

## **Annex**

It is important that all masters and navigation watch-keeping officers should always bear in mind the following risks when using VHF radio communication for collision avoidance:

- Identification of vessels without AIS information may be difficult during night time, in restricted visibility or when there are more than two vessels in the vicinity within the VHF radio range.
- Agreement reached via VHF radio communication between vessels for collision avoidance could be misunderstood or misinterpreted due to language difficulties, imprecise or ambiguous expressions.
- Important messages in the conversation through VHF radio could be interrupted or not being received clearly due to busy radio traffic, static noise and interference of radio communication.
- The agreed actions between vessels to avoid collision might not comply with COLREGS requirements, which may end up to a close quarters situation or collision. Moreover, the non-COLREGS compliance actions may affect other vessels in the vicinity who are following the COLREGS.
- Valuable time would be wasted by lengthy conversation on VHF radio communication. It would delay watch-keeping officers taking appropriate actions to avoid collision in good time.

When using VHF radio and AIS to assist navigation and collision avoidance, the following precautions should be taken:

- The use of marine VHF equipment must be in accordance with the International Telecommunications Union (ITU) Radio Regulations and the IMO Guidelines on VHF Communication at sea (Resolution A.954 (23)).
- Although AIS equipment could provide additional navigation information for collision avoidance decision making, it does not intend to replace other navigational information such as radar plotting or VTS. Watch keeping officers should not solely rely on AIS information for collision avoidance. The IMO Assembly Resolution A.917(22) - IMO Guidelines for the Onboard Operational Use of Shipborne Automatic Identification Systems (AIS) as amended by A.956(23) is a useful reference.

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