

# ClassNK PSC Bulletin

Date:	28 June, 2016
No:	NK-PSC-08
Attachment	No / <del>Yes: _____</del> page(s)

Title:

E C D I S (Electronic chart display and information systems)

Typical deficiency (outline of comment) by PSC:

Increase in the number of ECDIS related deficiencies pointed out by AMSA

Port State	Country: Australia	Port: All ports in Australia
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Action taken by PSC:	Detention / <del>Rectify before Departure / other</del>
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Description:

During PSC inspections by AMSA, it has been increasingly reported that vessels have been detained because PSCO considers that a deficiency regarding ECDIS means evidence of insufficient ISM performance of the vessel. Eight detentions for such grounds had been reported from January 2016 to May 2016, which was double the number of such detentions reported in the latter half of 2015.

AMSA has released Marine Notice 8/2016 about the proper operations of ECDIS. (The URL and contents of the Notice are described at the end of this Bulletin). Moreover, there have also been reports that AMSA is carrying out inspections of ECDIS as a priority item.

< Typical deficiencies frequently pointed out >

- (1) The latest version of ENC (Electronic Navigational Chart) is not used for preparing a voyage/ passage plan before departure of the vessel.
- (2) Large scale chart is not used for preparing a passage plan.
- (3) CD-ROM of ENC is delivered by the ship owner/management company agent after arrival of the vessel in port.
- (4) Degree of crew's familiarization with ECDIS is insufficient.
- (5) Description in Safety Management System (SMS) on operation of ECDIS is insufficient.

With regard to item (4), PSCO requests the crew to demonstrate the necessary operation for safety navigation (including under keel clearance, safety depth and manual position fixing, etc.). In case any crew member who has a training certificate for ECDIS cannot demonstrate such operations, it has been reported that the vessel was detained because the PSCO judged the matter as a lack of skills for important equipment. Thus, all crew concerned should be familiar with the proper operation of ECDIS onboard more sufficiently.

With regard to item (5), please confirm that the procedure for ECDIS onboard has been established in the SMS of each vessel since the procedure should be included in the SMS.

Once again, please advise any vessels you may have under management bound for Australia of the above and instruct each ship to be sure to take well-prepared countermeasures for this issue before arrival in any Australian port. Furthermore, please note that port authorities other than Australia have also often raised similar comments concerning ECDIS.

**AMSA Marine Notice 8/2016**

<https://apps.amsa.gov.au/MOReview/Attachment/ShowAttachment/4183>

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