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HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Guidance for Good Practice on Electronic Chart Display and Information Systems (ECDIS)

To : *Shipowners, Ship Managers, Ship Operators, Ship Masters and Classification Societies*

Summary

The purposes of this Note is to promulgate the *ECDIS – Guidance for Good Practice*, in order to facilitate implementation of ECDIS and its ongoing safe and effective use on board ships and to alert parties concerned to the latest applicable International Hydrographic Organization (IHO) standards. This Note supersedes Hong Kong Merchant Shipping Information Note (HKMSIN) No. 13/2013 issued on 27 May 2013.

1. In May 2013, HKMSIN No. 13/2013 with 9 annexes was issued serving to highlight the performance standards for ECDIS adopted by International Maritime Organization (IMO) and the commencement of the mandatory carriage requirements of ECDIS along with the back-up arrangement under the revised SOLAS Regulation V/19 in a phased manner from 1 July 2012 subject to ship size, type and construction date. It is also intended to bring out the importance of compliance with the regulatory requirements of various international instruments for generic training and familiarization training in the context of navigation.

2. Since then, various new guidance and interpretations have been issued by IMO. The Maritime Safety Committee (MSC) of the IMO at its 95th session in June 2015 approved the *ECDIS – Guidance for Good Practice* and issued a circular MSC.1/Circ.1503 on 24 July 2015 to replace the seven IMO ECDIS-related circulars, with a view to enabling greater clarity and easier apprehension of the most up-to-date information in relation to the carriage requirements and use of ECDIS without duplication or the need for continual cross-referencing. This guidance has seven sections, 3 appendixes and references, namely:

- (a) Chart carriage requirement of SOLAS
- (b) Maintenance of ECDIS software
- (c) Operating anomalies identified with ECDIS

- (d) Differences between raster chart display system (RCDS) and ECDIS
- (e) ECDIS training
- (f) Transitioning from part chart to ECDIS navigation; and
- (g) Guidance on training and assessment in the operational use of ECDIS simulators

Appendix 1 – List of ECDIS apparent operating and display anomalies

Appendix 2 – Differences between RCDS and ECDIS

Appendix 3 – Guidance on training and assessment in the operational use of ECDIS simulators

References – IMO performance standards for ECDIS and other circulars related to ECDIS

4. As conformity with the latest applicable IHO standards forms part of the performance standards for ECDIS adopted by the IMO, users of ECDIS are reminded to contact the manufacturer regarding any updates on these IHO standards, in particular the new editions which will be implemented on 31 August 2017, such as S-52, S-64, etc.

5. This IMO circular also couples with other relevant documents, such as MSC.1/Circ.1496 on the unified interpretation on the Appendix to the SOLAS Convention regarding the records of equipment concerning nautical charts and ECDIS, and Industry recommendations for ECDIS familiarization. They can be found as attachments to this Note on the website of Marine Department (<http://www.mardep.gov/hk/en/msnote/msin.html>).

6. Shipowners, ship managers, ship operators, ship masters and classification societies of Hong Kong registered ships are required to note the above information and act accordingly.

7. This Note supersedes the Hong Kong Merchant Shipping Information Note No. 13/2013.

Marine Department
Multi-lateral Policy Division

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