



İstanbul :

09.01.2015

Sayı
Our Reference: 113Konu
Subject : **ICS Tarafından Oluşturulacak ECDIS Forumu Hk.**

Sirküler No: 26 / 2015

Sayın Üyemiz,

İlgi: Uluslararası Deniz Ticaret Odası'ndan (ICS) alınan 06.01.2015 tarihli ve RN(15)01 sayılı yazı ve Eki.

İlgi yazıda, İngiltere Deniz Kazalarını Araştırma Bürosu tarafından (UK Marine Accident Investigation Branch –MAIB) yapılan incelemelerde, ECDIS Sisteminin (Elektronik Harita Gösterim Sistemi - Electronic Chart Display and Information System) uygunsuz kullanımının kazalara sebep olabildiği belirtilmektedir.

İngiltere Deniz Kazalarını Araştırma Bürosu tarafından kaza raporları üzerine düzenlenen Toplantıda ECDIS sisteminin hatalı kullanımının kazalara neden olabileceğinin altı çizilmiş olup, ICS'ten konu hakkında veri toplanmasına karar verilmiştir. Toplanacak olan verilerin ECDIS sistemlerinin performans standartlarının belirlenmesinde büyük katkısı olacağına altı çizilmiştir.

İngiltere Deniz Kazalarını Araştırma Bürosu'nun talebini karşılamak üzere, ICS tarafından bir bilgilendirme toplantısı akabinde ICS üyelerinin sağladığı bilgi akışıyla bir forum oluşturulacaktır.

Forum oluşturulduktan sonra ele alınacak ilk konu ekipman ve kullanım bakımından ECDIS Sisteminde yaşanan, kazaların ve karaya oturmaların incelenmesidir. Bu aşamadan sonra elde edilecek verilerle tasarım, işletim, standartlar ve eğitim konuları tekrar gözden geçirilecektir.

Forumun ele alacağı ikinci konu ise, ECDIS'in işlevinin operasyonel olarak incelenerek, sektörün geleceğe dönük bir performans standardı belirlemesini sağlamaktır. Bu aşamada yukarıda belirtilen ilk aşamada elde edilen verilerden de faydalanılacaktır.

ICS'in altını çizdiği bir başka nokta ise oluşturulacak forumun anılan konuda uzman taraflardan oluşturulması gerektiğidir. Bu doğrultuda, ICS'in Üye Kuruluşlardan talebi ECDIS konusunda tecrübeli Şirketleri veya Çalışanları'nı söz konusu foruma önermesidir.

Bu çerçevede ICS Üyelerini 01.02.2015 tarihine kadar ICS ECDIS Forumu için katılımcı tavsiye etmeye davet etmektedir. İlgili adayların gereği için matthew.williamson@ics-shipping.org adresine milly.dewar@ics-shipping.org adresi de bilgi hanesine konularak iletilmesi istenmektedir.

Bilgilerinizi arz ve rica ederiz.

Saygılarımızla,

Murat TUNCER

Genel Sekreter



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İstanbul :

Sayı
Our Reference :

Konu
Subject :

EKLER:

Ek-1: İlgili yazı ve Eki

DAĞITIM:

Gereği:

- Tüm Üyelerimiz (Web Sayfasında)
- Türk Armatörler Birliği
- S/S Gemi Armatörleri Motorlu Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği
- İMEAK DTO Şubeleri
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- Türk Loydu Vakfı
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Deniz ve İçsular Düzenleme Genel Müdürlüğü
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- Meclis Başkanlık Divanı
- Yönetim Kurulu Başkanı ve Üyeleri
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6 January 2015

To: **RADIO AND NAUTICAL SUB-COMMITTEE**

RN(15)01

Copy: **Marine Committee**

All Full and Associate Members for Information

ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEM (ECDIS) FORUM

ACTION: Members are invited to note an MAIB request to ICS for information from industry regarding the use and operation of ECDIS and to nominate representatives to an ICS forum to address this and other ECDIS related issues.

Members will recall that carriage requirements for ECDIS were established at MSC 86 and that the implementation schedule for all ships mandated to fit ECDIS will be complete in mid-2018. There are currently two ECDIS performance standards: Resolution A.817(19) from 2006 and Resolution MSC.232(82) from 2009. There are indications that IEC and IHO have begun initial preparations for a further ECDIS performance standard associated with the requirements of e-navigation.

It will also be recalled that ICS participates in report meetings of the UK Marine Accident Investigation Branch (MAIB). Several recent MAIB accident reports have identified that the inappropriate use of ECDIS was a significant contributory factor in particular accidents. An example of this is the MAIB Accident report 24/2014 into the grounding of the *Ovit* in the Dover Strait. Findings from this report include advice that:

- *The passage plan was unsafe as it passed directly over the Varne Bank. It had been prepared in ECDIS by an inexperienced and unsupervised junior officer and was not checked by the master before departure.*
- *The OOW followed the track shown on the ECDIS display but had such poor situational awareness that it took him 19 minutes to realise the vessel was aground.*
- *ECDIS safety settings were not appropriate to the local conditions and the audible alarm was disabled; after the accident, the historical track could not be recovered from the system.*

During a separate MAIB accident report meeting when once again inappropriate use of ECDIS was identified the MAIB requested ICS to collect information from industry

regarding experience gained in the use and operation of ECDIS with the aim of identifying practical operational experience to advise the accident investigators. It was also noted that this experience and information would be a valuable contribution to any future revised ECDIS performance standard.

In order to address the MAIB request it is planned to establish an ICS forum that will primarily work by correspondence although an initial meeting will be held at ICS in order to establish the group.

Once established it is envisaged that the forum will consider two broad interrelated tasks. The first task will be to identify equipment and human element factors in the sub-optimal operation of ECDIS which has contributed to navigational errors and subsequent accidents and groundings. Within this task it is expected that design, operation and standardisation will be considered together with IMO training requirements and familiarisation.

The second task for the forum will be to consider the overall function of ECDIS from an operational perspective with the aim of developing an industry position in preparation for a future performance standard review. This work may well address elements from the first task as well as identifying what navigators at sea and companies actually need and expect from ECDIS. The Secretariat has previously noted comment that although the concept of ECDIS is widely supported there are several characteristics that operators and navigators would wish to change or improve. It is with the objective of providing positive advice and input to the IEC and IHO that this aspect of the forum will be asked to operate.

The Secretariat considers it essential that the forum is established with appropriate expertise. Members are therefore invited to nominate participants in the forum either from their own Member companies or from secretariat staff with very recent and extensive ECDIS experience. It is anticipated that representatives from other industry associations will be invited to join the forum together with training providers and other appropriate experts.

The forum should aim to report before the end of 2015 with information being made available to advise the MAIB and also to inform an anticipated future ECDIS performance standard review.

Members are invited to forward details of appropriately qualified individuals able to participate in the ICS ECDIS forum before 1 February to the undersigned (matthew.williams@ics-shipping.org) and copied to milly.dewar@ics-shipping.org.

It is anticipated that an initial meeting of the forum including invited industry experts will be convened at a date to be advised and that this will precede further work of the forum to be carried out by correspondence.

Matthew Williams
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