

DON'T CURE PREVENT

ISSUE 10 AUGUST 2021



THE PROPER USE OF AIS



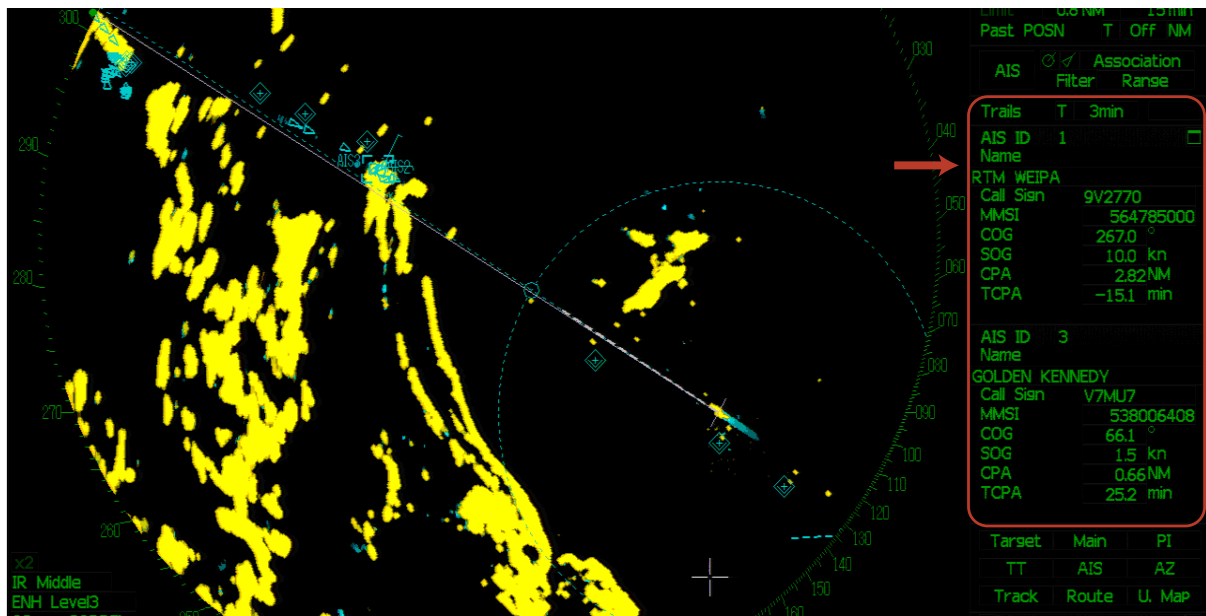
THE PROPER USE OF AIS



CASE

During a remote Navigational assessment using the VDR data, P@S Assessor observed that targets were not acquired properly by Radar Target Track, but only by AIS. The P@S Assessor reported this finding and highlighted that RADAR/ARPA are the primary electronic anti-collision aids for the Officer On Watch (OOW).

The subject observation comprises a common finding, which may lead to complications during PSC inspections, if the CPA and TCPA** calculations are provided through AIS.*



*CPA: Closest point of approach

**TCPA: Time to closest point of approach



REGULATORY FRAMEWORK

AS PER BRIDGE PROCEDURES GUIDE 5TH EDITION CH.4.4.1

ARPA are able to display AIS target information or merged with ARPA information if connected to the AIS transponder on board. The ARPA display should clearly indicate whether target information comes from ARPA or AIS. AIS information particularly CPA and TCPA, should not be relied upon for collision avoidance.

AS PER IMO RESOLUTION A.1106(29)

The potential of AIS as an assistance for the anti-collision device is recognized and AIS may be recommended as such a device in due time.



WHAT WENT WRONG?

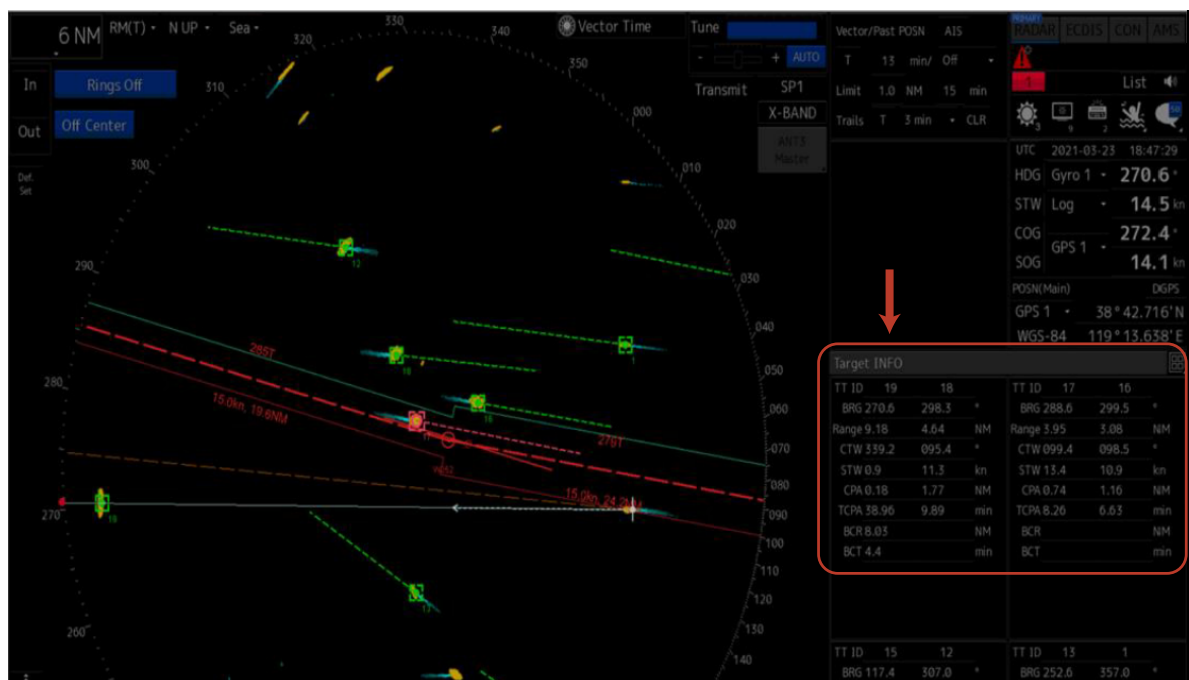
- Improper use of available information of monitoring instruments.
- Company's Navigation Procedures **did not** include instructions regarding the proper use of AIS in relation to Radar targets.



OUR SUGGESTION

We suggest the following actions with the aim to prevent such cases from occurring.

- 🕒 The Company should prepare specific procedures concerning the proper use of AIS, along with relevant posters to instruct and remind the Officers On Watch the proper use of AIS in relation to Radar targets.
- 🕒 Bridge Team may merely use AIS, as an additional source of navigational information.



BEST PRACTICE

- ✅ The Officer on Watch (OOW) should use AIS device only for exchange static and dynamic information between other vessels.
- ✅ The Officer on Watch (OOW) should not trust the Speed Over Ground (SOG) and Course Over Ground (COG) sent by the target's AIS transmitter.

REMEMBER:

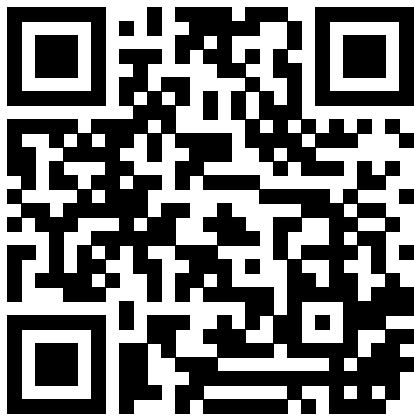
- ▶ For collision avoidance, DO NOT rely on AIS information, particularly CPA and TCPA.
- ▶ AIS device can never replace the human expertise on bridge!



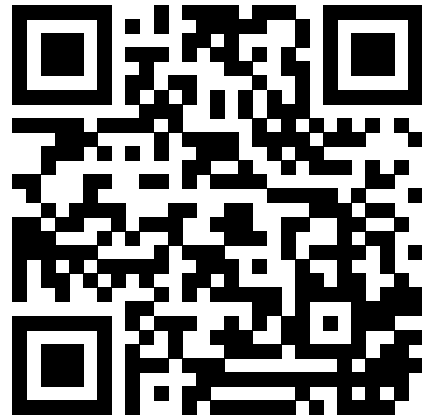
TEST YOUR KNOWLEDGE

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Q&A



SPOT THE DEFICIENCY



 **PREVENTION AT SEA**

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**FOR MORE INFORMATION,
PLEASE DO NOT HESITATE TO CONTACT US.**



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