



REPUBLIC OF TURKEY
PRIME MINISTRY UNDERSECRETARY FOR MARITIME AFFAIRS
Maritime Transport General Directorate



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Re International Maritime Organisation and Admiralty Publications

TO THE MERSIN CHAMBER OF MARITIME TRADE
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The additional arrangements introduced by resolution MSC.282(86), which was passed on 5 June 2009, to the Electronic Chart Display and Information System (ECDIS) referred to in Regulation 19 of Section 5 of the International Convention for the Safety of Life at Sea (SOLAS), will come into force on 01 January 2011.

In accordance with the aforesaid resolution, ECDIS will be installed on Turkish flagged ships subject to SOLAS 74 engaged on international voyages and having the characteristics stated in the Table below.

Type of Ship	Ship's Construction Date	Period for Implementation of ECDIS Requirement
<i>Passenger ships of 500 gross tonnage and upwards</i>	<i>On or after 01 July 2012</i>	<i>On entering service</i>
<i>Tankers of 3,000 gross tonnage and upwards</i>	<i>On or after 01 July 2012</i>	<i>On entering service</i>
<i>Cargo ships of 10000 gross tonnage and upwards other than tankers</i>	<i>On or after 01 July 2013</i>	<i>On entering service</i>
<i>Cargo ships of 3,000 gross tonnage – 10,000 gross tonnage other than tankers</i>	<i>On or after 01 July 2014</i>	<i>On entering service</i>
Passenger ships of 500 gross tonnage and upwards	<i>On or after 25 May 1980, before 01 July 2012</i>	Not later than the first "Passenger Ship Safety Certificate" renewal survey out on or after 1 July 2014*
Tankers of 3,000 gross tonnage and upwards	<i>On or after 25 May 1980, before 01 July 2012</i>	Not later than the first "Equipment Safety Certificate" survey on or after 1 July 2015*
Cargo ships, other than tankers, of 50,000 gross tonnage and upwards	<i>On or after 25 May 1980, before 01 July 2013</i>	Not later than the first "Equipment Safety Certificate" survey on or after 1 July 2016*
Cargo ships, other than tankers, from 20,000 gross tonnage – to 50,000 gross tonnage	<i>On or after 25 May 1980, before 01 July 2013</i>	Not later than the first "Equipment Safety Certificate" survey on or after 1 July 2017*
Cargo ships, other than tankers, from 10,000 gross tonnage – to 20,000 gross tonnage	<i>On or after 25 May 1980, before 01 July 2013</i>	Not later than the first "Equipment Safety Certificate" survey on or after 1 July 2018*

Again within the scope of the same resolution, our Undersecretariat may grant exemption from the requirements listed in the table to ships that will be taken permanently out of service within two years following the date marked with the (*) sign.

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In resolution number **Res. MSC.232(82)** it was accepted that the compliance of ECDIS equipment installed in ships **after 01 January 2009** would be checked with the performance standards specified for ECDIS equipment in Resolution number **Res. MSC.232(82)** that was accepted on 05 December 2006, whereas ECDIS equipment installed on ships **on or after 01 January 1996 and before 01 January 2009** would be checked through the type approval certificate in accordance with performance standards specified for ECDIS equipment in **Res. A.817 (19) [Res. MSC.64 (67) Annex 5 and Res. MSC.86 (70) the proviso added to Annex 4]**. In accordance with SOLAS Ch. II-I, ECDIS equipment and other related equipment should continue to work normally without any limitation in its functions while being kept going by an emergency power source. In the event of a power change or power cut of up to 45 seconds for whatever reason, the system will continue to work without need for reprogramming.

ECDIS equipment will have appropriate stand-by arrangements including up-to-date route charts meeting the requirements of SOLAS Ch. V Regulations 19 and 27. Furthermore, if some electronic equipment is to be used in the stand-by arrangements, the reserve power source must be separate from the ECDIS and must comply with ECDIS performance standard requirements.

Illustrative table showing main and stand-by systems

Main system	Stand-by System
ECDIS operating through Electronic Navigational Charts (ENC) mode	ECDIS operating through Electronic Navigational Charts mode which has an independent, separate power source and data entry or Navigational charts sufficient for the voyage region and amended up to date.
ECDIS operating by Raster (electronic form of a paper chart image) Chart Display System (RCDS)**	Navigational charts sufficient for the voyage region and amended up to date.

**Arrangements relating to RCDS are specified in Res. MSC.232(82) and in ANNEX 7 of Res. A.817 (19) [the proviso attached to Res. MSC.64 (67) Annex 5 and [Res. MSC.86 (70) Annex 4]

Besides this, ships may obtain information on which sea areas the ENCs cover, **according to the voyage they will undertake**, through the “**International Centre for ENCs**”.

Furthermore, the ECDIS equipment to be installed in ships shall conform to:

- SOLAS Ch. V Regulation 15 “Principles relating to bridge design, design and arrangement of navigation systems and equipment and to bridge procedures”
- SOLAS Ch. V Regulation 17 “Electromagnetic harmonisation”
- MSC/Circ.982 “Guide relating to ergonomic criteria for the siting of bridge equipment”
- MSC/Circ.891 “Guide to the use and applications of computers on ships”
- MSC/Circ.1091 “Matters to be borne in mind when adapting new technologies for ships”

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Nevertheless, it is necessary to check that ships' captains and deck officers who will use the ECDIS equipment have received the appropriate training **specified in STCW Chapter 2, part A-II / 1, 2 (the section that was amended by the STCW conference held in Manila)**. Moreover, it is of great importance that all required arrangements by ship operators relating to ECDIS (**Res. MSC.252(83)**), including office/ship training and record books), are made within the scope of the Safety Management System (**ISM) Code** and that they closely follow the operation of the system, and document checking procedure, and keep up to date.

As for the use on ships of International Maritime Organisation (IMO) and Admiralty publications in electronic format, provided the books "International Code of Signals" and "International Air and Sea Search and Rescue Guide Volume III" are on board, and the requirements of **MSC-MEPC.2/Circ.2** are fulfilled, keeping the other required IMO and Admiralty publications on board in electronic form is permissible by complying with the requirements of SOLAS Ch. II-I Regulations 42/43, Ch. V Regulations 15, 17, MSC/Circ.982, MSC/Circ.891 and MSC/Circ.1091 including having on board computers for their use (including a stand-by system in up-to-date condition that can also be used in emergency situations), and all the required arrangements, including office/ship training (**Res. MSC.252(83)**) have been made by the ship's operators by including this in the ISM system, and complying with system operation and document checking procedures and keeping the electronic publications that will be used up to date and **ensuring they are genuine originals** by obtaining them from service suppliers that have a **special agreement with the IMO and the Admiralty** for these publications, and it is important that this should be separately specified in the ISM Code system.

In this regard, for your information and action as necessary please note that in Flagged State inspections to be carried out by our appointed Ship Inspection Specialists and in survey/certification work carried out on Turkish Flagged ships by the Classification Societies authorised by our Administration checks will be conducted to ensure that the requirements specified above have been fulfilled, and I request that the matter be brought to the attention of the sector by Chambers of Maritime Trade.

[Signed]
Hasan NAİBOĞLU
Undersecretary

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Regional Directorates of Marine Transport Directorate
Authorised Classification Societies

For Information:

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