

Commonwealth of Dominica



Office of the Maritime Administrator

Policy Letter: 02-15 – Nautical Chart and Publication Carriage and Electronic Chart Display and Information System (ECDIS) Requirements

Applicability: All Commonwealth of Dominica Flagged Vessels, Including Fishing Vessels, Over 150 Gross Tons (GT) that are Registered in the COD and that are Engaged on an International Voyage.

REQUIREMENTS:

1.0 General Requirement

1.1 Consistent with Regulations 19.2.1.4 and 27 of SOLAS, vessels shall carry the nautical charts and publications necessary to plan and display the vessel's route for the intended voyage, and to plot and monitor the vessel's position throughout the voyage. In addition, vessels shall carry nautical charts and publications that might be needed to safely enter a harbor of safe refuge along the intended route.

2.0 Nautical Charts

2.1 All vessels shall carry an adequate portfolio of corrected, nautical charts for the vessel's planned voyage. All charts shall be of a large enough scale and have enough detail to make safe navigation of the area possible.

2.2 Masters shall ensure that any charts required by port state regulations for ports where the vessel will be calling during a voyage are onboard and corrected with the latest published corrections.

2.3 In accordance with Regulation 2.2 of SOLAS, nautical charts must be issued officially by or on the authority of a Government, authorized Hydrographic Office, or other relevant government institution.

2.4 As provided by Regulation 19.2.1.4 of SOLAS, it is also acceptable for vessels to use the Electronic Chart Display and Information System (ECDIS) to either partly

or fully fulfill this chart carriage requirement. However, bearing in mind that a worldwide ECDIS portfolio of Electronic Navigational Charts (ENC) coverage has not yet been achieved, the following conditions must be met:

- .1 Back up arrangements if other than an appropriate portfolio of paper charts, including a second ECDIS or other arrangement as discussed in IMO Resolution A.817(19) may be used to meet the back-up requirement of Regulation 19.2.1.5 of SOLAS, subject to appropriate consideration being given to 2.4.3 and 2.4.5 below.
- .2 It shall be possible to operate ECDIS and all equipment for its normal functioning when supplied by an emergency source of electrical power in accordance with Chapter II-1, Regulation 43.2.4 of SOLAS
- .3 Changing from one source of power supply to another or any interruption of the supply for a period of up to 45 seconds should not require the equipment to be manually re-initialized.
- .4 The ECDIS must be type approved by another State that is a Party to the applicable convention or a DMA Recognized Organization (RO) on behalf of a Party to the applicable convention. An ECDIS that has been type approved under the European Union (EU) Marine Equipment Directive (MED) is also acceptable.
- .5 As required by Appendix 7 of IMO Resolution MSC.232(82), *Adoption of the Revised Performance Standards for Electronic Chart Display and Information Systems (ECDIS)*, if an ECDIS is operated in the Raster Chart Display System (RCDS) mode in areas where ENCs are not available, an appropriate portfolio of up-to-date paper charts shall be carried on board and be readily available to the mariner.

3.0 ECDIS Requirements

3.1 Shipowners, operators, Masters and officers of merchant ships are advised that after the existing paragraph 2.9 of SOLAS Chapter V/19, new paragraphs 2.10 and 2.11 were added to require ECDIS as follows:

“2.10 Ships engaged on international voyages shall be fitted with an Electronic Chart Display and Information System (ECDIS) as follows:

- .1 passenger ships of 500 gross tonnage and upwards constructed on or after 1 July 2012;
- .2 tankers of 3,000 gross tonnage and upwards constructed on or after 1

July 2012;

- .3 cargo ships, other than tankers, of 10,000 gross tonnage and upwards constructed on or after 1 July 2013;
- .4 cargo ships, other than tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage constructed on or after 1 July 2014;
- .5 passenger ships of 500 gross tonnage and upwards constructed before 1 July 2012, not later than the “first survey” on or after 1 July 2014;
- .6 tankers of 3,000 gross tonnage and upwards constructed before 1 July 2012, not later than the first survey on or after 1 July 2015;
- .7 cargo ships, other than tankers, of 50,000 gross tonnage and upwards constructed before 1 July 2013, not later than the first survey on or after 1 July 2016;
- .8 cargo ships, other than tankers, of 20,000 gross tonnage and upwards but less than 50,000 gross tonnage constructed before 1 July 2013, not later than the first survey on or after 1 July 2017; and
- .9 cargo ships, other than tankers, of 10,000 gross tonnage and upwards but less than 20,000 gross tonnage constructed before 1 July 2013, not later than the first survey on or after 1 July 2018.”

“2.11 Administrations may exempt ships from the application of the requirements of paragraph 2.10 when such ships will be taken permanently out of service within two years after the implementation date specified in subparagraphs .5 to .9 of paragraph 2.10.”

- 3.2 Sufficient planning should be anticipated to comply with these new regulatory requirements well in advance of the applicable “first survey” date. In accordance with the Unified Interpretation of the term “first survey” referred to in SOLAS regulations, the term “first survey” shall mean the first annual survey, the first periodical survey or the first renewal survey, whichever is due first, after the date specified in the relevant regulation. For a ship under construction where the keel is laid before, but the ship is delivered after, the date specified in the relevant regulation, the initial survey is the “first survey.”

4. ECDIS Training

- 4.1 Shipowners, operators, Masters and officers of merchant ships are advised that effectively from 1 January 2012 the STCW Convention as amended by the Manila

Amendments in Regulation II/1-3 requires approved training in the use of ECDIS.

- 4.2 Every deck officer standing a navigation watch on an ECDIS equipped vessel must be certified as competent in the use of ECDIS to maintain the safety of navigation. Every Master and Chief Mate (First Officer) standing a navigation watch on an ECDIS equipped vessel must be certified as competent to maintain the safety of navigation through the use of ECDIS and associated navigation systems to assist command decision making.
- 4.3 To operate Type Approved ECDIS, navigation officers are required to complete two (2) levels of training:
 - 4.3.1 Generic (simulator) Training, to include:
 - .1 knowledge of the capability and limitations of ECDIS operations including a thorough understanding of electronic navigational chart data, options in the event of loss of GPS signal, data accuracy, presentation rules, display options and other chart data formats as well as the dangers of over-reliance; and
 - .2 proficiency in operation, interpretation and analysis of information obtained from ECDIS including the use of functions that are integrated with other navigation systems, safe monitoring and adjustment of information, confirmation of vessel position by alternative means, e.g., plotting bearings and ranges, efficient use of settings to ensure conformance to operational procedures, adjustment of settings and values to suit the present conditions and situational awareness while using ECDIS.
 - 4.3.2 Type Specific Training is to be completed prior to an officer assuming a navigational watch and is intended to familiarize the watch officer with the basic operation of the ECDIS equipment aboard the vessel to which they are assigned, including route planning and execution.
- 4.4 This Notice shall serve as the Administrator's authorization to carry an additional ECDIS on board as a training aid. However, where ECDIS units are installed on board as a training aid, they shall be appropriately marked "For Training Purposes Only" and shall not be used for navigation. In such cases, the ECDIS must not be listed in the ship's "Record of Equipment."

5.0 Nautical Publications

- 5.1 At a minimum, vessels shall carry sailing directions, lists of lights, notices to mariners, tide tables, and current table for the vessel's planned voyage. Other publications, including a nautical almanac and coast pilots (where issued) shall also be carried.

- 5.2 Masters shall ensure that any nautical publications required by port state regulations for ports where the vessel will be calling during a voyage are onboard and corrected with the latest published corrections.
- 5.3 Nautical publications shall be issued officially by or on the authority of a Government, authorized Hydrographic Office, or other relevant government institution. All nautical publications shall be currently corrected.
- 5.4 Electronic nautical publications may be used to either partly or fully fulfill the requirements of *International Convention on Safety of Life at Sea, 1974 (SOLAS), Chapter V* provided the following conditions are met:
- .1 Nautical publications required for voyage planning (examples include sailing directions, coast pilots, light lists, tide and current tables, etc.): Either an electronic or paper back-up must be provided. All back-up copies must be corrected and ready for use when needed.
 - .2 When an electronic backup is carried, portions of the publication needed for the planned voyage shall be printed and included with the voyage plan unless the electronic backup is an independent computer system with its own emergency source of power.

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