



**REPUBLIC OF
THE MARSHALL ISLANDS**
MARITIME ADMINISTRATOR

Marine Guideline

No. 7-41-3

Rev. Apr/2023

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

SUBJECT: Guidelines for Voyage Planning

- References:**
- (a) **SOLAS Regulation V/34**, *International Convention for the Safety of Life at Sea*, Consolidated Edition 2020
 - (b) **STCW including 2010 Manilla Amendments: STCW Convention and STCW Code §A-VIII/2 - PART 2: International Convention on Standards of Training, Certification and Watchkeeping for Seafarers**, 2017 Edition
 - (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. Nov/2021 and has been updated to include a new §2.5 for areas where paper nautical charts may no longer be available.

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.

GUIDANCE

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 [2-011-52](#)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](#).

1. The Administrator applies SOLAS Chapter V voyage planning requirements to all ships and voyages in accordance with the Safety Navigation Regulations in the Republic of the Marshall Islands [Maritime Regulations](#) (hereinafter "Maritime Regulations"), §2.11.

2.5 When paper nautical charts are the primary means of navigation for a vessel's area of operation and they are no longer available through the common providers², compliance may be met by:

- .1 obtaining alternative approved charts. This could be directly from the hydrographic office of a coastal state, or a Nautical Chart Service; or
- .2 installing an electronic chart display and information systems (ECDIS). Should an ECDIS be installed and used as the primary means of navigation, then the Master and officer in charge of a navigational watch must undergo ECDIS training per applicable SOLAS and STCW requirements, regardless of the vessel's size or type. See Marine Notice [7-041-6](#).

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

Guidance	Content	Publisher
Bridge Procedures Guide (Chapter 2)	Recommended aid for passage planning	International Chamber of Shipping
Admiralty Ocean Passages for the World (NP136)	Supports deep-sea voyage planning on major routes, with details of weather, currents, ice hazards and distances between major ports	UK Hydrographic Office (UKHO)
Maritime Security Charts (Q-Charts)	Consolidates maritime security-related information to support passages through HRAs	UKHO
Just In Time Arrival Guide – Barriers and Potential Solutions	Just In Time Arrival of ships allows vessels to optimize their speed during the voyage. It has been identified as an opportunity to reduce greenhouse gas emissions.	GEF-UNDP-IMO GloMEEP Project and members of the GIA, 2020.

2. For example, Admiralty products from the United Kingdom Hydrographic Office (UKHO).