



# Kiribati Ship Registry

Singapore Operations Office:

10 Anson Road #25-02, International Plaza, Singapore 079903

Tel: +65 6225 0555 Fax: +65 6225 0550 Email: info@kiribaship.com Website: www.kiribaship.com

## MARINE CIRCULAR 13/2010

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**TO : Ship Owners, Managers, Charterers, Ship Master and the Shipping Community**

**SUBJECT : Electronic Chart Display and Information Systems (ECDIS) and Digital Nautical Publications**

In accordance with SOLAS 74, as amended, Chapter V Regulation 19.2.4, Kiribati Ship Registry accepts the electronic chart display and information system (ECDIS) and digital nautical publication as meeting the requirements of this regulation, provided the following requirements are complied with:

- 1) The ECDIS has to comply with the performance standards and approved in accordance with the requirements of the IMO Resolution A.817 (19) as amended by MSC.64 (67) Annex 5 and MSC.86 (70) Annex 4, and operates with up-to-date electronic navigational chart and adequate back-up.
- 2) Electronic navigational chart and digital nautical publications shall only be issued officially or authorised and approved by a SOLAS Contracting Government, an example will be those distributed by authorised chart agencies on the authority of government-authorised hydrographic offices.
- 3) Local electronic versions of navigational charts and nautical publications issued by a third party pertaining to geographical areas of a country may be accepted if that third party regularly receives official data and updates to its electronic navigational charts and digital nautical publications from the SOLAS Contracting Government.
- 4) The digital nautical publications shall always be available to the Officer of the Watch on the bridge without any limitations.
- 5) The computer used shall be dedicated for the storage and retrieval of information and always be connected to an emergency source of power as required by SOLAS Chapter II-1 Regulation 42 or 43. As a backup, the digital nautical publications shall also be installed on another computer onboard, which shall be readily available to the Officer of the Watch on the bridge.
- 6) Ships sailing in waters not covered by electronic navigational chart shall be fitted with an updated folio of paper navigational charts issued by government-authorised hydrographic offices.
- 7) Owners or operators are responsible to ensure that the Masters and Officers of the Watch serving onboard vessels fitted with ECDIS are adequately trained. Please refer to the IMO Safety of Navigation Circular SN.1/276 for general guidance pertaining to ECDIS related training requirements. They shall also be familiarised with the requirements of any local authorities regarding the use of ECDIS in their waters.
- 8) Masters and Officers of the Watch shall be aware of the limitations of Raster Chart Display System (RCDS) as indicated in the IMO Safety of Navigation Circular SN/Circ.207.

For the purpose of compliance with SOLAS Chapter V Regulation 19.2.1.5, the following back-up arrangements are considered acceptable:

<u>Primary System</u>	<u>Back-up arrangement</u>
1) ECDIS operating with Electronic Navigational Chart (ENC) mode	A second independent ECDIS, with a separate power supply and data input, operating with Electronic Navigational Chart (ENC) mode.  OR  Adequate and up-to-date paper charts for the intended voyages.
2) ECDIS operating in the Raster Chart Display System (RCDS) mode	Adequate and up-to-date paper charts for the intended voyages

The implementation schedule based on vessel type, size and keel laid date for the carriage of ECDIS on new and existing vessels engaged on international voyages is tabulated as follows:

Type of ships	Size limitation (of or over)	New ships (Construction-Keel lay date)	Existing ships (Ships not new ships)
Passenger ships	500 GT	1 July 2012	Not later than the first survey* on or after 1 July 2014
Tankers	3000 GT	1 July 2012	Not later than the first survey* on or after 1 July 2015
Others	50,000 GT	1 July 2013	Not later than the first survey* on or after 1 July 2016
	20,000 GT	1 July 2013	Not later than the first survey* on or after 1 July 2017
	10,000 GT	1 July 2013	Not later than the first survey* on or after 1 July 2018. No retrofitting requirements to existing ships less than 10,000 GT
	3,000 GT	1 July 2014	No retrofitting requirements to existing ships less than 10,000 GT

**\* Note:**

The *first survey* means the first annual survey, the first periodical survey or the first renewal survey, whichever is due first after the date specified above.

- 1) For a passenger ship, this is the first renewal survey for "Passenger Ship Safety Survey";

- 2) For a cargo ship (non-passenger ship), this is either the "Cargo Ship Safety Equipment Survey" or the "Cargo Ship Safety Survey" (combined survey for vessels that choose to combine all SOLAS certificates into one).
- 3) For both passenger ships and cargo ships which are under construction and fall into the scenario where the keel is laid before the date specified above but the ship is delivered after, then the *first survey* shall refer to the vessel's "Initial Survey".
- 4) Although the "*first survey*" may not coincide with dry docking, owners should be aware that substantial work could be involved in retrofitting this equipment, which could take the ship out of service. Therefore, due consideration should be made to carrying out the necessary modifications in dry dock before the mandatory implementation date.

The above-mentioned information on the new requirement and its implementation is intended to enable Ship Owners, Managers, and Operators to plan early to avoid any unnecessary disruption to the ship's operations.

Ship Owners, Managers, and Operators would appreciate to note that there is no mandatory carriage requirement for the carriage of ECDIS for existing cargo ships of below 10,000 GT and that vessels may be exempted from the requirements of the new regulation if the vessel will be permanently taken out of service within two years of the implementation dates above.

Yours sincerely,

Deputy Registrar  
Kiribati Ship Registry