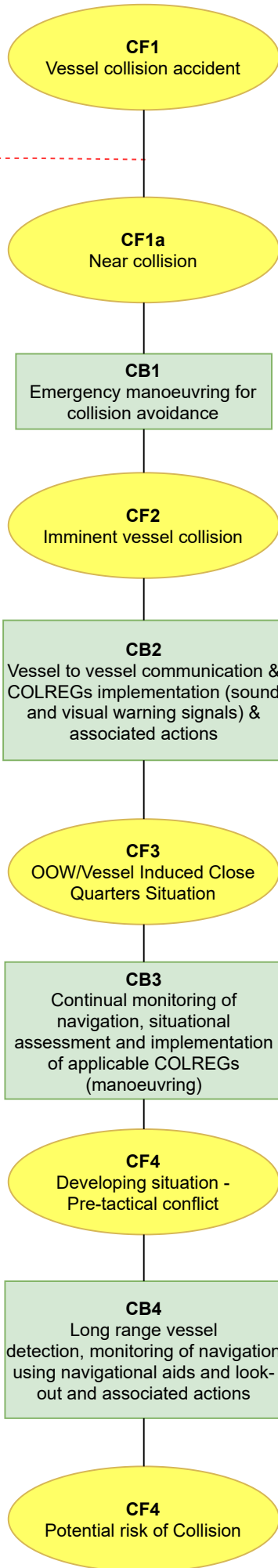


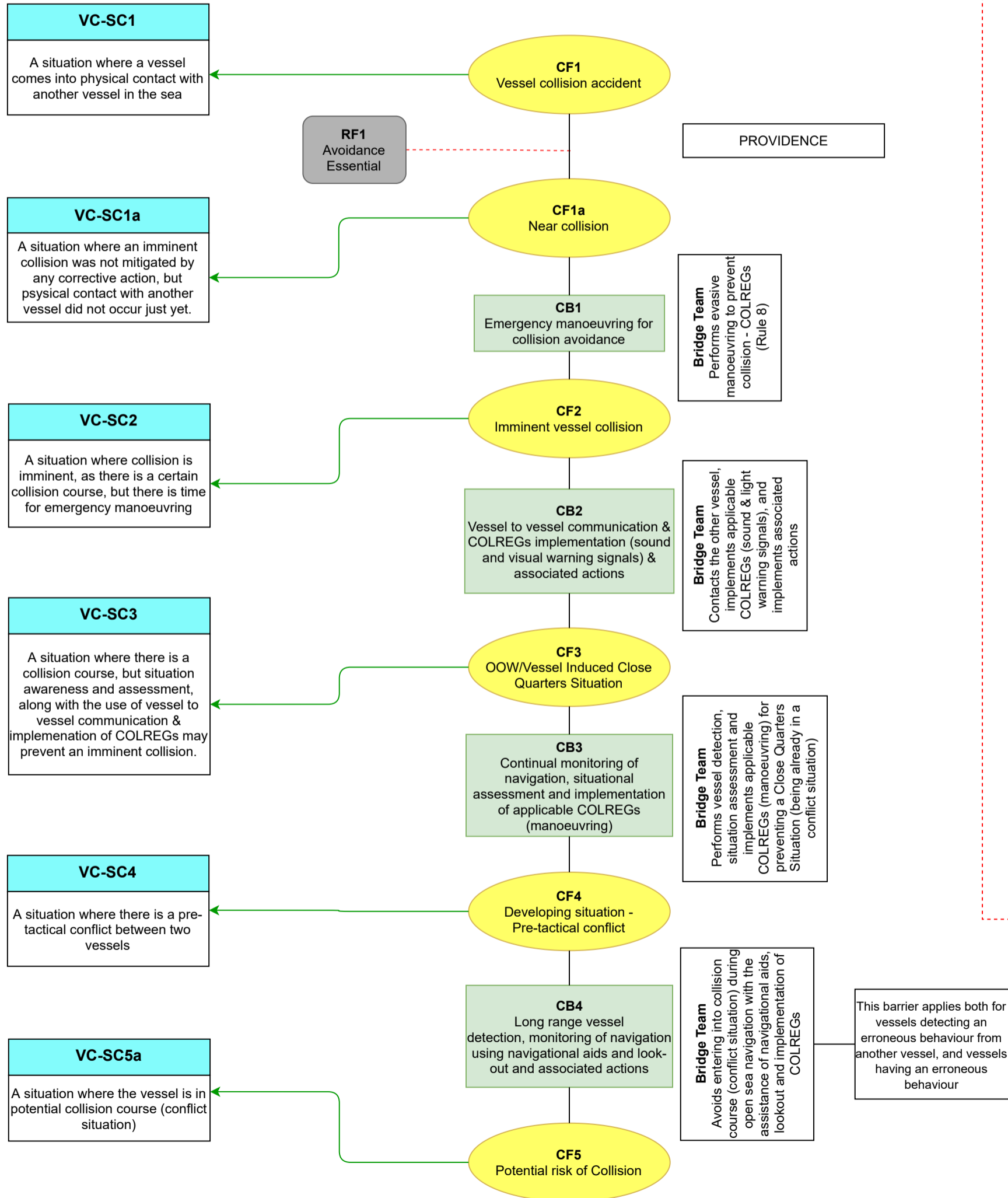
Vessel collision in open sea navigation risk model

**RF1**  
Avoidance  
Essential

PROVIDENCE



**Vessel collision in open sea navigation risk model**



**Terminology**

**Situations**

**Imminent collision**  
Refers to the last stage of the situation where the courses of two vessels cross and if not necessary actions are implemented, the situation concludes with a collision or near collision.

**Conflict**  
Refers to the first stage of a situation where the courses of two vessels cross and if not necessary actions are implemented, the situation evolves into an imminent collision. For instance, when the two vessels are on a course which brings them too close but the bridge teams are not aware of the situation due to lack of situational awareness.

**Passage planning**

Passage planning, according to IMO Resolution A.893(21), includes appraisal, detailed planning of the voyage from berth to berth, execution of the plan and the monitoring of the progress of the vessel in the implementation plan.

The 'Appraisal' and 'Planning' are not considered in this Risk Model since their incorrect implementation won't lead to a collision in open sea navigation. Instead, 'Execution' and 'Monitoring' are captured within CB4 and CB3 in the form of continuous monitoring and situational awareness.

**ACTORS**

The actors in this Risk Model are the following:  
**Onboard the vessel:**  
 - Master  
 - Officer of the Watch (OOW)

On board the vessel during navigation in congested waters, the overall responsibility lies with the OOW, who is in charge of the navigational watch. If Master (who is not the OOW at the time) is present, the responsibility lies with him. If not present, in case of a troubling situation, the OOW should call him to the bridge.

