



Experience with Bridge- Detection Systems

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Experience with Bridge-Detection Systems

Requirements set up prior to the test

- Independent from additional Systems or manual input
- Measuring the Safe Passage (not relying on calculations due to unforeseen conditions, e.g. waterlevel)
- Timely warning when approaching a bridge without false-notifications
- Decision for testing Bridgescout in our fleet (after a consultation of several providers of Bridge-Detection Systems),



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Intermediate Results of the Pilot Test – General Experience

- During the testing-period, the system did not show any failure.
- Crew is satisfied with the warnings.
- The system does improve Safety onboard.
- High effort for Re-Fit on existing barge – abt. 2 working days
- Some Improvements identified.



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Intermediate Results of the Pilot Test – Improvements:

- Safe passing distance is set to min. 20cm. The passing distance in reality is down to 10cm:
 - The system gives a warning, although the bridge can be passed safely
 - Warnings might be getting ignored, even if a real danger exists.
- When several bridges are present directly after each other, the system gets „confused“: E.g., after passing the first (higher) bridge, the warning for the 2nd (lower) bridge appears on very short notice.



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Intermediate Results of the Pilot Test – Improvements: (2)

- Additional appliances, such as the Antennas and the foremast, are not protected by the system
 - Short-Term solution: Showing „Checklist“ on Screen when approaching a bridge.
 - Relatively high costs for the current system without saving the entire ship
- System is currently not integrated into other information-systems, such as ECDIS, current Alarm-Displays, etc. Therefore another system needs to be monitored by the master while sailing. This could lead to distraction.





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