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دولة ليبيا
State of Libya
مصلحة الموانئ والنقل البحري
Ports & Maritime Transport Authority

Maritime Affairs Department

Circular No. 002/2015

TO: All Shipowners, Operators, Masters And Officers Of Merchant Vessels, And Authorized Classification Societies

SUBJECT: Electronic Chart Display And Information System (ECDIS)

References: (a) SOLAS Chapter V;

- (b) International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW Convention);
- (c) STCW.7/Circ.18; ECDIS Training;
- (d) Resolution MSC.282(86); Adoption of amendments to the international convention for the safety of life at sea, 1974, as amended;
- (e) Resolution A.817(19) Performance standards for ECDIS;
- (f) Resolution MSC 232(82); Adoption of the Revised Performance Standards for ECDIS;
- (g) International Safety Management Code; and
- (h) International Code of Safety for High-Speed Craft.

PURPOSE:

The purpose of this Circular is to outline the requirements for ECDIS on board Libyan registered ships with regard to the hardware and training required.

1. Introduction

This Circular has been issued to clarify the carriage requirements and seafarers' training requirements for Electronic Chart Display and Information Systems on Libyan registered ships.

2. Nautical Charts and Publications

SOLAS Chapter V Regulation 19.2.1.4 currently requires that all ships, irrespective of size shall have nautical charts and nautical publications to plan and display the ship's route for the intended voyage and to plot and monitor positions throughout the voyage.

The Regulation further states that an electronic chart display and information system (ECDIS) is also accepted as meeting the chart carriage requirements of 19.2.1.4.

Regulation 19.2.1.5 notes that if the requirements of 19.2.1.4 are met wholly or partially (i.e. with an ECDIS or electronic publication or both) then there must be some form of back up arrangement in place to cover failure of the electronic systems.

In order for a vessel to meet the requirements of SOLAS Chapter V 19.2.1.4 and 19.2.1.5 vessels may use the following:

1 x paper chart folio;

1 x ECDIS unit and 1 x paper chart folio; or

2 x ECDIS units which must both work independently. The second ECDIS unit must be connected to an independent power supply and a separate GPS position input.

3. ECDIS Carriage Requirement

SOLAS Chapter V Regulation 19.2.10 makes the carriage of ECDIS mandatory, on a 'roll out basis', the schedule for which is included in the Appendix to this document.

Once the date has passed for the mandatory carriage of ECDIS for a relevant vessel type, each vessel of this type must be fitted with an approved ECDIS system.

All ECDIS units (hardware) must meet the following performance standards if installed on or after -

- a. 1 January 1996 but before 1 January 2009 – must conform to performance standards not inferior to those specified in the Annex to Resolution A.817(19), as amended by resolutions MSC.64(67) and MSC.86(70); or
- b. 1 January 2009 - must conform to performance standards not inferior to those specified in the Annex to Resolution MSC.232(82).

In either case there should be a document on board the vessel stating the approval which shall be available for third party inspection.

Once fitted, ECDIS has to be listed under the details of Navigational Systems and Equipment on either the -

a. Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E); or

b. Record of Equipment for the Passenger Ship Safety Certificate (Form P).

After the mandatory introduction of ECDIS, in order for a vessel to meet the requirements of SOLAS Chapter V 19.2.1.4 and 19.2.1.5, vessels may still use the following:

1 x paper chart folio;

1 x ECDIS unit and 1 x paper chart folio; or

2 x ECDIS units which must both work independently. The second ECDIS unit must be connected to an independent power supply and a separate GPS position input.

In areas for which Electronic Navigational Charts (ENCs) are not available, Raster Navigational Charts (RNCs) should be provided. RNCs must be backed up with a reduced paper chart folio sufficient for safe navigation.

In areas where neither ENCs nor RNCs are available a full folio of paper charts shall be carried for that area.

Adequate provisions should be made to ensure that all paper charts and electronic charts are the latest version and kept up to date.

4. ECDIS training requirements

The STCW Manila amendments require that all officers in charge of a navigational watch complete ECDIS training as stated in STCW Table A-II/1 on or after 01/01/2017. However, in many cases the ECDIS carriage requirement will have been met prior to this date resulting in an inconsistency between the carriage requirement and the STCW seafarers' training requirements.

In order to provide clarity on this issue the Libyan has the following requirements prior to 01/01/2017 –

If ECDIS is fitted and is being used, all officers in charge of a navigational watch must have completed the training stated in a. and b. below.

If ECDIS is fitted and is not being used, it is highly recommended that all officers in charge of a navigational watch have completed the training stated in a and b. below. However, it should be noted that some port authorities require all ECDIS operators to be trained regardless of whether the ECDIS unit is being used or not.

a. Generic ECDIS training

The generic ECDIS training is the minimum standard required by STCW Table A-II/1. The IMO has approved the standardized model course for the general operation and use of ECDIS (known as the IMO model course 1.27); this course fulfils the generic ECDIS training requirement.

b. ECDIS Familiarisation training (type specific training)

There is also a requirement for officers in charge of a navigational watch to receive familiarization training with the specific type of ECDIS unit (i.e. same make and model) installed on the vessel.

STCW.7/Circ.18 requires the familiarization training to be carried out in accordance with Section 6.3 and 6.5 of the ISM Code.

This training may be delivered by either –

a. the manufacturer or the manufacturer's approved agent – this may be in the form of computer based training or a shore based course; or

a trainer who has been trained by the manufacturer or the manufacturer's agent.

Trickle-down training (where one officer trains another) is not acceptable because the consistency of the training cannot be guaranteed.

If the generic ECDIS course (IMO Course 1.27) includes training on the type of equipment installed this would be acceptable, but there must be a clear statement to this effect, otherwise separate training must be undertaken.

Evidence must be available on board for third party inspection to demonstrate that the seafarer has completed the generic ECDIS training and the ECDIS familiarization training.

5. ISM

If it is intended that the vessel will operate with ECDIS only, then this should be listed as part of the critical equipment as described by ISM Code Section 10.3 and regular testing of standby arrangements must be established.

When a vessel installs ECDIS the ISM Company will also need to provide amendments to their Safety Management System by adding procedures and instructions reflecting the changes applicable to the implementation of ECDIS

APPENDIX

The table below is as stated in SOLAS Chapter V Regulation 19.2.10 - Carriage Requirements for Shipborne Navigational Systems and Equipment as amended by Resolution MSC.282(86).

All ships engaged on international voyages shall be fitted with ECDIS as stated below:

Ship type	Size	New ships	Existing ships
Passenger Ships	≥500gt	Constructed on or after 1 July 2012	Constructed before 1 July 2012: not later than the first survey* on or after 1 July 2014
Tankers	≥3000gt	Constructed on or after 1 July 2012	Constructed before 1 July 2012: not later than the first survey* on or after 1 July 2015
Cargo ships, other than Tankers	≥3000 < 10 000gt	Constructed on or after 1 July 2014	N/A
	≥10 000gt < 20 000gt	Constructed on or after 1 July 2013	Constructed before 1 July 2013: not later than the first survey* on or after 01 July 2018
	≥20 000gt <50 000gt	Constructed on or after 1 July 2013	Constructed before 1 July 2013: not later than the first survey* on or after 01 July 2017
	≥50 000gt	Constructed on or after 1 July 2013	Constructed before 1 July 2013, not later than the first survey* on or after 1 July 2016
*Refer to MSC.1/Circ.1290 on the Unified interpretation of the term "first survey" referred to in SOLAS regulations.			

International Code of Safety for High-Speed Craft

High-speed Craft are required to have ECDIS fitted.