

MINISTERE DES TRANSPORTS

CABINET

SECRETARIAT GENERAL

DIRECTION GENERALE DES TRANSPORTS

DIRECTION DES AFFAIRES MARITIMES



REPUBLIQUE TOGOLAISE
Travail - Liberté - Patrie

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Subject: Nautical Charts and Nautical Publications.

Reference: International Convention on Safety of Life at Sea, 1974 (SOLAS 74), Chapter V (Revised 2006), Regulations 19 and 27

1. PURPOSE:

This Notice provides detailed requirements for the carriage of the nautical charts and publications in order to ensure the safety of navigation and protection of the environment for vessels registered under the Flag of Togo.

2. Nautical Charts

- 2.1 All vessels where the requirements of SOLAS, Ch. V apply, should carry an adequate portfolio of corrected, nautical charts for the vessel's planned voyage. All charts should be of a large enough scale and have enough detail to make safe navigation of the area possible.
- 2.2 Masters should ensure that any charts required by port state regulations for ports where the vessel will be calling during a voyage are onboard and corrected with the latest published corrections.
- 2.3 Above nautical charts must be issued officially by or on the authority of a Government, authorized Hydrographic Office, or other relevant government institution.



2.4 As provided by Regulation 19.2.1.4 of SOLAS Convention -Ch.V , vessels may use an Electronic Chart Display and Information System (ECDIS) to either partly or fully fulfill this chart carriage requirement, provided however, and bearing in mind that a worldwide ECDIS portfolio of Electronic Navigational Charts (ENC) coverage has not yet been achieved, the following conditions must be met:

- .1 An appropriate portfolio of back-up paper charts is onboard and ready for use. The number of charts kept as a back-up shall be decided by the owner or Master. The Administration has no minimum or maximum requirement, but the backup portfolio should be of sufficient number and scale to ensure safe navigation to a port of safe refuge should electronic chart navigation become impossible.
- .2 Other back up arrangements, including a second ECDIS, may be used to meet the back-up requirement of Regulation 19.2.1.5, subject to appropriate consideration being given to 2.4.1 above and 2.4.4 below.
- .3 It should be possible to operate ECDIS and all equipment for its normal functioning when supplied by an emergency source of electrical power in accordance with Chapter II-1, Regulation 43.2.4, of the 1974 SOLAS Convention.
- .4 Changing from one source of power supply to another or any interruption of the supply for a period of up to 45 seconds should not require the equipment to be manually re-initialized

2.5 Shipowners, operators, Masters and officers of merchant ships are advised that after the existing paragraph 2.9 of SOLAS Chapter V, Regulation 19, new paragraphs 2.10 and 2.11 have been added to require ECDIS as follows:

2.10 Ships engaged on international voyages shall be fitted with an Electronic Chart Display and Information System (ECDIS) as follows:

- .1 passenger ships of 500 gross tonnage and upwards constructed on or after 1 July 2012;
- .2 tankers of 3,000 gross tonnage and upwards constructed on or after 1 July 2012;
- .3 cargo ships, other than tankers, of 10,000 gross tonnage and upwards constructed on or after 1 July 2013;
- .4 cargo ships, other than tankers, of 3,000 gross tonnage and upwards but less than 10,000 gross tonnage constructed on or after 1 July 2014;



- .5 passenger ships of 500 gross tonnage and upwards constructed before 1 July 2012, not later than the "first survey" on or after 1 July 2014;
- .6 tankers of 3,000 gross tonnage and upwards constructed before 1 July 2012, not later than the first survey on or after 1 July 2015;
- .7 cargo ships, other than tankers, of 50,000 gross tonnage and upwards constructed before 1 July 2013, not later than the first survey on or after 1 July 2016;
- .8 cargo ships, other than tankers, of 20,000 gross tonnage and upwards but less than 50,000 gross tonnage constructed before 1 July 2013, not later than the first survey on or after 1 July 2017; and
- .9 cargo ships, other than tankers, of 10,000 gross tonnage and upwards but less than 20,000 gross tonnage constructed before 1 July 2013, not later than the first survey on or after 1 July 2018.

Sufficient planning should be anticipated to comply with these new regulatory requirements well in advance of the applicable "first survey" date. Refer to the Unified interpretation of the term "first survey" referred to in SOLAS regulations

3.0 Nautical Publications

- 3.1 At a minimum, vessels should carry sailing directions, lists of lights, notices to mariners, tide tables, and current table for the vessel's planned voyage. Other publications, including a nautical almanac and coast pilots (where issued) should also be carried.
- 3.2 Masters should ensure that any nautical publications required by port state regulations for ports where the vessel will be calling during a voyage are onboard and corrected with the latest published corrections.
- 3.3 Nautical publications should be issued officially by or on the authority of a Government, authorized Hydrographic Office, or other relevant government institution. All nautical publications should be currently corrected.
- 3.4 Electronic nautical publications may be used to fulfill the requirements of SOLAS, CH V-Reg.27 provided the following conditions are met:
 - .1 Nautical publications required for voyage planning (examples include sailing directions, coast pilots, light lists, etc.): Either an electronic or paper back-up must be provided. All back-up copies must be corrected and ready for use when needed. When an electronic back-up is carried, portions of the publication needed for the planned voyage should be printed and included with the voyage plan.

2. Nautical publications required for navigation while the vessel is enroute between ports (examples include tide and current tables, nautical almanacs, sight reduction tables, etc.): A corrected paper copy must be provided.



Directeur des Affaires Maritimes


Alfa LEBGAZA