

SUB-COMMITTEE ON IMPLEMENTATION
OF IMO INSTRUMENTS
4th session
Agenda item 5

III 4/5/8
4 August 2017
Original: ENGLISH

MEASURES TO HARMONIZE PORT STATE CONTROL ACTIVITIES AND PROCEDURES WORLDWIDE

Comments on the outcome of NCSR 4 on monitoring of ECDIS issues

Submitted by INTERTANKO

SUMMARY

Executive summary: This document comments on document III 4/2/2 on the outcome of the fourth session of the NCSR Sub-Committee regarding electronic chart display and information system (ECDIS), which may have an impact on port State control (PSC) inspections

Strategic direction: 5.

High-level action: 5.3.1

Output: 5.3.1.1

Action to be taken: Paragraph 10

Related documents: NCSR 4/29, NCSR 4/27/5; MSC.1/Circ.1503/Rev.1; NCSR 3/29 and NCSR 3/28/Rev.1

General

1 This document is submitted in accordance with paragraph 6.12.5 of the annex to MSC-MEPC.1/Circ.5 on *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies*, and comments on document III 4/2/2 (Secretariat), specifically on the outcome of NCSR 4 on monitoring of ECDIS issues.

Background

2 Following an intervention by the observer delegation of the International Hydrographic Organization (IHO), NCSR 3 agreed to amend the deadline for updating the display and testing standards S-52, S-57, S-63 and S-64, as contained in the *Maritime navigation and radiocommunication equipment and systems – Electronic chart display and information system (ECDIS) – Operational and performance requirements, methods of testing and required test*

results (IEC 61174), from 1 September 2016 to 1 September 2017 to enable shipowners and operators to update existing systems in accordance with the guidance concerning the maintenance of ECDIS software contained in MSC.1/Circ.1503 (NCSR 3/29, paragraph 28.3).

3 NCSR 4 recalled that IHO, at previous sessions, had reported the outcome of the continuing monitoring by IHO of ECDIS issues related to the implementation of the carriage requirements in SOLAS regulations V/19.2.10 and V/19.2.11. The Sub-Committee further recalled that resolving the known issues with ECDIS operating anomalies had been progressing normally with the active involvement of all key stakeholders, and that no major new issue had been identified since NAV 58 for five years (NCSR 4/29, paragraph 27.37).

4 As requested by IHO, NCSR 4 considered the merit of revising MSC.1/Circ.1503, as amended, on *ECDIS – Guidance for good practice* in connection with the possible development of port State control (PSC) guidelines on ECDIS (NCSR 4/29, paragraph 27.39). The latter has since been revoked by MSC.1/Circ.1053/Rev.1.

5 NCSR 4, having noted that the development of corrections to the PSC guidelines was already being considered by the III Sub-Committee, and while a view was expressed in respect of the apparent and inappropriate use of ENC/ECDIS Data Presentation and Performance Check for ships to check the implementation of ECDIS carriage requirements, decided not to take any further actions (NCSR 4/29, paragraphs 27.41 and 27.42).

Issue in relation to the updating of existing systems

6 With regard to the updating of existing systems in accordance with the guidance concerning the maintenance of ECDIS software, as presented in paragraph 2 above, in spite of the best actions by shipowners, some manufacturers have been unable to provide the necessary updates within the requested timeframe. This has resulted in ECDIS units not being updated to the new standards.

7 INTERTANKO would like to stress that ships using an ECDIS with the previous version of the display and testing standards on 31 August 2017 will not become unsafe on 1 September 2017 and shipowners have taken a series of steps to mitigate any possible risks.

Proposals

8 INTERTANKO would, therefore, suggest that, during the remainder of 2017, whilst the manufacturers reach a solution on this matter, PSC officers (PSCOs) inspect ships, which carry ECDIS units that have not been updated, in a pragmatic and practical manner, providing that the following appropriate actions have been taken and there is documentary evidence on board:

- .1 the manufacturer/service company has been contacted and has provided written confirmation of the date that the update is scheduled for;
- .2 the flag Administration has been informed and has issued a dispensation for the carriage of ECDIS, if required;
- .3 the ship has been equipped with paper charts and publications in order to meet SOLAS regulation V/27 or the flag Administration is satisfied that the continued use of the ECDIS without the upgrade poses no additional risk to the safety of navigation and so meets the requirements of SOLAS regulation V/27;

- .4 the navigation officers are fully conversant in the use of paper charts or the limitations of the ECDIS in use;
- .5 the ship has informed the port State Authorities prior to its arrival of the situation; and
- .6 the above-mentioned confirmation letter from the manufacturer/service company is held on board and provided to the PSCO to demonstrate the joint commitment of the vessel operator and the manufacturer/service company to address the deficiency in a timely manner.

9 A draft circular outlining the proposed procedure is set out in the annex for approval by the appropriate body.

Action requested of the Sub-Committee

10 The Sub-Committee is invited to consider the information provided, in particular, the proposals put forward in paragraphs 8 and 9 and annex, and to take action as appropriate.

ANNEX

Draft circular

ECDIS updates and related port State control inspections

1 The [...], noted that the deadline for updating the display and testing standards, S-52, S-57, S-63 and S-64, as contained in the *Maritime navigation and radiocommunication equipment and systems - Electronic chart display and information system (ECDIS) - Operational and performance requirements, methods of testing and required test results* (IEC 61174), was 1 September 2017, but despite the best actions by shipowners, some manufacturers have been unable to provide the necessary updates by this deadline resulting in ECDIS units not being updated to the new standards.

2 Therefore, the [...] agreed to the following approach relating to ships carrying electronic chart display and information system (ECDIS) units that have not been updated:

3 Port State control officers (PSCOs) should inspect ships carrying ECDIS units that have not been updated, in a pragmatic and practical manner, provided that the ship has taken the following appropriate actions to mitigate any safety of navigation issues:

- .1 the manufacturer/service company has been contacted and has provided written confirmation of the date that the update is scheduled for;
- .2 the flag Administration has been informed and has issued a dispensation for the carriage of ECDIS, if required;
- .3 the ship has been equipped with paper charts and publications in order to meet SOLAS regulation V/27 or the flag Administration is satisfied that the continued use of the ECDIS without the upgrade poses no additional risk to the safety of navigation and so meets the requirements of SOLAS regulation V/27;
- .4 the navigation officers are fully conversant in the use of paper charts or the limitations of the ECDIS in use;
- .5 the ship has informed the port State Authorities prior to its arrival of the situation; and
- .6 the above-mentioned confirmation letter from the manufacturer/service company is held on board and provided to the PSCO to demonstrate the joint commitment of the vessel operator and the manufacturer/service company to address the deficiency in a timely manner.

4 Members of the Organization and all Contracting Governments to the SOLAS Convention are invited to bring this circular to the attention of all entities concerned. In particular, port States are invited to make the guidance available to their port State control inspectors, and flag States to shipowners, masters, recognized organizations, flag State control inspectors and surveyors.