

INTERNATIONAL MARITIME ORGANIZATION
4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: 020 7735 7611
Fax: 020 7587 3210
Telex: 23588 IMOLDN G



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INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

Equivalent arrangements accepted under regulation I/5

Nautical publications

Communication by the Government of Denmark

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of a communication by the Government of Denmark on equivalent arrangements accepted under regulation I/5 of the above Convention.

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.

STATEMENT BY THE GOVERNMENT OF DENMARK

1 Regulation V/19.2.1.4 of the international Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, gives Contracting Governments the authority to accept the use of an Electronic Chart Display and Information System (ECDIS) instead of paper-based nautical charts.

2 The Government of Denmark gives notification that on Danish ships, ECDIS will be accepted as meeting the chart carriage requirements of regulation 19.2.1.4 of SOLAS, chapter V.

3 Such ships should be fitted with an Electronic Chart Display and Information System (ECDIS), type-approved in accordance with relevant international standards (Ref. IMO resolution A.817 (19)) as amended by resolutions MSC.64(67), annex 5 and MSC.86 (70), Annex 4, IEC 61174) with adequate back-up arrangements.

4 When possible, such ships shall operate in “ECDIS – mode”, making use of officially issued Electronic Nautical Charts (ENC) for navigation.

5 When Electronic Nautical Charts (ENC) are not available, such ships shall operate in RCDS – mode (Raster Chart Display System), making use of Raster Navigational charts (RNC) distributed on the authority of a government-authorized hydrographic office.

6 Ships sailing in waters not covered by ENC shall be provided with an appropriate up-to-date folio of paper nautical charts, e.g.

- .1 For general route appraisal or oceanic passage execution: medium-scale charts in the range 1:750,000 to 1:1.500,000
- .2 For general route appraisal or passage execution in open seas: medium scale charts in the range 1:100,000 to 1:500,000, and
- .3 For general route appraisal or passage execution in congested coastal waters or port approaches: charts with a scale larger than 1:100,000

7 For back-up purposes, the following arrangements are accepted:

- .1 a second type-approved ECDIS connected to the main- and emergency source of power, or
- .2 an electronic back-up arrangement for ECDIS mode of operation (using ENC), type-approved in accordance with relevant international standards (Ref. resolution MSC.64(67), Annex 5), or
- .3 an appropriate folio of up-to-date paper nautical charts.

8 The planned route shall at all times be updated on the back-up system.

9 When paper nautical charts serve as the only back-up arrangement, the charts shall include the planned route; and in narrow waters, the ship’s position shall be updated regularly enabling a safe take-over of ECDIS functions.