Results of a Survey on Bridge Alert Management

Report prepared by IMPA Secretariat
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Executive Summary

632 responses received from maritime pilots, with 99% of respondents directing the navigation of ships in **mandatory pilotage areas**.

Responses covered the three main segments of the industry

Tankers and gas carriers – 36%

Bulk carriers – 29%

Container ships – 24%

Most bridge alerts are considered unnecessary

- 89% of respondents regard more than 70% of alerts as unnecessary.
- 80% of respondents reported that fewer than 20% of alerts were relevant for a ship under pilotage.

Alerts are distracting, not enabling

71% of respondents reported that more than 70% of alerts were repeats for the same situation.

Alerts frequently require no action other than silencing

- 62% of respondents reported that less than 20% of alerts required action other than silencing.
- 72% of respondents reported that more than 70% of alerts were silenced without action.

Company navigation policies and operational context influence the frequency of alerts

- 76% of respondents reported that over 70% of alerts were the result of company policies.
- 62% of respondents reported that over 70% of alerts related to the operational condition.

Bridge alerts do not currently support bridge procedures consistent with SOLAS regulation V/15

Across 8 elements, over 60% of respondents reported that bridge alerts were at least ineffective in supporting the bridge team and the pilot.

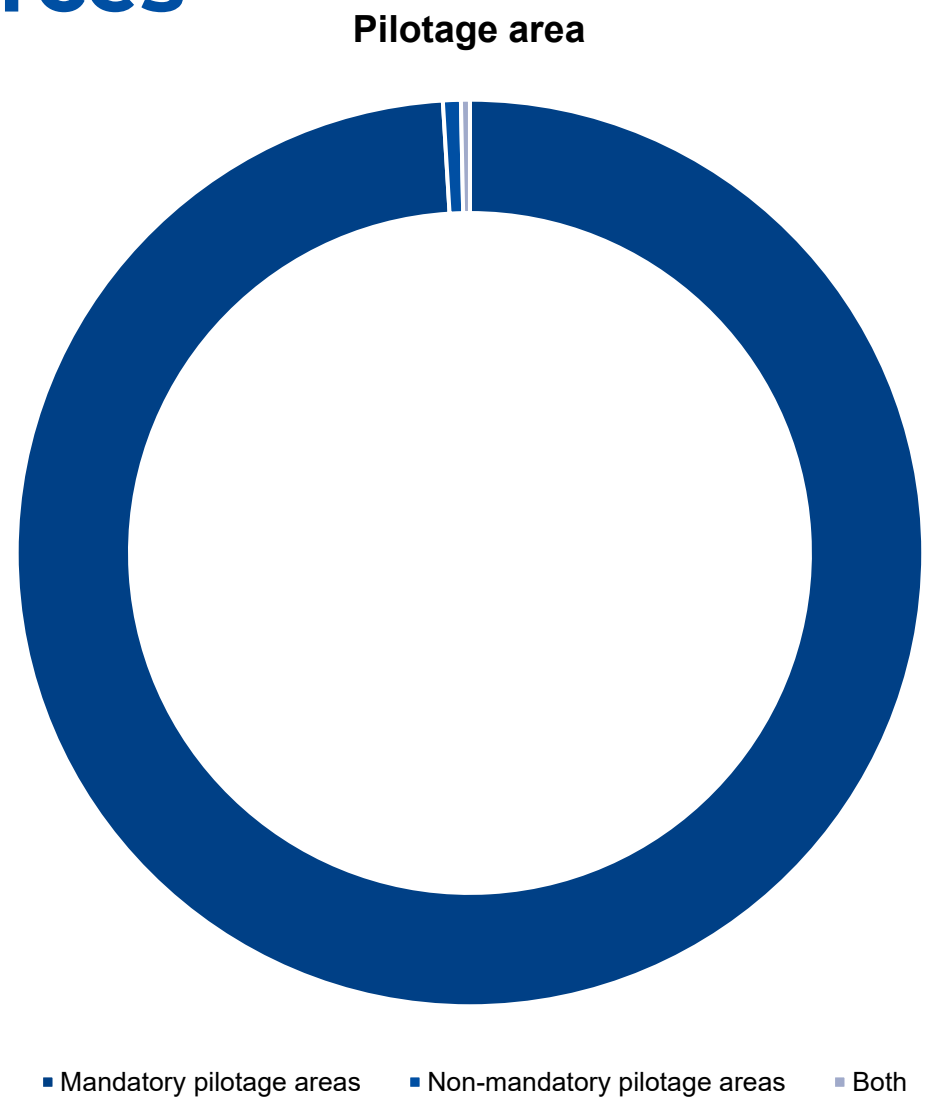
Navigation equipment, including ECDIS, is responsible for the majority of bridge alerts

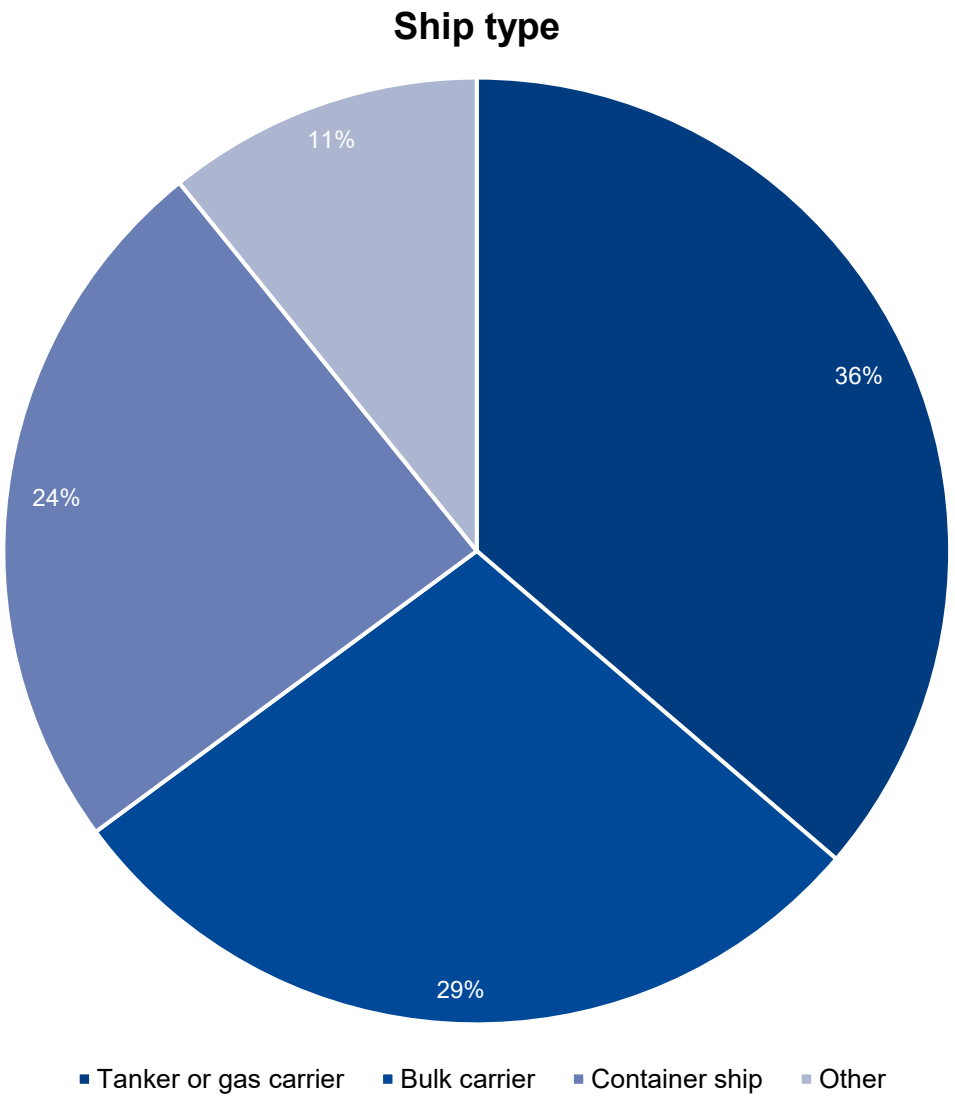
67% of respondents identified navigation equipment, radar / ARPA and AIS as the main sources of alerts.

Concerning themes in unstructured responses to open questions.

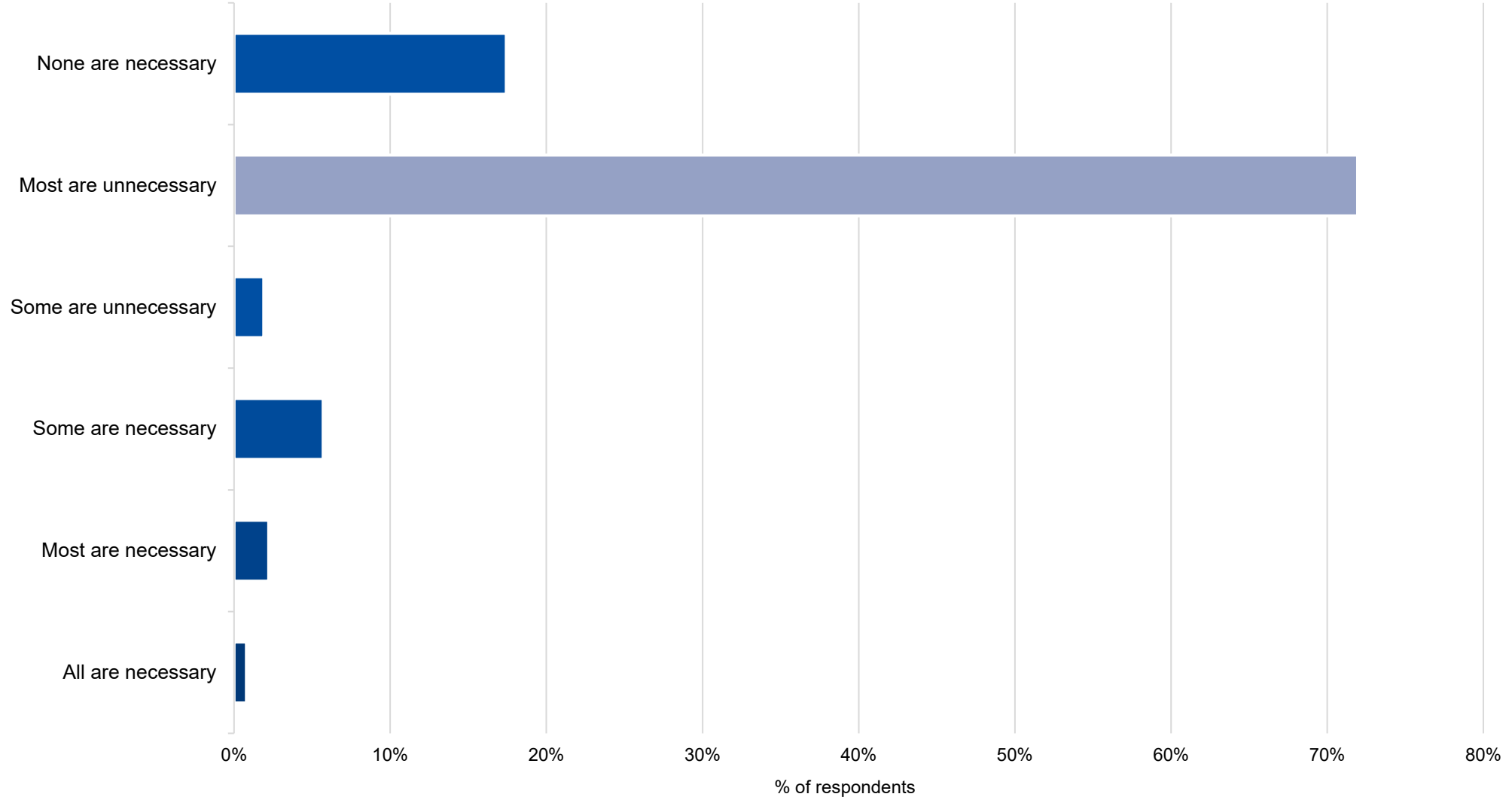
Alarm fatigue, impaired bridge resource management, context-sensitive alert settings, and the impact of alerts on other communications.

Sources

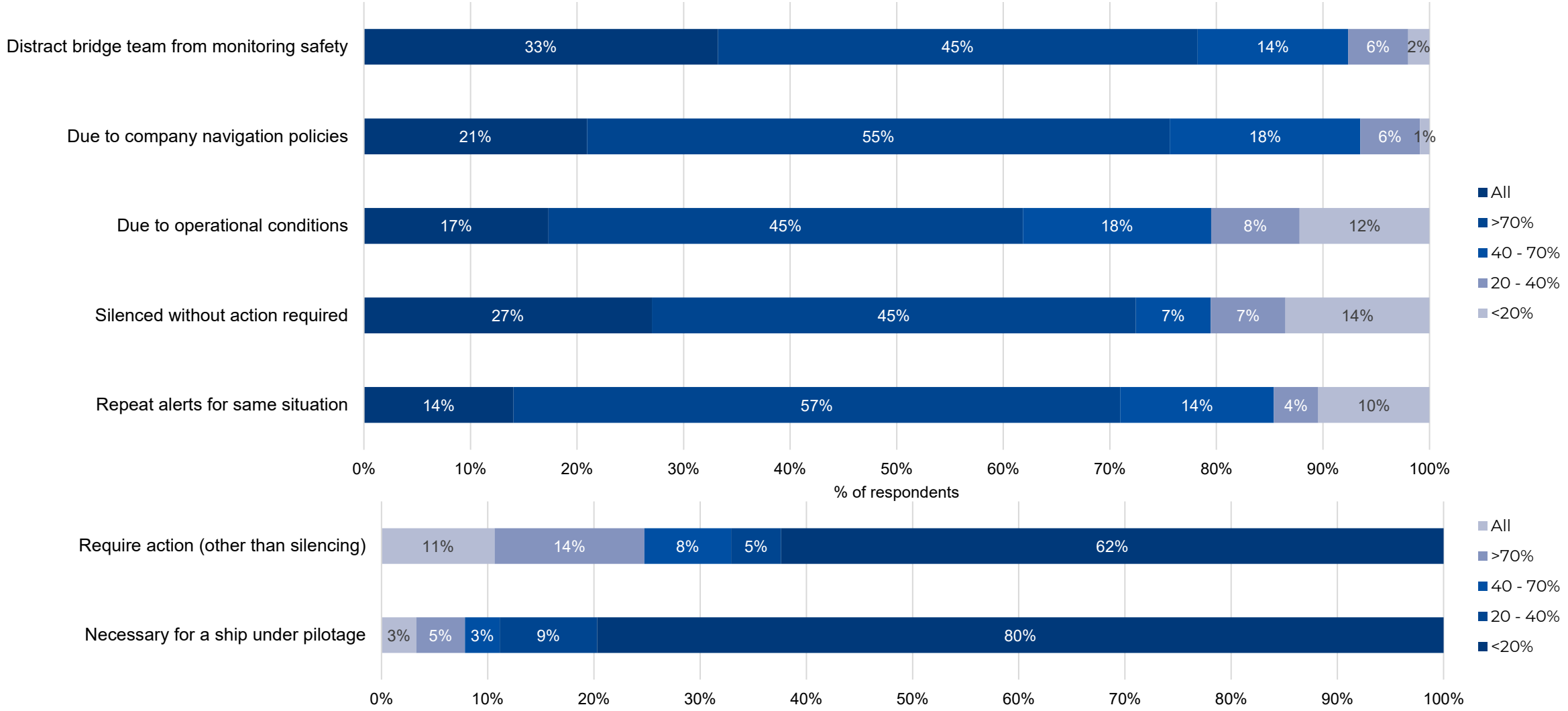

Pilotage area
Mandatory pilotage areas
Non-mandatory pilotage areas
Both


Ship type
36%
29%
24%
11%
Tanker or gas carrier
Bulk carrier
Container ship
Other

Necessity of bridge alerts

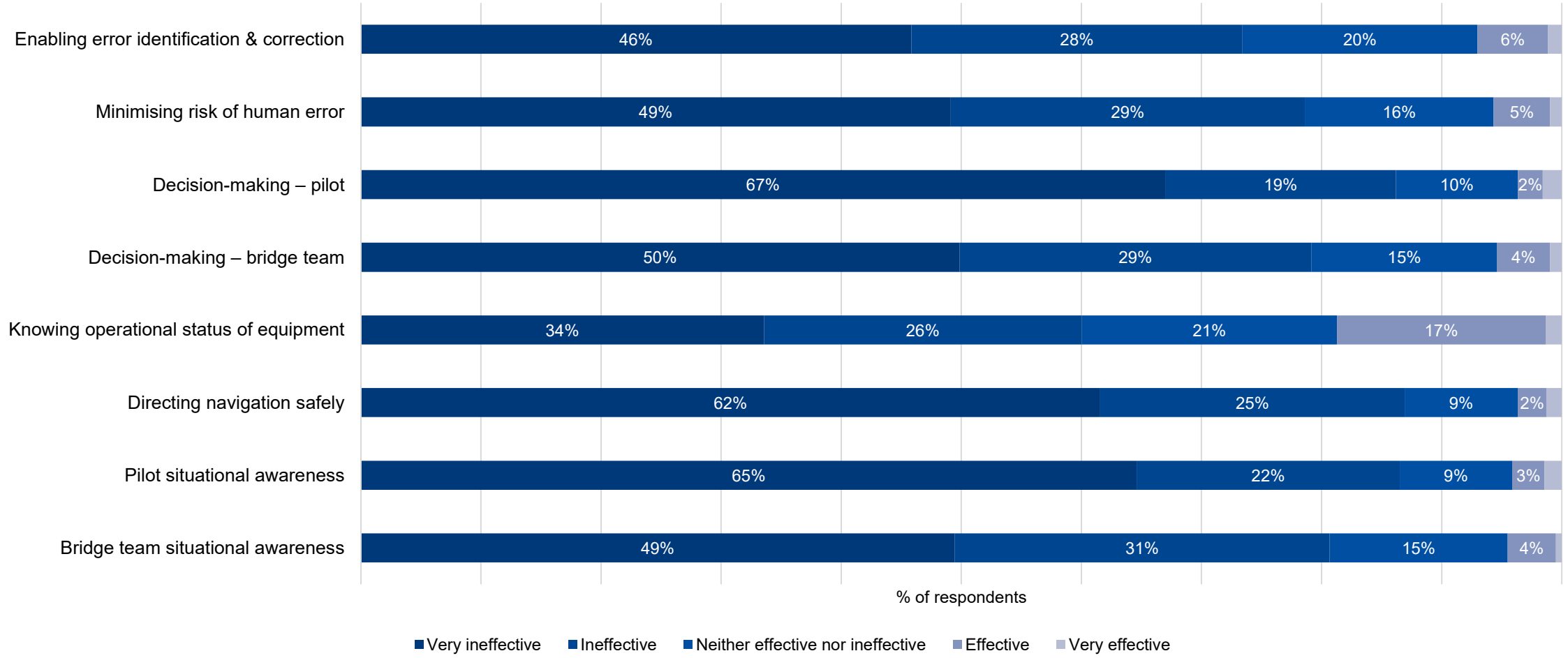


General observations on bridge alerts

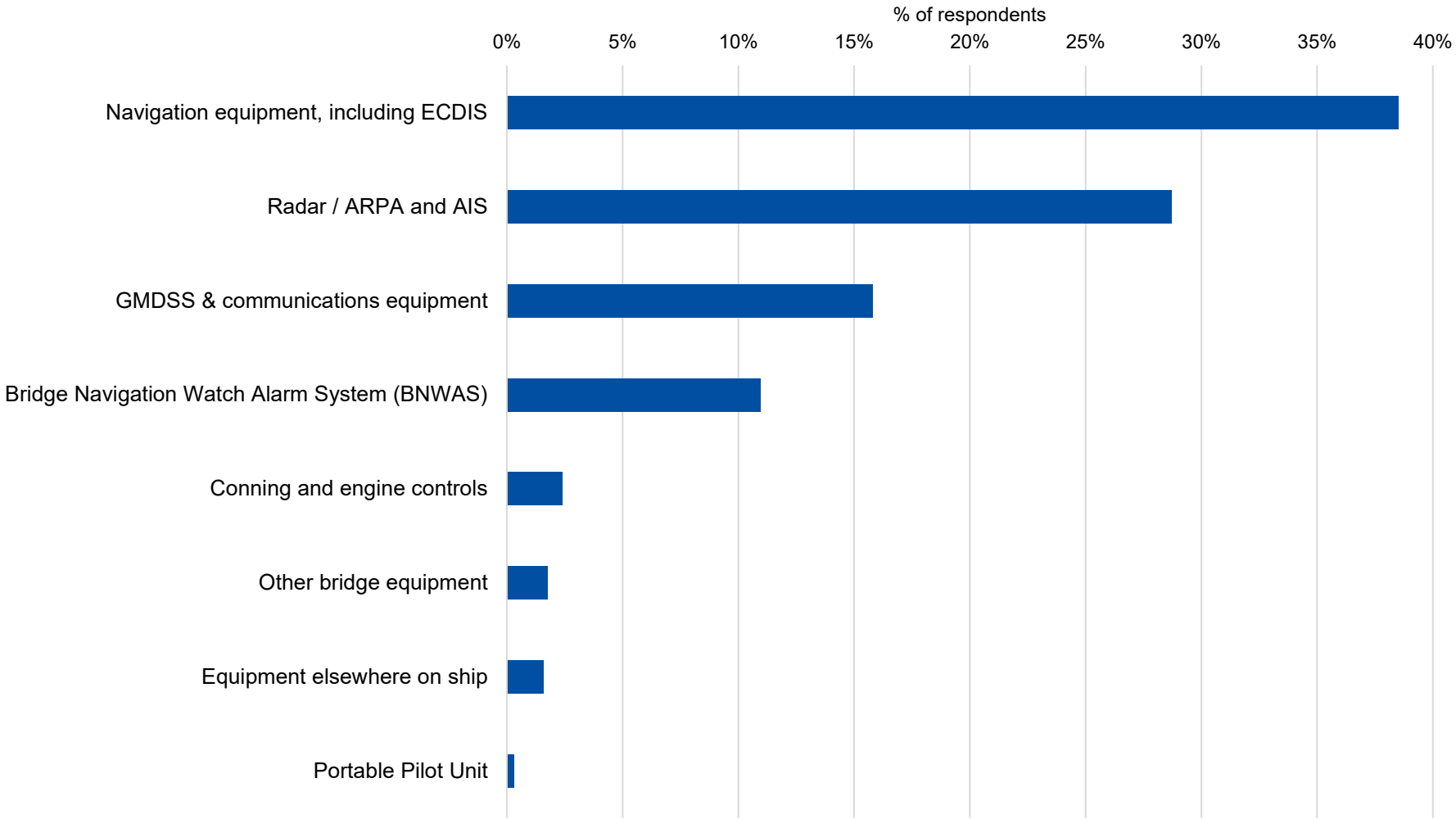


Effectiveness in context of SOLAS regulation V/15

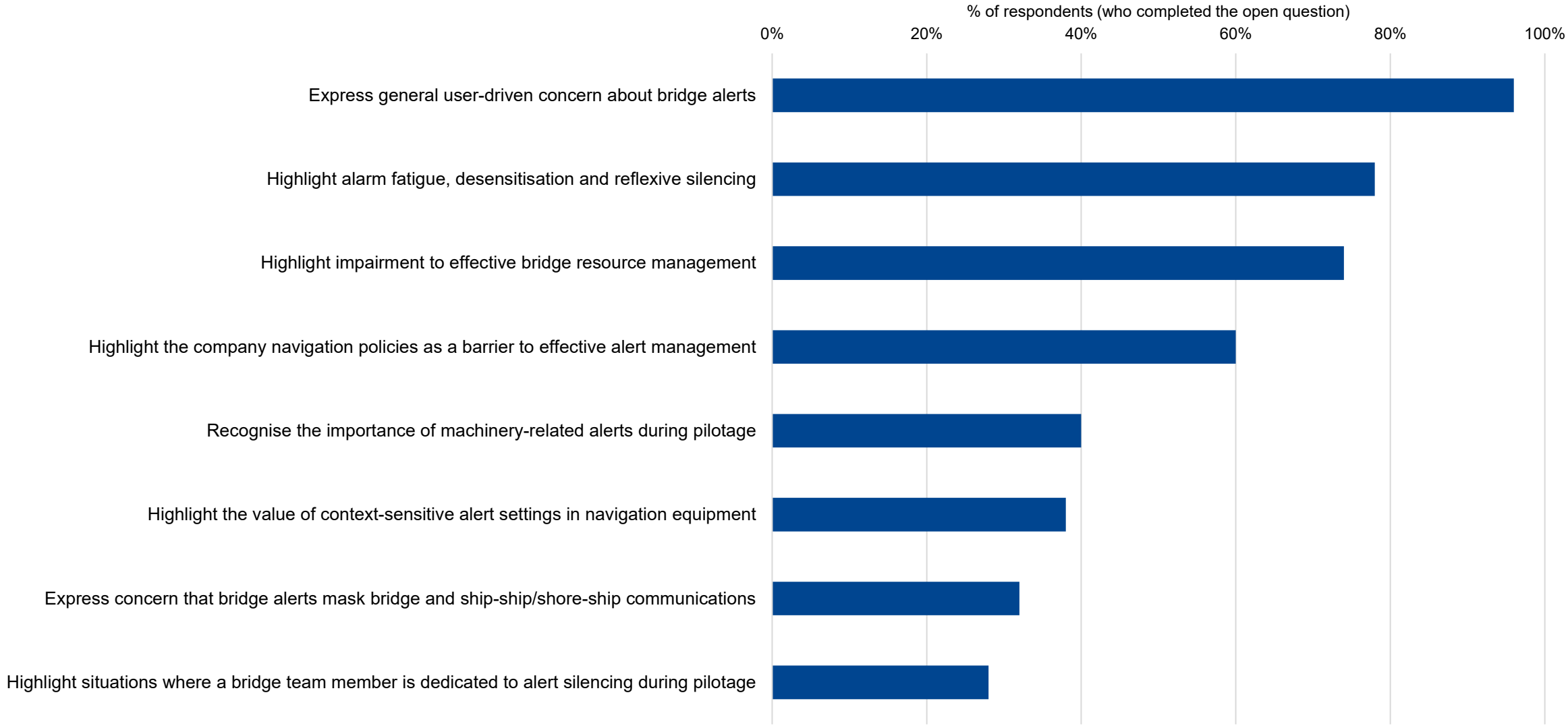
SOLAS regulation V/15 establishes requirements that aim to ensure that bridge equipment, arrangements, and procedures are designed to enable bridge teams and pilots to perform their tasks safely, efficiently, and effectively.



Sources of bridge alerts



Themes in open responses



Notes on methodology

- Respondents responded to a survey distributed through IMPA's membership.
- The survey had a security question designed to limit responses to maritime pilots.
- The data reflect the perception and experience of maritime pilots on the bridges of ships during acts of pilotage.
- The total number of responses represents 10% of all pilots represented through IMPA's membership.

Anticipated next steps

- The data in this report will be published.
- The data will be used to inform submissions to the International Maritime Organization (IMO) in 2026, highlighting the safety issue with alerts described by the responses to the survey.
- The information may also be used to influence the development of technical standards in other international forums, for example, IEC.
- The information complements other work being done to research the impact of alerts on maritime personnel, notably by the LR Foundation.

For more information

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