made in varied ways within certificates and documentary evidence;
- .3 there were reported misinterpretations of the training and familiarization provisions for Electronic Chart Display and Information Systems (ECDIS) as required by the STCW Convention, 1978, as amended; and
- .4 the 2010 Manila Amendments to the STCW Convention and STCW Code introduced four new certificates as set out in regulation II/5 (able seafarer deck), III/5 (able seafarer engine), III/6 (electro-technical officers) and III/7 (electro-technical ratings), and that misinterpretation of the applicable provisions had been reported.

3 To assist all concerned, the Sub-Committee prepared clarifications on a number of issues in the Guidance, as set out in the annex.

4 Member States are invited to be guided accordingly and to bring this Guidance to the attention of all concerned, in particular, port State control officers, recognized organizations, companies and other relevant parties.

5 The content of this circular takes account of the guidance in MSC.1/Circ.1030 and MSC.1/Circ.1032.

6 This circular revokes MSC.1/Circ.1030 and MSC.1/Circ.1032.

ANNEX

GUIDANCE FOR PARTIES, ADMINISTRATIONS, PORT STATE CONTROL AUTHORITIES, RECOGNIZED ORGANIZATIONS AND OTHER RELEVANT PARTIES ON THE REQUIREMENTS OF THE STCW CONVENTION, 1978, AS AMENDED

Provision of documentation for verification

1 Under regulation I/2 of the STCW Convention, 1978, as amended, the documentation authorizing the holder to serve in certain functions on board ship are certificates of competency and certificates of proficiency and, only with regard to regulation V/2, documentary evidence. The list of certificates or documentary evidence required under the STCW Convention, 1978, as amended, is set out in table B-I/2 of the STCW Code.

2 Certificates of competency, certificates of proficiency and documentary evidence issued in accordance with chapters II, III, IV, V, VI and VII of the STCW Convention, 1978, as amended, are evidence of having successfully completed all required training and that the required standard of competence has been achieved.

3 While IMO model courses may assist with the development of training programmes, they are not mandatory, and Administrations are not required to use them when preparing and approving training courses to meet the objectives of the STCW Code, as amended.

4 The validation of an IMO model course means that no reason was found to object to its contents. It does not mean that it is an official interpretation of the Convention, or that approval was granted by the IMO bodies.

5 It is agreed that:

- .1 in accordance with regulation I/4 of the STCW Convention, 1978, as amended, seafarers should not be required to provide documentation for verification that is not required by the Convention; and
- .2 certificates or documentary evidence issued under the STCW Convention, 1978, as amended, should not be required to contain reference to IMO model courses.

References to the STCW Convention, 1978, as amended

6 The normal practice within IMO is to refer to international conventions by an acronym of the title of the convention and the date on which it was made (e.g. SOLAS 1974). Where amendments are made to the original convention, the title is then amended to reflect the amendments (e.g. SOLAS 1974, as amended) but it is not normal practice to append the year/dates of the amendments to the title of the amended convention.

7 It has been reported that different references to the STCW Convention, 1978, as amended, can be found in certificates and endorsements, which has led to some confusion. In particular, if the references had different meanings, or if the differences were unintentional.

8 The format of certificates and endorsements provided in section A-I/2 of the STCW Code refers to "the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended".

9 In order to avoid confusion, it is recommended that certificates and endorsements referring to the STCW Convention use the reference "the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended", without appending the year/dates of the amendments.

10 It is important to note that seafarers may hold certificates and documentary evidence that contain a different reference to the STCW Convention that remain valid and should be accepted.

Training requirements for Electronic Chart Display and Information Systems (ECDIS) and provision of the documentation for verification

11 The STCW Code contains requirements for approved training on ECDIS. In cases where the approved training has not been completed, a limitation shall be included on the certificate and endorsements issued to the seafarer. Where such a limitation is not specified, the certificate and endorsements are evidence of having successfully completed the required approved training and that the standard of competence has been achieved.

12 No requirement exists for the approved training on ECDIS equipment to be type-specific. The knowledge, understanding and proficiency required to be demonstrated is generalized to ensure seafarers have the necessary skills for basic operation of all types of equipment.

13 In accordance with regulation I/14, companies are responsible for ensuring that seafarers employed on their ships are familiarized with the installed equipment, including ECDIS.

14 It is agreed that seafarers required to have training in the use of ECDIS:

- .1 should not be required to provide documentation of training in ECDIS that is specific to the installed equipment; and
- .2 are required to be familiarized with the ECDIS equipment installed on board.

Regulations II/5 (able seafarer deck), III/5 (able seafarer engine), III/6 (electro-technical officers) and III/7 (electro-technical ratings)

15 Misinterpretation of the applicable provision of regulations II/5, III/5, III/6 and III/7 has been reported. In particular, port State control officers have required personnel on board to possess applicable Certificate of Competency or Certificate of Proficiency, when such personnel are not included in the Minimum Safe Manning Document (MSMD) of the ship.

16 Port State control officers, recognized organizations and other relevant parties are reminded that under paragraph 2.1 of appendix 11 of the *Procedures for port State control, 2011* (resolution A.1052(27)), "If a ship is manned in accordance with a MSMD or equivalent document issued by the flag State, the port State control officers should accept that the ship is safely manned".