



ASSEMBLY  
25th session  
Agenda item 9

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## **RESOLUTION A.999(25)**

**Adopted on 29 November 2007  
(Agenda item 9)**

### **GUIDELINES ON VOYAGE PLANNING FOR PASSENGER SHIPS OPERATING IN REMOTE AREAS**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO regulation 6 of chapter V of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, on the Ice Patrol Service, including the Appendix to chapter V on Rules for the management, operation and financing of the North Atlantic Ice Patrol,

RECALLING FURTHER resolution A.893(21) on *Guidelines for voyage planning*,

NOTING that the Maritime Safety Committee, at its seventy-third session, agreed to enhance the safety of passenger ships from a holistic perspective, including consideration of concerns related to operations in remote areas,

NOTING ALSO that the Maritime Safety Committee, at its seventy-sixth session, and the Marine Environment Protection Committee, at its forty-eighth session, approved the “Guidelines for ships operating in Arctic ice-covered waters”, which were subsequently issued as MSC/Circ.1056 – MEPC/Circ.399,

RECOGNIZING the need to develop guidelines to supplement resolution A.893(21), particularly for passenger ships operating in remote areas, in order to prevent incidents of groundings and collisions, and thereby enhance safety of life at sea,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its eighty-first session:

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1. ADOPTS the “Guidelines on voyage planning for passenger ships operating in remote areas”, set out in the annex to the present resolution;
2. INVITES Governments to bring the annexed guidelines to the attention of masters of ships entitled to fly the flag of their States, shipowners, ship operators and managers, shipping companies, maritime pilots, training institutions, tour operators, ice-patrol and ice-breaking services and all other parties concerned, for information and action as appropriate;
3. REQUESTS the Maritime Safety Committee to keep the above-mentioned guidelines under review and to amend them as appropriate.

## ANNEX

### GUIDELINES ON VOYAGE PLANNING FOR PASSENGER SHIPS OPERATING IN REMOTE AREAS

#### 1 Introduction

1.1 The growing popularity of ocean travel for passengers and the desire for exotic destinations have led to increasing numbers of passenger ships operating in remote areas. When developing a plan for voyages to remote areas, special consideration should be given to the environmental nature of the area of operation, the limited resources, and navigational information.

1.2 Passenger ships operating in remote Arctic ice-covered waters should also refer to MSC/Circ.1056 – MEPC/Circ.399 for recommended construction provisions, equipment recommendations, and operational guidelines.

1.3 Guidance on voyage planning is given in resolution A.893(21). Passenger ships operating in remote areas should include the following additional factors in their voyage planning.

#### 2 Appraisal

2.1 The detailed voyage and passage plan should include the following factors:

- .1 the source, date and quality of the hydrographic data on which the charts to be used are based;
- .2 limitations on available maritime safety information (MSI) data and Search and Rescue resources;
- .3 availability or lack of aids to navigation; and
- .4 places of refuge.

2.2 In addition, the detailed voyage and passage plan for ships operating in Arctic or Antarctic waters should include the following factors:

- .1 knowledge of ice and ice formations, in order to be able to navigate in ice, and how environmental conditions relating to current, wind, calm weather, fog and different seasons affect the ice and navigation in ice;
- .2 current information on the extent and type of ice and icebergs in the vicinity of the intended route;
- .3 statistical information on ice from former years;
- .4 operational limitations in ice-covered waters; and
- .5 availability and use of ice navigators.

### 3 Planning

3.1 The detailed voyage and passage plan should include the following factors:

- .1 safe areas and no-go areas;
- .2 surveyed marine corridors, if available; and
- .3 contingency plans for emergencies in the event of limited support being available for assistance in areas remote from SAR facilities.\*

3.2 In addition, the detailed voyage and passage plan for ships operating in Arctic or Antarctic waters should include the following factors:

- .1 conditions when it is not safe to enter areas containing ice or icebergs because of darkness, swell, fog and pressure ice;
- .2 safe distance to icebergs; and
- .3 presence of ice and icebergs, and safe speed in such areas.

### 4 Execution

4.1 The detailed voyage and passage plan should report changes to a previously advised voyage and passage plan, to the relevant authorities.

4.2 In addition, the detailed voyage and passage plan for ships operating in Arctic or Antarctic waters should include the following factors:

- .1 existing ice conditions; and
- .2 measures to be taken before entering waters where ice may be present, e.g., an abandon ship drill and preparation of special equipment.\*\*

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\* Refer to “Enhanced contingency planning guidance for passenger ships operating in areas remote from SAR facilities” (MSC.1/Circ.1184).

\*\* Refer to “Guidelines for ships operating in Arctic ice covered waters” (MSC/Circ.1056 – MEPC/Circ.399).