

GIBRALTAR MARITIME ADMINISTRATION
(Ministry of Maritime Affairs)



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Shipping Guidance Notice – 011

To: Ship Owners, Operators, Masters, Officers and Classification Societies

ECDIS REQUIREMENTS

This Administration will issue a letter accepting the ECDIS installation as fulfilling the requirements to replace paper charts provided:

- The ECDIS system fulfils the requirements of SOLAS V Reg 19.2.1.4
- The back-up arrangements comply with SOLAS V Reg 19.2.1.5.
- The main & back-up arrangements are completely independent of each other.
- Each system must comply with IMO Res A.817(19) as amended.
- Each system is type approved by the Administration. (SOLAS Ch V Reg 18.1) (The Administration will accept equipment manufactured to EU Marine Equipment standard).
- The Master, Chief Officer and all Navigational Watch Officers have undergone ECDIS training and familiarisation.
- The owner / operator of the ship has completed a risk assessment for the trading areas of the ship.

To summarise:

1. ENC (vector charts), when used in a type approved ECDIS, can be used to satisfy SOLAS chart carriage requirements, provided there is an appropriate back-up.
2. The appropriate back-up can be Raster charts or paper charts.
3. Where there is no ENC (vector) chart coverage, Raster charts can be used as the primary chart system, provided this is backed-up with a folio of paper charts.
4. If non-official chart data is used in an ECDIS, or if the back-up is missing, or if the official charts are out of date, then the ECDIS no longer complies and fails to satisfy the chart carriage requirements.

The risk assessment should include:

An assessment of the ENC and Raster chart coverage of the trading area. A print-out diagram of chart coverage alone is not sufficient.

If the area is covered by ENC (vector) charts then confirmation that Raster charts are the back-up.

If the trading area is only covered by Raster charts then a statement confirming that a basic paper chart folio is onboard.

Confirmation of the way the chart up-dates are to be transmitted to the ship.

The risk assessment should also include, but need not be limited to, the assessment of the following hazards:

Next chart unavailable
Lack of anticipation of approaching and developing navigational hazards
Vessel may enter designated danger areas
Planned passage may cross danger area
Vessel's position on chart may shift especially between charts
Loss of navigational data
Navigational information not readily available
Accuracy of chart less than the position fixing system in use
Hardware failure
Software failure
Power failure
Failure to update charts correctly
Input failure - position
Input failure – course and speed
Virus infection

Gibraltar Maritime Administration
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