

November 2016: The UK Maritime and Coastguard Agency has advised the UKHO that this guidance is still considered appropriate.



THE UNITED KINGDOM  
**HYDROGRAPHIC OFFICE**

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***From: Rear Admiral Ian Moncrieff BA  
The National Hydrographer***

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Our Ref: HA116/011/001-02

16 April 2007

Dear Admiral Maratos,

**IHO CL 04/2007 – IHO Online Chart Catalogue**

Paragraph 9 of the subject requested Member States to provide information on Coastal States' recommended paper charts. The following is the UK response:

**a) Member State name:** UNITED KINGDOM

**b) Names of States that produce “derived” charts:** UK has bilateral arrangements with a significant number of states (more than 10) that allow UKHO products and data to be used, either by re-compilation or by adoption, in their own products. This means that for some UKHO primary responsibility areas there are three or more nations' paper charts that would be accepted. To avoid complication, UK prefers to accept all charts meeting the requirements of SOLAS Regulation 2.2 and Regulation 27 as outlined in 'Applicability' below.

**c) Information regarding recommended charts:**

**General Note**

UKHO has discussed the request within CL04/2007, to define the Appropriate Portfolio of Paper Charts (APC) to be used in the RCDS mode of ECDIS operation and the backup paper chart folio to be used with a single ECDIS, with UK Maritime and Coastguard Agency (MCA). Our combined opinion is that the definition of these folios in terms of individual charts is not practical; both in compilation of the list and its subsequent maintenance. For example, defining the charts required for ECDIS back up will depend on the planned ports of call for a vessel; if a nation requires the backup folio to be a 'full' chart outfit (i.e. the same as required if navigating solely using paper charts) then this would potentially mean listing the full national chart portfolio.

We believe an alternative and preferable approach is to provide generic guidance on the scale of charts that should be carried for these purposes. This approach utilises the information provided in IHO M-11 with regard to the definition of scale ranges associated with charts of the different navigational purpose.

## IHO M-11

<b>Navigation Purpose</b>	<b>Scale Range</b>
<i>Overview</i>	Less than 1: 2,000,000
<i>General</i>	1:350,000 to 1:2,000,000
<i>Coastal</i>	1:75,000 to 1:350,000
<i>Approach</i>	1:30,000 to 1:75,000
<i>Harbour</i>	1:10,000 to 1:30,000
<i>Berthing</i>	1:10,000 or greater

The guidance below on the content of the ECDIS backup and RCDS APC folios is based on carriage of charts within appropriate navigation purpose bands.

### **Policy for UK Registered vessels**

The policy set by the Maritime and Coastguard Agency for UK registered vessels is that they should conduct a Formal Safety Assessment taking into account a variety of factors (see MCA Marine Guidance Note 194 for details) to ascertain the correct level of paper charts held in the APC for use in the RCDS mode of operation. This assessment may result in fewer charts being required in the APC than would be indicated in the guidelines below.

### **Applicability**

UK MCA recognises and accepts all paper charts fulfilling the requirements of SOLAS V Regulation 2.2 and Regulation 27 as meeting the requirements of the guidance below.

*Definition . Adequate & up to date*

*The following guidance is for vessels registered under other Flags operating in waters under UK jurisdiction.*

### **A) Appropriate Portfolio of Paper Charts (APC) for use with RCDS Mode**

#### **Notes**

- 1) RCDS mode may be used for primary navigation where no ENC's at an appropriate scale for navigation have been published. RNC's may be used in an area covered by ENC's if their scale is significantly larger (eg twice the scale or more) than the scale of the largest scale ENC available.
- 2) The intent of the APC is to make up for the perceived limitations in the functionality in the RNC compared with ENC particularly in regard to scaling and the availability of overview.

#### **Guidance on the content of the APC**

- i) The APC should contain full coverage of charts of a 'general' scale covering the planned route; where 'general' scale coverage does not exist then 'overview' scale charts should be held.
- ii) Additional coverage should be carried for any sections of the planned route that include waters that are intricate, congested or for areas where navigation is constrained (eg areas containing Traffic Separation Schemes). For these sections of the planned route complete coverage at 'coastal' scales should be carried.
- iii) The APC should be supplemented by larger scale charts as deemed necessary by the master of the vessel to ensure safe navigation.

## **B) Paper chart backup folio for use with single ECDIS fit**

### *Notes*

1) Where ECDIS is to be used for primary navigation, UK MCA recommends that the backup system should be a second ECDIS connected to an independent power supply. However a backup folio of paper charts will be accepted as outlined below.

2) The intent of the backup folio is to allow safe navigation through waters under UK jurisdiction to be maintained in the event of ECDIS failure. It is considered that by following the guidelines given, the content of the backup folio may be reduced in comparison with that required for solely paper based navigation without prejudice to safety of navigation.

### ***Backup Folio for Transiting waters under UK jurisdiction***

i) The backup folio should contain full coverage of charts of a 'general' scale covering the planned route; where 'general' scale coverage does not exist then 'overview' scale charts should be held.

ii) Additional coverage should be carried for any sections of the planned route that include waters that are intricate, congested or for areas where navigation is constrained (eg areas containing Traffic Separation Schemes). For these sections of the planned route complete coverage at 'coastal' scales should be carried.

iii) The backup folio should be supplemented by larger scale charts as deemed necessary by the master of the vessel to ensure safe navigation.

### ***Backup Folio Entering UK Ports***

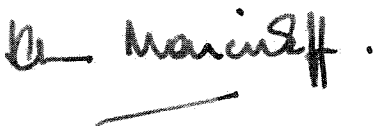
i) The backup folio should contain coverage of 'coastal' and 'approach' scale charts sufficient to reach the pilot boarding point for all planned ports of call.

ii) Harbour scale charts should be carried where the vessel is exempt from pilotage or where no pilot is available and exceptionally where deemed necessary by the master for the conduct of safe entry into the port.

### **d) Information for other dependent territories for which there is a charting responsibility.**

For overseas territories where UK has jurisdiction, the above guidelines are applicable. For other areas where UKHO is the primary charting authority, UK would wish to see similar guidance used. However it is recognised that maritime administrations for these areas, some of which are IMO MS, may have a different approach.

Yours sincerely,

  
A. Marisoff