

Summary of “BIMCO Guide on Safe Passage Through The Straits of Malacca & Singapore-2014”

1- Watch keeping officers should avoid using VHF for collision avoidance as it is subject to interference, misunderstanding and language difficulties. There are few jurisdictions around the world that condone VHF use for collision avoidance especially if an agreement is reached between the two vessels for an action against the COLREG 1972. Of course services of a properly established VTS may help.

2- AIS is to be used for collision avoidance decision making only as

not all vessels are fitted with it, some ships may switch it off for security reasons and the presented data may be incomplete and/or erroneous.

3- Most collisions in spite of public perception had been taken place in open waters due to lack of situational awareness.

4- Contributory factors for collisions in congested waters been identified as inadequate manning, fatigue, non-observance of safe speed and absence of a proper look out.

Reference:

- ✓ BIMCO Guide on Safe Passage Through The Straits of Malacca & Singapore-2014.
(<http://www.cooperativemechanism.org.my/images/PDF/Publication/2014-Safe%20Passage%20Pamphlet.pdf>)