

# Bulletin

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## Voyage Planning and Execution within Planned Navigation Corridors

### PURPOSE

Recently, AMSA published a maritime notice (Marine Notice 09/2024) on its official website regarding the titled subject. To ensure that navigation corridors are used appropriately when planning on ECDIS, and to ensure that a voyage plan approved by the ship's Master is executed within the planned navigation corridor so far as is reasonably practicable. This notice provides relevant guidance for Ship operators, Masters, Officers Of the Watch (OOW's), Recognized organizations, and Flag states.

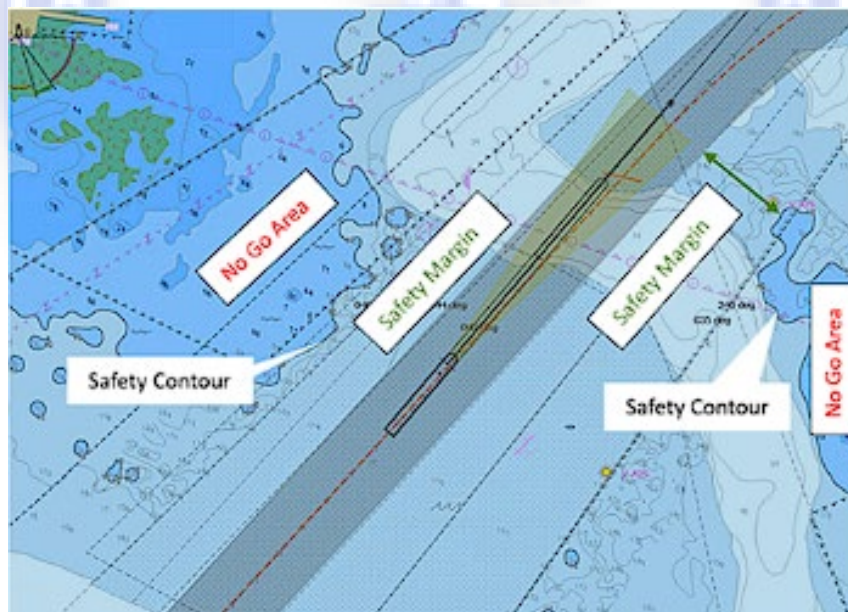
### Voyage Planning with XTD/XTL (cross track distances or limits)

*"Voyage and passage planning includes appraisal, i.e. gathering all information relevant to the contemplated voyage or passage; detailed planning of the whole voyage or passage from berth to berth, including those areas necessitating the presence of a pilot; execution of the plan; and the monitoring of the progress of the vessel in the implementation of the plan" .*

**IMO Guidelines for Voyage Planning (Res A.893(21)).**

Having made a full appraisal of the intended voyage, a detailed passage plan is to be plotted on an ECDIS whilst also factoring in the intended XTD/XTL from berth to berth for each leg. This determines the planned navigational corridor for each leg of the passage that is electronically checked for charted hazards using the route check function. Any specific dangers that are identified can then be considered and amended as necessary prior to the Master's final approval of the overall passage plan and start of the voyage.

When a bridge team is monitoring and executing the voyage, remaining within the planned navigation corridor is intended to minimize workload as it readily indicates pre-checked waters where the ship can safely navigate.



The safety contour setting, which should be set at the safety depth, is used to define a generally "No-Go" area i.e. where the ship may be in imminent danger and should avoid where possible. Note that this setting

uses the closest available chart contour that is at least as deep as the setting entered, for example if the chart has contours at 10m and 15m and the safety contour setting is 11m, then the safety contour on the chart will be the 15m contour. Depth soundings that are equal to or shallower than the safety depth will be black and must always be avoided (soundings deeper than the safety depth are grey).

### **Guidance for departing from the Planned Navigation Corridor into the Safety Margin.**

The voyage is expected to be executed in accordance with the voyage plan, and monitored to remain within the planned navigation corridor so far as is reasonably practicable. Any departure from the approved voyage plan is to be carefully considered.

An adequate balance between the width of the planned navigational corridor and the safety margin is to be determined for each leg of the voyage plan by taking into account:

- GNSS accuracy.
- Vessel's characteristics.
- ENC' s Zone of Confidence (ZoC).
- Expected traffic conditions.

Areas outside of the planned navigation corridor up to No-Go areas are

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considered a safety margin available for unplanned/unforeseen circumstances. Departing from the approved navigation corridor into the safety margin requires additional caution to maintain situational awareness since this area has not been electronically verified, pre checked or approved by the Master.

When it is necessary to immediately use the safety margin outside the planned navigation corridor, a visual check and assessment of the ECDIS should be made by the bridge team and a plan discussed/agreed by all to execute a deviation and return as soon as possible given the circumstances. The use of ECDIS look ahead functionalities in such cases becomes paramount.

Should a non-urgent deviation from the voyage plan be identified, the Master is to be consulted and the voyage plan amended prior to leaving the planned navigation corridor.

Recording reasons for departing from the approved voyage plan will aid verification of sound navigation practices.

AMSA recognizes the need for reasonable use of the safety margins outside the planned navigation corridor. However, unreasonable, and systematic use of the safety margins may indicate the need to reassess the voyage

planning practices.



### **Port State Control (PSC) inspections**

Voyage planning requirements giving effect to SOLAS requirements are established in Australian legislation in Marine Order 27.

A deficiency may be considered where an Australian PSC Officer finds:

- unreasonable and systemic use of the safety margins outside of the planned navigation corridor.
- no consideration given in voyage planning to the variation in XTD/XTL depending on confined or open waters.

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## Typical Detention Case

A vessel en route to East Asia after loading cargo at a port in eastern Australia inadvertently entered the Great Barrier Reef's restricted navigation zone. The bridge watch officer delayed noticing the alarm and made an emergency course change, but the vessel then mistakenly entered a naval live-fire exercise exclusion zone. Approximately two months later, the vessel returned to an Australian port for loading and was immediately detained by AMSA. It was also prosecuted and fined by the Great Barrier Reef authority. Subsequently, the vessel was ordered to complete loading and return to the anchorage to await further processing.

The AMSA PSCO issued the following navigation-related deficiencies:

- vessel navigated through restricted area, outside designated shipping area within great barrier reef marine park Without appropriate permission.
- Upon receiving VTS alert on the above non-conformance, vessel subsequently altered course, went outside the restricted area and then entered identified firing area.
- Master and company failed to take adequate actions following serious non-conformances.
- Objective evidence indicates passage plans not always approved as required; next intended passage plan from berth to berth not completed & approved during this inspection.

- Officers demonstrated lack of familiarity with the regards to extracting sensitive information from ECDIS, ECDIS safety settings, Route-check, De-briefing requirements as required by SMS.

### **Reminder and Suggestions**

The operation of ECDIS, as well as voyage planning and execution, are key focus areas for AMSA PSC inspections. Therefore, we remind Ship operator and Ship Crew coming to Australia to:

1. Conduct thorough training and drills on ECDIS operation for certified officer.
2. Strengthen the study and understanding of the company's SMS related to voyage planning and its execution.
3. Ensure the Master strictly reviews and approves berth-to-berth voyage plans, as well as any temporary deviations from the planned navigation corridor. Recording reasons for departing from the approved voyage plan.
4. Enhance the awareness and sense of responsibility among Officers Of the Watch regarding VTS alarms, ensuring they are familiar with response procedures and emergency measures for addressing deviations from the planned navigation corridor.

**CCS Australia Office**

**November. 20, 2024**

**Announcement:**

1. Intention is to assist and ensure owners to understand and well prepared, ensuring all updated requirements from AMSA can be met
2. For more information, please visit AMSA website at [www.amsa.gov.au](http://www.amsa.gov.au) and CCS website at [www.ccs.org.cn](http://www.ccs.org.cn)
3. The information contained does not and cannot supersede any AMSA or related governing parties requirements as well



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