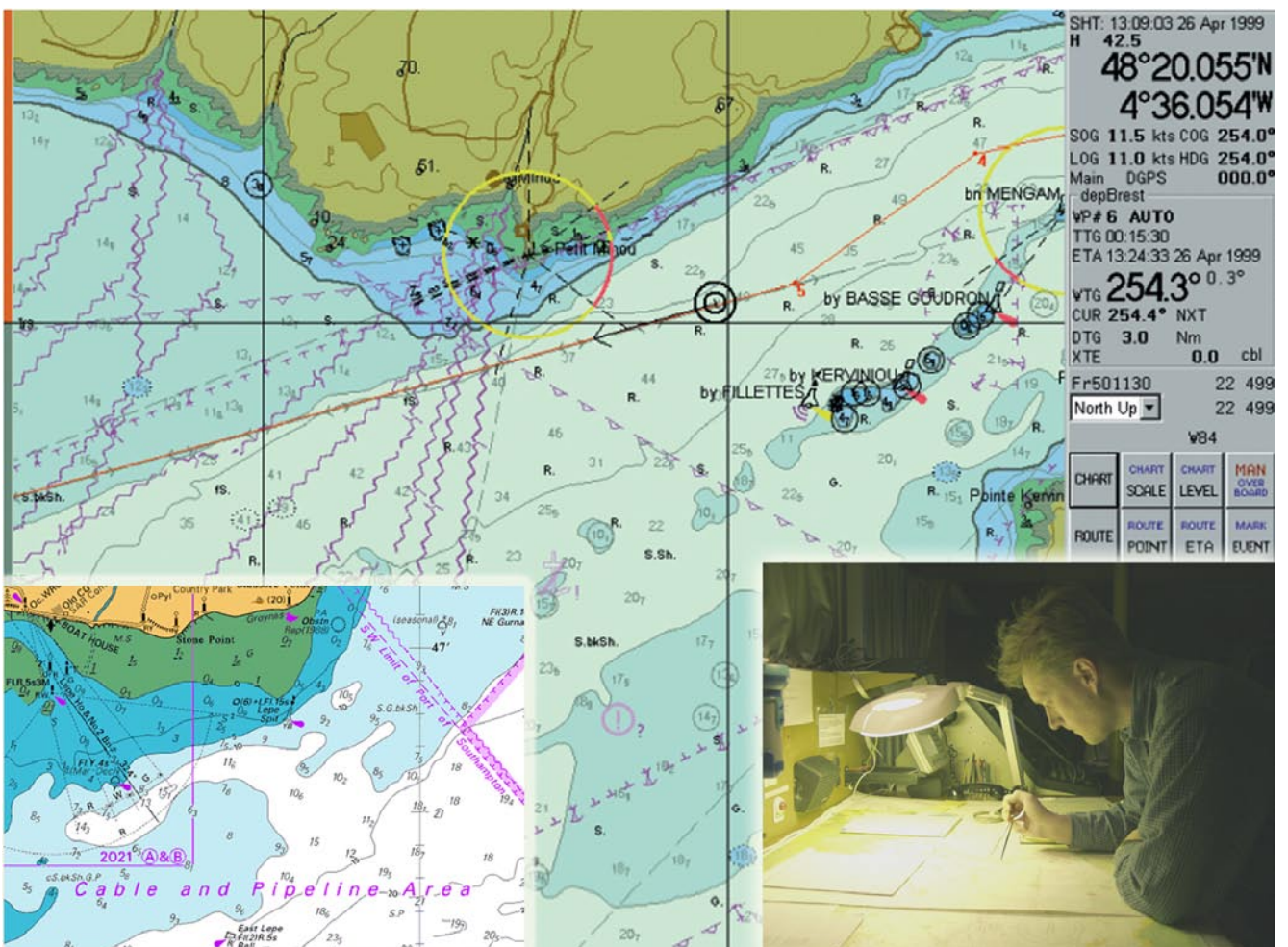


# Compendium of Flag State ECDIS requirements



Facts about electronic charts  
and carriage requirements  
2nd edition 2007

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# Compendium of Flag State ECDIS requirements

This compendium is divided into two parts. The first part comprises a table summarising Flag State status on the acceptance of ECDIS for primary navigation provided by Flag States in response to IMO Circular Letter 2666 or otherwise obtained from their websites. The second part gives any additional details provided by individual Flag States and contact details of their websites.

## Part 1 - Summary of Flag State Requirements

### Explanation of Columns within the Summary Table:

An asterisk (\*) indicates that there is further significant or useful information in Part 2 that should be consulted. A plus (+) indicates that details have been obtained from the Flag State website.

Y = yes — N = no — N/A = not applicable — N/K = not known

#### Column 1:

##### **Flag State**

Name of Country. Where the nation has issued documentation either directly, or via IMO, the reference to this is included in brackets.

#### Column 2:

##### **Acceptance of ENC's and ECDIS for primary navigation**

"Yes" signifies the Flag State accepts the use of ENC's in ECDIS for primary navigation on all its registered vessels when used in accordance with the provisions set out in A817(19); ie with adequate back up arrangements and using ENC's. An \* may indicate that approval is given on a vessel by vessel basis – see part 2 for details.

#### Column 3:

##### **Back-up arrangements considered acceptable by the authority**

Key:

- 1 - a second ECDIS device using ENC's, maintained by an independent power supply
- 2 - a second ECDIS device using official Raster Navigational Charts (official RNC's), maintained by an independent power supply
- 3 - sufficient paper charts covering the operational area
- 4 - other as specified in part 2

#### Column 4:

##### **Acceptance of the use of RNC's in ECDIS (RCDS mode)**

"Yes" signifies the flag state accepts the use of RNC's in ECDIS (in RCDS Mode) for primary navigation in areas where there is no ENC coverage at an appropriate scale for navigation and when RCDS operation is supplemented by an appropriate portfolio of up-to-date paper charts.

#### Column 5:

##### **Acceptance of the use of private chart data (in ECDIS).**

"No" signifies that the use of private chart data is not accepted as meeting carriage requirements and that if used in ECDIS a full set of official paper charts must be carried and used as the primary means of navigation.

**Summary Table  
(Reported status - March 2007)**

<b>Flag state (document reference)</b>	<b>Acceptance of ENCs and ECDIS for primary navigation</b>	<b>Acceptable back-up arrangements mode</b>	<b>Acceptance of the use of RNCs - ECDIS in RCDS</b>	<b>Acceptance of use of private chart data in ECDIS to meet SOLAS carriage requirement</b>
Australia* (Marine Notice10/2005)	Y	1,2,3*	Y*	N
Bahamas + (Information Bulletin 51)	Y	1,3	Y	N
Barbados + (SLS14/Circ200)	Y	1,3	N/K	N
Brazil	N	N/A	N	N
Bulgaria	Y	1,2,3	Y	N
Canada*	Y	1,3	Y	N
Chile	Y	1,3	N	N
Colombia	N	N/A	N	N
Cyprus* (Circular No 26/2006)	Y	1,3	N	N
Denmark* (SLS 14/Circ180)	Y	1,3*	N	N
Estonia*	Y	1,3	Y*	N
Finland * (SLS 14/Circ201)	Y	1,3	N	N
France *	Y*	3*	Y	N
Germany* SLS14/Circ 190)	Y	1,3*	Y	N
Greece	Y	1,3	Y	N
Japan*	Y*	1,3	N*	N
Korea	Y	1,3	N	N
Liberia* (Marine Ops Note 1/2005)	Y*	1,3	N	N
Lithuania	N	N/A	N	N
Malta + * (SLS 14/Circ254)	Y	1,3*	N	N

Marshall Islands + (MG 7-41-1 10/06) *	Y*	3	Y	N
Mauritius	N	N/A	N	N
Netherlands* (SLS14/Circ 191)	Y*	1,2,3*	Y	N
New Zealand*	N	N/A	Y	N
Norway*	Y	1,3*	N	N
Poland	N	N/A	N	N
Portugal	N	N/A	N	N
Spain* (SLS14/Circ283)	Y	1,3	Y	N
Sweden* (SLS14/Circ 198)	Y	1, 3	Y*	N
Switzerland	N	N/A	Y	N
Ukraine*	Y	1,3	Y	N
United Kingdom*	Y*	1,2*,3	Y*	N
USA*	N	N/A	N	N

## Part 2 - Detailed National Information

### **Australia**

#### *Acceptance of ECDIS*

See Australian Maritime Safety Authority (AMSA) Marine Notice 10-2005 and associated Background Paper.

#### *Backup Arrangements for ECDIS*

1. A second fully compliant ECDIS, or
2. A full folio of paper charts, corrected for the latest Notices to Mariners, for the intended voyage.

#### *Acceptance of RCDS*

Official RNCs may be used where ENC's are not available noting the requirement for vessels to carry the "appropriate folio" of paper charts when operating in the RCDS mode.

AMSA has provided the IHO with a list of charts which will be the minimum requirement for the "appropriate folio" in Australian waters.

Australian registered ships may dispense with the requirement for the "appropriate folio" in certain circumstances. Reference should be made to AMSA Marine Notice 10 – 2005.

#### *IMO or Flag State Notifications*

Marine Notice 10/2005

[www.amsa.gov.au/shipping\\_safety/marine\\_notices/2005/MN10-2005.asp](http://www.amsa.gov.au/shipping_safety/marine_notices/2005/MN10-2005.asp)

#### *Background paper*

[www.amsa.gov.au/shipping%5Fsafety/marine%5Fnotices/2005/documents/1005%20att.pdf](http://www.amsa.gov.au/shipping%5Fsafety/marine%5Fnotices/2005/documents/1005%20att.pdf)

#### *Website*

[www.amsa.gov.au](http://www.amsa.gov.au)

### **Bahamas**

#### *IMO or Flag State Notifications*

BMA Information Bulletin 51 July 2003

#### *Website*

[www.bahamasmaritime.com/](http://www.bahamasmaritime.com/)

### **Barbados**

#### *IMO or Flag State Notifications*

Information Bulletin 64 –Electronic Charts and Nautical Publications

SLS14/Circ200

[www.imo.org/includes/blastDataOnly.asp/data\\_id%3D7855/200.pdf](http://www.imo.org/includes/blastDataOnly.asp/data_id%3D7855/200.pdf)

#### *Website*

[www.barbadosmaritime.com/index3.html](http://www.barbadosmaritime.com/index3.html)

## **Canada**

### *Acceptance of ECDIS*

Full details of the national regulatory requirements for ECDIS including acceptance, training, use of RCDS mode etc are to be found in Canada's Charts and Nautical Publications Regulations, 1995 and section 40 of the Crewing Regulations, made pursuant to the Canada Shipping Act.

### *IMO or Flag State Notifications*

Canada Shipping Act:

[www.tc.gc.ca/acts-regulations/GENERAL/C/CSA/menu.htm](http://www.tc.gc.ca/acts-regulations/GENERAL/C/CSA/menu.htm)

or

[www.tc.gc.ca/lois-reglements/generale/l/lmmc/menu.htm](http://www.tc.gc.ca/lois-reglements/generale/l/lmmc/menu.htm)

## **Cyprus**

### *IMO or Flag State Notifications*

[www.shipping.gov.cy/circulars/c2006/circular\\_2006\\_26.pdf](http://www.shipping.gov.cy/circulars/c2006/circular_2006_26.pdf)

### *Website*

[www.shipping.gov.cy](http://www.shipping.gov.cy)

## **Denmark**

### *Backup Arrangements for ECDIS*

Danish authorities also accept an electronic back-up arrangement for ECDIS mode of operation (using ENC) type-approved in accordance with relevant international standards, instead of a second

ECDIS. (Ref. resolution MSC.64(67), Annex 5).

### *IMO or Flag State Notifications*

SLS14/Circ180

[www.imo.org/includes/blastDataOnly.asp/data\\_id%3D5399/180.pdf](http://www.imo.org/includes/blastDataOnly.asp/data_id%3D5399/180.pdf)

### *Website*

[www.dma.dk/](http://www.dma.dk/)

## **Estonia**

### *Acceptance of RCDS*

RNCs in ECDIS are accepted outside the waters of Estonian jurisdiction. Inside the waters under Estonian jurisdiction only ENCs are accepted. All Estonian waters are covered with ENCs and there is no need to use RNCs.

### *Website*

[www.vta.ee/atp/?lang=en](http://www.vta.ee/atp/?lang=en)

## **Finland**

### *IMO or Flag State Notifications*

Regulation 1414/30/2004 - Shipboard Navigational Systems and Equipment (given in Bulletin No8 23.6.2004)

[www.fma.fi/e/services/information/services/publications/bulletin/avaa.php?id=246](http://www.fma.fi/e/services/information/services/publications/bulletin/avaa.php?id=246)

### *Other Comments*

Training: When a seafarer changes ship from a vessel not fitted with an ECDIS to another which is fitted with an ECDIS, and the seafarer does not have any training on ECDIS, the owner shall require that the seafarer shall take part to an IMO model course on ECDIS before signing on.

### *Website*

[www.fma.fi](http://www.fma.fi)

## **France**

### *Acceptance of ECDIS*

Applies to all vessels; Maritime Authority provides certification

### *Backup Arrangements for ECDIS*

At present the French Administration only authorises paper charts to be used as a backup to ECDIS. The content of paper chart backup folio will be defined in the near future.

### *Acceptance of RCDS*

Applies to all vessels; Maritime Authority provides certification

### *IMO or Flag State Notifications*

Règlement annexé à l'arrêté du 23/11/1987, division 221

### *Website*

[www.mer.gouv.fr/](http://www.mer.gouv.fr/)

## **Germany**

### *Backup Arrangements for ECDIS*

BSH accepts Chart Radar as meeting the requirements for back up.

### *IMO or Flag State Notifications*

Full details regarding the acceptance of ECDIS and RCDS and the status of private charts is included in the Week 1 issue of BSH Notice to Mariners each year.

SLS14/Circ190

[www.imo.org/includes/blastDataOnly.asp/data\\_id%3D5557/190.pdf](http://www.imo.org/includes/blastDataOnly.asp/data_id%3D5557/190.pdf)

### *Website*

[www.bsh.de](http://www.bsh.de)



## **Japan**

### *Acceptance of ECDIS*

ECDIS is approved on a ship by ship basis

### *Acceptance of RCDS*

RNCs of Japanese sea areas are not provided. Therefore navigation in these areas by means ECDIS in RCDS mode is impossible

### *Website*

[www1.kaiho.mlit.go.jp](http://www1.kaiho.mlit.go.jp)

## **Liberia**

### *Acceptance of ECDIS*

Permission is given on a vessel by vessel basis; a certificate is issued to the vessel

### *IMO or Flag State Notifications*

Guidance is provided to ship operators through Liberian Marine Operations Note 1-2005.

### *Website*

[www.liberianregistry.com/](http://www.liberianregistry.com/)

## **Malta**

### *Backup Arrangements for ECDIS*

A type approved electronic backup arrangement for ECDIS mode of operation (using ENC) is also accepted

### *IMO or Flag State Notifications*

IMO circular SLS.14/Circ.254

[www.imo.org/includes/blastDataOnly.asp/data\\_id%3D13957/254.pdf](http://www.imo.org/includes/blastDataOnly.asp/data_id%3D13957/254.pdf)

## **Marshall Islands**

### *Acceptance of ECDIS*

Even though a ship may be routinely operating in the ECDIS mode with available ENC data, prudence would dictate that an appropriate portfolio of paper charts still be maintained as a back-up in the event that, for whatever reason, the ship loses the use of its ECDIS. Certain ports still require the use of up-to-date charts for the approaches to their harbours. It is strongly recommended that Shipowners consider the practical and legal risks involved and continue to maintain corrected paper charts on board every ship.

### *Acceptance of RCDS*

Because of a number of technical limitations in the RCDS, the mode does not have the full functionality of ECDIS, and therefore should only be used in conjunction with an appropriate portfolio of up-to-date paper charts.

### *IMO or Flag State Notifications*

Marine Guidance note 7-41-1

[www.register-iri.com/marineguidelines/mg-7-41-1.doc](http://www.register-iri.com/marineguidelines/mg-7-41-1.doc)

### *Website*

[www.register-iri.com/content.cfm?catid=98](http://www.register-iri.com/content.cfm?catid=98)

## **Netherlands**

### *Acceptance of ECDIS*

Upon receiving a documented request a confirmation of the permission to sail without paper charts is provided to the vessel by letter or fax. A note is added to the Safety Certificate indicating the vessel is equipped with an ECDIS compliant with SLS.14/Circ.191, which will also be attached to this Safety Certificate

### *Backup Arrangements for ECDIS*

Use of official RNC's for backup is only acceptable where official ENC's are not available

### *Acceptance of RCDS*

All vessels are permitted to use RCDS mode where no ENCs are available. Guidance on the appropriate paper chart folio is that no paper charts are required. Upon receiving a documented request a confirmation of the permission to sail without paper charts is provided by letter or fax. A note is added to the Safety Certificate indicating the vessel is equipped with an ECDIS compliant with SLS.14/Circ.191, which will also be attached to this Safety Certificate.

### *IMO or Flag State Notifications*

SLS.14/Circ.191

[www.imo.org/includes/blastDataOnly.asp/data\\_id%3D6145/191.pdf](http://www.imo.org/includes/blastDataOnly.asp/data_id%3D6145/191.pdf)

Letter DS-20665/01/SKA, dated 4 October 2001 to the Netherlands' shipowners associations.

### *Website*

[www.ivw.nl/en/](http://www.ivw.nl/en/)

## **New Zealand**

### *IMO or Flag State Notifications*

MNZ Maritime Rule 25 does contain reference to use of ECDIS.

### *Website*

[www.msa.govt.nz/rules/maritime\\_rules.asp](http://www.msa.govt.nz/rules/maritime_rules.asp)

## **Norway**

### *Backup Arrangements for ECDIS*

Norwegian Maritime Directorate also accept a Chart Radar as meeting back up arrangements

## **Other Comments**

Training: An amendment to Norwegian Maritime Directorate (NMD) regulation 2003-05-09 no 687 came into effect on 1 January 2005. Navigators on vessels equipped with ARPA, ECDIS, AIS or similar equipment are now required to complete training in the use of this equipment and its limitations.

*Website*

[www.sjofartsdir.no](http://www.sjofartsdir.no)

## **Spain**

*IMO or Flag State Notifications*

SLS14/circ283

[www.imo.org/includes/blastDataOnly.asp/data\\_id%3D18185/283.pdf](http://www.imo.org/includes/blastDataOnly.asp/data_id%3D18185/283.pdf)

FOM/2472/2006

*Website*

[www.fomento.es/MFOM/LANG\\_EN/DIRECCIONES\\_GENERALES/MARINA\\_MERCANTE/](http://www.fomento.es/MFOM/LANG_EN/DIRECCIONES_GENERALES/MARINA_MERCANTE/)

## **Sweden**

*Acceptance of RCDS*

Use of RCDS mode is allowed in conjunction with appropriate paper charts for areas where no ENCs exist.

*IMO or Flag State Notifications*

IMO circular SLS.14/Circ.198

*Website*

[www.sjofartsverket.se/default\\_\\_\\_\\_\\_603.aspx](http://www.sjofartsverket.se/default_____603.aspx)

## **Ukraine**

*Acceptance of ECDIS*

Permission is granted to all vessels see - "Regulations on the Sea Vessels Equipping"; Ukrainian Register of Shipping, Kyiv, 2003.

## **United Kingdom**

*Acceptance of ECDIS*

Permission is given on a vessel by vessel basis; a letter of equivalency is issued.

*Backup Arrangements for ECDIS*

Option 2 is accepted only for areas not covered by ENCs and where supported by an appropriate portfolio of paper charts ascertained following a risk assessment.

*Acceptance of RCDS*

Acceptance on a ship by ship basis following a risk assessment in accordance with Marine Guidance Note 285

*IMO or Flag State Notifications*

MCA special publication "Safety of Navigation –Implementing SOLAS Chapter V, 2002. Annex 14 – "Electronic Charts"

Marine Guidance Note (MGN) 285 – Electronic Charts – The use of Risk Assessment when Operating ECDIS in the Raster Chart Display System (RCDS) Mode. February 2005.

### *Other Comments*

Training: As part of the UK process for issuing a Letter of Equivalency, MCA need to be satisfied regarding arrangements for training (generic and type-specific) and familiarisation of electronic charts users.

### *Website*

[www.mcga.gov.uk](http://www.mcga.gov.uk)

## **United States of America**

### *Acceptance of ECDIS*

ECDIS has not yet been recognized in US national regulations, however U.S. Coast Guard Navigation and Vessel Inspection Circular (NAVIC) 02 03 outlines the interim acceptance for meeting SOLAS carriage requirements regarding the use of ECDIS for primary means of navigation on board foreign vessels in U.S. waters. NAVIC 02-03 is considered temporary guidance until U.S. navigation regulations are formally amended to also include U.S registered vessels.

Draft regulations are expected to be published for consultation later in 2007

### *Backup Arrangements for ECDIS*

NAVIC 02-03 finds the back up options referenced in SOLAS Chapter V acceptable when foreign vessel utilize a second ECDIS, ECDIS in RCDS mode with an appropriate folio of paper charts with respect to transit areas, and paper charts as the sole means for providing backup.

### *Website*

[www.uscg.mil/](http://www.uscg.mil/)