

## ECDISIMPLEMENTATION

# Heads up on ECDIS

A second conference to bring electronic chart users, manufacturers and regulators together to discuss ECDIS challenges is taking place in London next month...

The adoption of electronic chart and display systems (ECDIS) by the shipping industry has sparked no end of concerns, so next month the second 'ECDIS Revolution' conference in London aims to bring all sides together to consider the issues.

Among the key issues aired at the first conference was training — including an effective means of auditing the type specific training, as well as regular assess-

ments of bridge teams in the use of the equipment — and standardisation of equipment, menu structures, training requirements and implementation of the regulations.

Pilots also told the meeting of their need for common ground and understanding that provides solutions to meet the legal and operational points that arise from their having to work with all the different types of ECDIS.

Conference organiser Steve

Monk says the events aim to bring together all those involved in the use, regulation, manufacture and training of ECDIS. 'It was evident last year that numerous issues and challenges remain with respect to the procurement, operation and training of this equipment,' he adds.

Looking to continue and add to those themes, this year's conference is being run from the point of view of a ship making passage towards and entering port. The different navigational challenges and complexities thrown up by ECDIS will be confronted during the programme, with speakers drawn in from many of the key organisations and authorities.

Training provider and maritime expert Paul Hailwood comments: 'The full benefits of ECDIS are not realised unless practical and efficient procedures are in place. To develop these procedures, a risk-based assessment should be made — not just for

the ECDIS equipment but for the individual ship and its particular trade. This requires a good level of understanding of the system and the practical implication of the transition from paper chart navigation to electronic.'

With over 30 manufacturers turning out their own variants of ECDIS and IMO regulations stating operators must receive generic and type-specific training, there unfortunately remains much confusion in its use and standard of instruction. Furthermore, maritime pilots move from ship to ship and can easily be confronted by a different ECDIS on every one — which makes it challenging to configure displays to a level safe for their operation and understanding.

ECDIS manufacturers will be attending with equipment this year, so the programme has been specifically designed with regu-



Training is a vital aspect of the implementation of ECDIS Picture: Chris Pearsall Photography



Steve Monk

lar breaks to give attendees some 'hands-on' time.

'It was hoped that by establishing a website last year ([www.ecdis-revolution.org](http://www.ecdis-revolution.org)) associated with the conference, we would draw in comment and feedback of mariners' experiences, as well as discuss the pros and cons of ECDIS,' says Mr Monk. 'However, greater discussion and, at times, passionate debate has been generated through the group's LinkedIn page which has drawn an increasing number of members wishing to voice their opinion.'

Training is a vital aspect of the implementation of ECDIS and last year's conference generated much comment on where this was going. The subsequent release by the Maritime & Coastguard Agency of M-Notice MIN05 — Training for ECDIS as Primary Means of Navigation — made clear 'trickle-down' training would be unacceptable onboard, which has sparked further questions among mariners and management companies.

'The use of computer based training is one area of consideration,' says Professor Captain Ralph Becker-Heins, of Safebridge, which offers an online training portal giving guided tutorials, self-testing and free play at any location with internet access.

But it's not all about training. The conference also seeks to provide an opportunity for those companies who have already embraced the concept of ECDIS, trained their bridge teams and implemented procedures to maintain the safety of their ships. 'Implementation of ECDIS is a complex task involving several

steps, and knowledge in the right implementation is essential,' says Anders Rydinger, product management director at Transas Marine. 'It changes the mentality of navigators completely, moving us to an era of electronic navigation. Implementation of the ECDIS concept forces a complete change in the way navigational processes are carried out.'

All too often the operators at the front line are the last to get a say on the equipment and provide their views on its ease (or not) of use, Steve Monk adds. 'We want to give them and their management an opportunity to engage with the manufacturers in an attempt to promote a commonality in the use of the equipment, making it easier for crew to move around a fleet.'

At the same time, he says, an opportunity must be provided to the flag states and governing bodies involved in implementing the IMO regulations to explain their procedures while they listen to the direct feedback from the shipping companies.

To this end, Sir Alan Massey, chief executive of the Maritime & Coastguard Agency, will be speaking at the conference and explaining the legal and safety obligations of flag states.

Towards the end of the first day a series of 'round table' events will be held to give delegates an opportunity to discuss their concerns or issues with those involved in specific areas of the ECDIS. Nominated leads of each table will collate the thoughts and discussions of those taking part before giving a brief overview to the delegates the following day, with the intention of then taking notes forward for further action.

'The dates of implementation are fast approaching,' Mr Monk points out, 'and many companies, operators and personnel involved in ECDIS are behind the curve. It's a rapidly advancing situation that requires a firm grasp of the helm to smooth the transition of this dawn age and this conference will provide another step in the right direction for all involved.'

This year's conference will take place at the Kensington Forum Hotel, London on 23 and 24 November.

Further details can be found at [www.ecdisrevolution.org](http://www.ecdisrevolution.org) or by calling +44 (0)20 8348 3704.

## You could save time and money direct with Endsleigh

Endsleigh has been Nautilus UK's recommended insurance provider for over 15 years.

We'll search the market for you to get a low price quote and our policies come with a range of additional benefits:

- For every year you are claim free, your no claims discount will rise to a maximum of 76%
- Free EU extension for up to 90 days per year
- Replacement car included as standard on comprehensive policies
- Repairs guaranteed for 5 years when you use our approved repairers
- 10% off servicing and 20% off MOT costs when you use the National Service Network nationwide



Photography  
Owen Richards, a recent graduate from the University of Exeter.

Get a competitive quote fast...  
Call free on 0800 028 3571  
or visit [endsleigh.co.uk/nautilus-motor](http://endsleigh.co.uk/nautilus-motor)

NAUTILUS  
INTERNATIONAL

endsleigh

We're behind you

Endsleigh Insurance Services Limited is authorised and regulated by the Financial Services Authority. This can be checked on the FSA Register by visiting its website at [www.fsa.gov.uk](http://www.fsa.gov.uk)  
Endsleigh Insurance Services Limited, Company No: 856706 registered in England at Shurdington Road, Cheltenham Spa, Gloucestershire GL51 4UE.

A member of the Zurich Financial Services Group