

# Guidance to SIRE 2.0 Key Points

Ref: 035

## 4.2.1 Passage planning (Observed in Trial Inspection) / TMSA 5.1.2

**4.2.1. Were the Master and navigating officers familiar with the company passage planning procedures and had all voyages been appraised, planned, executed and monitored in accordance with company procedures, industry best practice and both local and international rules?**

### Short Question Text

Passage planning

### Vessel Types

Oil, Chemical, LPG, LNG

### ROVIQ Sequence

Bridge

### Publications

ICS: Bridge Procedures Guide – Fifth Edition

IMO: ISM Code

IMO SOLAS

OCIMF: Recommendations on Usage of ECDIS and Preventing Incidents. First Edition.



### CORE

Inspection questions focused on preventing/mitigating risks that could directly lead to a catastrophic risk event.



Hardware

None



Process



Graduated



Human



Graduated

### Objective

Please refer "Recommendations on Usage of ECDIS and Preventing Incidents" for more information. This can be downloaded from [here](#), [Recommendations on Usage of ECDIS and Preventing Incidents](#)

**To ensure that passages are planned and executed from berth to berth in accordance with international/local rules and industry best practice guidance.**



Following Positive Observation was issued in trial inspection.

**Exceeded normal expectation. Very well planned and documented passage plan. Evaluated by all officers after voyage completed (equinor). Passage planning was carried to a good standard (Chevron).**



Human

### Potential Grounds for a Negative Observation

- There were no company passage planning procedures.
- There were no company record keeping procedures relating to navigational activities.
- The accompanying navigation officer was not familiar with the company passage planning or navigational record keeping procedures.
- There was no standard passage planning form which required the passage plan to be documented in a consistent manner, capturing all data identified within the procedures.
- There was no passage plan appraisal form / checklist to verify that all information pertinent to the passage had been considered.
- The passage was planned or executed in clear contravention to collision regulations, company navigation procedures or guidance provided on the charts, routing guides or sailing directions.
- The charted passage plan did not include all pertinent information required to be displayed in accordance with the company procedures.
- The passage plan was not reviewed and approved in accordance with company procedures.
- Route checking and scanning had not been conducted prior to commencing a voyage or when a planned voyage had been changed or updated.
- The passage plan was not substantially followed, such as passing an island or navigational mark on the unplanned side, unless the passage plan identified alternative routes for contingency use.
- The vessel's position was not manually fixed in accordance with company navigational procedures and the planned position fixing method and interval.
- Records of the progress of a voyage had not been maintained in accordance with company procedures.



Process



Human



Process