



# Technical Circular

No.: 067/2017

Date: 26<sup>th</sup> May 2017

## To Whomsoever it may concern

### **Subject: AMSA Marine Notice 7 of 2017 Reg. Guidance on ECDIS for ships calling at Australian ports.**

1. Australian Maritime Safety Authority (AMSA) has issued Marine Notice 7 of 2017 (copy attached) highlighting the safe and proper operation of ECDIS for ships visiting Australian ports. It also provides information on AMSA's expectations for ECDIS compliance during port State control (PSC) inspections.
2. Salient points from the circular are as follows:
  - a. The IHO has published new editions of the S-52, S-63, and S-64 standards in August 2015. The previous edition of the S-52 standard (Ed 6.0) will remain valid until 31 August 2017. Existing ECDIS systems will require upgrading to the latest IHO standards before 31 August 2017. In some cases ECDIS equipment may require replacement if it cannot be updated to the latest standards.
  - b. ECDIS may be operated in one of two modes:
    - i. ECDIS mode when ENC's are used;
    - ii. Raster Chart Display System (RCDS) mode, when suitable ENC's are not available and RNC are used instead.

*All Australian waters are covered by ENC's and therefore ECDIS should not be operated in RCDS mode in these waters.*
  - c. AMSA's PSC Inspectors focus on how ships meet the SOLAS requirements for chart carriage and the safe and effective conduct of navigation tasks. PSC Inspectors may take account of ECDIS-related issues including:
    - ECDIS equipment is appropriately recorded in the Record of Equipment – Safety Equipment Certificate.
    - Listing of ECDIS as critical equipment in the Safety Management System (SMS). Documented procedures and instructions for the use of ECDIS are included in the SMS and that they are understood by all officers responsible for navigation.

- ECDIS type approval certificate, confirming compliance with relevant IMO performance standard and the International Electro technical Commission (IEC) test standard.
  - ECDIS software is maintained to the latest applicable IHO standards, use of latest edition official ENC's, updated and corrected to the latest available updates and notices to mariners.
  - Adequate independent back-up arrangements (as detailed on the Record of Equipment), ensuring the vessel can be safely navigated for the remainder of the voyage in the event of an ECDIS failure.
  - Approved ECDIS generic training has been undertaken by the master and officers in charge of a navigational watch.
  - Master and navigating officers are familiar with the operation of the ECDIS equipment fitted and can demonstrate operational competency.
  - Conformance and alignment with input from sensors (e.g. position fixing system, gyro compass and speed and distance measuring device) and presentation of such information on the ECDIS display.
  - Evidence of periodic tests and checks of the ECDIS carried out in accordance with the SMS and manufacturer's requirements.
  - ECDIS planning and monitoring settings are appropriate to the ship's dimensions and area of operations (e.g. cross track limit, safety depth and safety contour).
3. Ship Owners / operators and masters are advised to be guided by above and ensure regular maintenance of both ECDIS hardware and software.

**Enclosure:**

1. AMSA Marine Notice No.7 of 2017.

---

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.