TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Guidelines for Voyage Planning

References:
(c) IMO Resolution A.893(21), *Guidelines for voyage planning*, adopted 25 November 1999
(d) IMO Resolution A.999(25), *Guidelines on voyage planning for passenger ships operating in remote areas*, adopted 29 November 2007
(e) RMI Maritime Regulations (MI-108)
(f) RMI Marine Notice 2-011-52

PURPOSE

This Guideline assists Companies in developing and improving voyage planning procedures for ships. It highlights the voyage planning provisions of various International Maritime Organization (IMO) conventions and codes, and incorporates industry guidance on the issue.

It supersedes Rev. 8/12 and has been updated to focus on aspects which are not already covered in A.893(21).

BACKGROUND

The Master must ensure that before proceeding to sea, in accordance with SOLAS V/34, the intended voyage has been planned, taking into account IMO guidelines.

APPLICABILITY

This Guideline applies to all operators and watch standers of RMI-flagged vessels.
1.0 Voyage planning

1.1 SOLAS V/34.2 requires the voyage plan to identify a route which:

.1 takes into account any relevant ships' routing systems;

.2 ensures sufficient sea room for the safe passage of the ship throughout the voyage;

.3 anticipates all known navigational hazards and adverse weather conditions; and

.4 takes into account the marine environmental protection measures that apply, and avoids, as far as possible actions and activities which could cause damage to the environment.

1.2 IMO Resolution A.893(21) has the voyage planning components that enable compliance with SOLAS V/34.2. They include:

.1 appraisal (i.e., gathering all information relevant to the contemplated voyage or passage);

.2 detailed planning of the whole voyage from berth to berth, including areas where a pilot is needed;

.3 plan execution; and

.4 monitoring the vessel’s progress in implementing the plan.

2.0 Regional Constraints

2.1 Passenger ships operating in remote areas should supplement the voyage planning components in A.893(21) with the factors identified in A.999(25).

2.2 As per MN 2-11-52\(^1\) vessels planning a voyage in Arctic or Antarctic waters must meet the requirements of the Polar Code, Chapter 11, part I-A.

2.3 As per MN 2-011-39 ships planning a voyage to High Risk Areas must plan for security risks appropriately.

2.4 Fuel change over procedures for Emission Control Areas must be considered during passage planning. See MN 2-013-8.

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\(^1\) The Administrator applies SOLAS Chapter V voyage planning requirements to all ships and voyages in accordance with the Safety Navigation Regulations in MI-108, §2.11.
3.0 Watchkeeping arrangements and principles

STCW Part A/VIII/2, PART 2 require a voyage plan to be:

3.1 drawn up by competent navigational officers in charge of a watch before any voyage commences;

3.2 continuously displayed and verified; and

3.3 amended before deviating substantially from the original route.

4.0 Additional Voyage Planning Guidance

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