



# Technical Circular

No.: 014/2016

Date: 19<sup>th</sup> May 2016

**To Whomsoever it may concern**

**Subject: Bridge Resource Management (BRM) and Expected Actions of Bridge Teams in Australian Pilotage Waters**

- A well-planned Bridge Resource Management (BRM) technique, efficient Watchkeeping arrangements and passage planning enhances safety and reduces errors when navigating ships.
- The Australian Maritime Safety Authority (AMSA) has issued Marine Notice 11/2016, highlighting above points and describing AMSA's requirements for safe navigation in Australian pilotage waters. Salient points from the Marine Notice are as follows.
  - The AMSA requires all vessels to prepare a berth to berth passage plan.
  - The passage plan is to be discussed with the pilot and agreed. It is important that every member of the bridge team understands the part they play in ensuring the safe and effective execution of the agreed passage plan.
  - The bridge team to fully participate in the use of BRM techniques and support safe navigation by closely following the agreed passage plan while in Australian pilotage waters.
  - The vessel's actual position should be continuously monitored against the agreed passage plan. Any deviation from the agreed passage plan or standard operating procedures should be noted and addressed immediately.
  - The master and all bridge watch keepers must be fully trained and proficient in the use of all ship specific navigation equipment aboard the vessel.
  - All verbal communication used by every member of the bridge team should always be in accordance with the IMO "Standard Marine Communication Phrases" as required by Table A-II/1 of the STCW code.
  - Closed-loop communications should always be used to eliminate any doubt or ambiguity.



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- The pilot, master and the bridge team to work together to ensure that errors are detected early and corrected before the ship is put into any danger.
- Masters are not relieved of responsibility for the conduct and safe navigation of a vessel when the vessel is under pilotage. Similarly the officers of the navigational watch are responsible for navigating the ship safely during their periods of duty under the master's general direction.
- For details reg BRM and expected actions of bridge teams in Australian pilotage waters, please refer AMSA Marine Notice 11/2016, copy of which is attached herewith.
- The owners/ ship managers are advised to bring the above to the notice of the ship Masters/deck officers for compliance.

**Enclosure:**

1. AMSA Marine Notice 11/2016 Reg “Bridge Resource Management (BRM) and Expected Actions of Bridge Teams in Australian Pilotage Waters”.

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