



REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

Marine Guideline

No. 7-41-3

Rev. Dec/2025

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

SUBJECT: Guidelines for Voyage Planning

- References:**
- (a) **SOLAS Regulation V/34**, *International Convention for the Safety of Life at Sea*, Consolidated Edition 2024
 - (b) **STCW including 2010 Manila Amendments**: *STCW Convention and STCW Code: International Convention on Standards of Training, Certification and Watchkeeping for Seafarers*, 2017 Edition
 - (c) **IMO Resolution A.893(21)**, *Guidelines for voyage planning*, adopted 25 November 1999
 - (d) **IMO Resolution A.999(25)**, *Guidelines on voyage planning for passenger ships operating in remote areas*, adopted 29 November 2007
 - (e) **RMI Maritime Regulations** (MI-108)
 - (f) **RMI Marine Notice 2-011-39**, *Piracy, Armed Robbery, and the Use of Armed Security*
 - (g) **RMI Marine Notice 2-011-52**, *International Code for Ships Operating in Polar Waters (Polar Code)*
 - (h) **RMI Marine Notice 2-013-8**, *MARPOL Annex VI, Chapter 3 – Requirements for Control of Emissions from Ships*
 - (i) **RMI Marine Notice 7-041-6**, *Nautical Chart and Publication Carriage and Electronic Chart Display and Information System (ECDIS) Requirements*

PURPOSE

This Marine Guideline (MG) provides guidance from the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) to assist Companies in developing and improving voyage planning procedures for ships. It highlights the voyage planning provisions of various International Maritime Organization (IMO) conventions and codes and incorporates industry guidance on the issue.

This MG supersedes Rev. Apr/2023. Updates have been made to §2.2 for ships operating in polar waters.

BACKGROUND

The Master must ensure that before proceeding to sea, in accordance with SOLAS Regulation V/34, the intended voyage has been planned taking into account IMO guidelines. These guidelines are captured below.

APPLICABILITY

This MG applies to all operators and watch-standers of RMI-flagged vessels.

GUIDANCE

1.0 Voyage planning

- 1.1 SOLAS Regulation V/34.2 requires the voyage plan to identify a route which:
 - .1 takes into account any relevant ships' routing systems;
 - .2 ensures sufficient sea room for the safe passage of the ship throughout the voyage;
 - .3 anticipates all known navigational hazards and adverse weather conditions; and
 - .4 takes into account the marine environmental protection measures that apply, and avoids, as far as possible actions and activities which could cause damage to the environment.
- 1.2 IMO Resolution [A.893\(21\)](#) contains the voyage planning components that enable compliance with SOLAS Regulation V/34.2. They include:
 - .1 appraisal (e.g., gathering all information relevant to the contemplated voyage or passage);
 - .2 detailed planning of the whole voyage from berth to berth, including areas where a pilot is needed;
 - .3 plan execution; and
 - .4 monitoring the vessel's progress in implementing the plan.

2.0 Regional Constraints

- 2.1 Passenger ships operating in remote areas should supplement the voyage planning components in IMO Resolution [A.893\(21\)](#) with the factors identified in IMO Resolution [A.999\(25\)](#).
- 2.2 Vessels planning a voyage in Arctic or Antarctic waters must meet the requirements in the Polar Code, Part I-A, Chapters 11 or 11-1, per Marine Notice (MN) [2-011-52](#).¹
- 2.3 Ships planning a voyage to High Risk Areas must plan for security risks appropriately, per MN [2-011-39](#).
- 2.4 Fuel change over procedures for Emission Control Areas must be considered during passage planning; see MN [2-013-8](#).
- 2.5 When paper nautical charts are the primary means of navigation for a vessel's area of operation and they are no longer available through the common providers,² compliance may be met by:
 - .1 obtaining alternative approved charts. This could be directly from the hydrographic office of a coastal state, or a Nautical Chart Service; or
 - .2 installing an electronic chart display and information systems (ECDIS). See MN [7-041-6](#).

3.0 Watchkeeping arrangements and principles

The International Code on the Standards of Training, Certification and Watchkeeping for Seafarers (STCW Code), Part A, Chapter VII, Paragraph 2 requires a voyage plan to be:

- 3.1 drawn up by competent navigational officers in charge of a watch before any voyage commences;
- 3.2 continuously displayed and verified; and
- 3.3 amended before deviating substantially from the original route.

¹ The Administrator applies SOLAS Chapter V voyage planning requirements to all ships and voyages in accordance with the Safety Navigation Regulations in the RMI [Maritime Regulations](#), §2.11.

² For example, Admiralty products from the United Kingdom Hydrographic Office (UKHO).

4.0 Additional Voyage Planning Guidance

Guidance	Content	Publisher
Bridge Procedures Guide (Chapter 2)	Recommended aid for passage planning	International Chamber of Shipping
Admiralty Ocean Passages for the World (NP136)	Supports deep-sea voyage planning on major routes, with details of weather, currents, ice hazards and distances between major ports	UK Hydrographic Office (UKHO)
Admiralty Maritime Security Charts (Q-Charts)	Consolidates maritime security-related information to support passages through HRAs	UKHO
Just In Time Arrival Guide: Barriers and Potential Solutions	Just in time arrival of ships allows vessels to optimize their speed during the voyage. It has been identified as an opportunity to reduce greenhouse gas emissions.	GEF-UNDP-IMO GloMEEP Project and members of the GIA, 2020