

**BAN THƯ KÝ IMO VIỆT NAM  
VĂN PHÒNG IMO VIỆT NAM**

**CỘNG HOÀ XÃ HỘI CHỦ NGHĨA VIỆT NAM  
Độc lập – Tự do – Hạnh phúc**

Số: 57 /BTK-VPIMOVN

Hà Nội, ngày 29 tháng 10 năm 2014

V/v: Hướng dẫn về Chức năng tự  
động của Hệ thống báo động trực ca  
buồng lái (BNWAS)

Kính gửi:

- Vụ Khoa học-Công nghệ (Bộ GTVT)
- Vụ An toàn giao thông (Bộ GTVT)
- Vụ Pháp chế (Bộ GTVT)
- Cục Đăng kiểm Việt Nam
- Tổng Công ty Công nghiệp tàu thủy
- Hiệp hội chủ tàu Việt Nam
- Các Thành viên Ban Thư ký IMO Việt Nam

Tổ chức Hàng hải Quốc tế (IMO) gửi các Quốc gia thành viên Thông tri số MSC.1/Circ.1474 ngày 23/05/2014 về “Hướng dẫn về Chức năng tự động của Hệ thống báo động trực ca buồng lái (BNWAS)”.

Tại kỳ họp lần thứ 93 của Ủy ban An toàn Hàng hải (MSC) đã thông qua bản hướng dẫn được Tiểu ban An toàn hàng hải soạn thảo về “Chức năng tự động của Hệ thống báo động trực ca buồng lái”. Nội dung của Thông tri nhằm chỉ rõ các chức năng bắt buộc phải có của hệ thống, nội dung từng chức năng của Hệ thống BNWAS.

Văn phòng IMO Việt Nam xin gửi nguyên bản Thông tri MSC.1/Circ.1474 để Quý cơ quan, Quý thành viên xử lý theo thẩm quyền./.

**Nơi nhận:**

- Như trên;
- TTK - Thứ trưởng Nguyễn Văn Công (để b/c);
- Website CHVN;
- Lưu: VPIMOVN.

**TL. TỔNG THƯ KÝ  
TRƯỞNG VĂN PHÒNG**



**Phan Nguyễn Hải Hà**

---

4 ALBERT EMBANKMENT  
LONDON SE1 7SR  
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1474  
23 May 2014

**GUIDANCE ON THE BRIDGE NAVIGATIONAL WATCH  
ALARM SYSTEM (BNWAS) AUTO FUNCTION**

1 The Maritime Safety Committee, at its ninety-third session (14 to 23 May 2014), with a view to providing more specific guidance on the automatic function specified in resolution MSC.128(75) – *Performance standards for a bridge navigational watch alarm system (BNWAS)*, approved the guidance, prepared by the Sub-Committee on Safety of Navigation at its fifty-ninth session (2 to 6 September 2013), as set out in the annex.

2 Member Governments are invited to use the guidance as an *interim* measure until such time as the performance standards can be reviewed and revised and, furthermore, bring this guidance to the attention of all parties concerned.

\*\*\*



## ANNEX

### GUIDANCE ON THE BRIDGE NAVIGATIONAL WATCH ALARM SYSTEM (BNWAS) AUTO FUNCTION

1 SOLAS regulation V/19.2.2.3 requires the provision of a Bridge Navigational Watch Alarm System (BNWAS), which shall be in operation whenever the ship is under way at sea, whilst SOLAS regulation V/18 requires BNWAS to conform to appropriate performance standards not inferior to those adopted by the Organization (i.e. resolution MSC.128(75)).

2 Resolution MSC.128(75) – *Performance standards for a bridge navigational watch alarm system (BNWAS)*, section 4.1.1.1 states that "*the BNWAS should incorporate the following operational modes:*

- Automatic (Automatically brought into operation whenever the ships heading or track control system is activated and inhibited when this system is not activated)
- Manual ON (In operation constantly)
- Manual OFF (Does not operate under any circumstances)".

3 At the fifty-fifth session of the NAV Sub-Committee, concerns were raised with respect to the use of the Automatic mode and NAV 55 concluded that the Automatic mode of the performance standard was therefore not usable on a ship compliant with the SOLAS Convention. It was considered that it would not be possible to change the performance standards before the date at which the carriage requirements came into force (1 July 2011). In order to conform with the performance standards, therefore, equipment would include the Automatic mode, despite that this operational mode should not be used on ships which are subject to the SOLAS Convention.

4 From the operational point of view, automatic interface with activation of the ship's heading or track control system (HCS/TCS) is a superfluous function because SOLAS regulation V/19.2.2.3 requires the BNWAS to be in operation whenever the ship is under way at sea. This creates an inconsistency between SOLAS regulation V/19.2.2.3 and the "Automatic mode" provisions in the performance standard. In addition, from the technical point of view, it is noted that this issue is also addressed in the "note" to section 3.1.1 of IEC 62616:2010 – Maritime navigation and radiocommunication equipment and systems – Bridge navigational watch alarm system (BNWAS), which states:

*"NOTE: The Automatic mode is not suitable for use on a ship conforming with regulation SOLAS V/19.2.2.3 which requires the BNWAS to be in operation whenever the ship is underway at sea".*

5 Accordingly, as an *interim* measure and pending a revision of the *Performance standards for a bridge navigational watch alarm system (BNWAS)* – (resolution MSC.128(75)), the automatic operational mode, if it is available, should not be used.