

ANNEX 10

**RESOLUTION MSC.52(66)
(adopted on 30 May 1996)**

MANDATORY SHIP REPORTING SYSTEMS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.826(19) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-first session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, mandatory ship reporting systems:
 - "In the Torres Strait region and the Inner route of the Great Barrier Reef" described in Annex 1 to the present resolution; and
 - "Off Ushant" described in Annex 2 to the present resolution;
2. DECIDES that the mandatory ship reporting system:
 - "In the Torres Strait and the Inner route of the Great Barrier Reef" will enter into force at 0000 UTC hours on 1 January 1997; and
 - "Off Ushant" will enter into force at 0000 UTC hours on [30 November 1996];
3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Members of the Organization and Contracting Governments to the 1974 SOLAS Convention.

ANNEX 1

MANDATORY SHIP REPORTING SYSTEM "THE TORRES STRAIT REGION AND THE INNER ROUTE OF THE GREAT BARRIER REEF"**1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM**

Ships of the following general categories are required to participate in the reporting system:

- .1 All ships of 50 m or greater in overall length;
- .2 All ships, regardless of length, carrying in bulk hazardous and/or potentially polluting cargo, in accordance with the definitions at resolution MSC.43(64), paragraph 1.4;
- .3 Ships engaged in towing or pushing where either the towing or pushing vessel or the towed or pushed vessel is a vessel prescribed within the categories in subparagraphs .1 and .2.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The reporting system will cover the general area, as shown in the chartlet at appendix 1, covering the Torres Strait between longitude 141° 45'E and 143°45'E, centred on 10°S latitude, including the Endeavour Strait, and the waters of the Great Barrier Reef (GBR) between the Australian coast and the outer edge of the GBR, from the latitude of Cape York (10°40'S) southwards to 22°S.

2.2 Charts AUS 376 (Torres/Endeavour Straits) and AUS 367, AUS 370-375 (Queensland coast) provide large-scale coverage of the operational area; also international series small scale charts AUS 4602 and 4603.

3 FORMAT AND CONTENT OF REPORT TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

The ship report short title "REEFREP", will be made to the ship reporting centre located at Hay Point in Queensland. Examples of the format and content of all required reports are shown at appendix 2. A ship may elect, for reasons of commercial confidentiality, to communicate that section of the REEFREP ENTRY report which provides information on cargo (line P) by non-verbal means prior to entering the system. This can be achieved by including cargo information in the AUSREP Sailing Plan (SP) message.

- .1 ***Entry and Exit Reports:*** Ships will be required to provide a full REEFREP Position Report (PR) when passing the first designated reporting point on entering the REEFREP operational area, unless an AUSREP Sailing Plan (SP) message has been sent well in advance in which case an abbreviated REEFREP PR will suffice. When finally departing the REEFREP area, or entering a port within the area, the REEFREP

system will associate the required PR and the designated reporting point and automatically recognize this report as an exit message.

- .2 ***Intermediate Position Reports:*** Ships transiting the operational area will also be required to provide brief position reports at defined reporting points using normal PR formats.

The intermediate reporting positions will be generally about 100-120 nautical miles apart. Position reports will be limited to the identity of the ship, position, any variation to the last reported speed and any further information the master considers to be of value to the system.

- .3 ***Defect Reports:*** Ships within the reporting area suffering damage, failure or breakdown affecting the safety of the ship will be required to provide a defect report using field "?" within the prescribed PR message format.

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

4.1 The ship reporting centre will provide information to shipping on potentially conflicting traffic movements resulting from the analysis of incoming reports.

4.2 Certain sections of the route in the Torres Strait and the far northern sector of the inner route of the GBR present a particular navigational hazard in situations where large ships might be passing or overtaking, especially deeper draught ships. When the ship reporting centre considers that ships are approaching such sections, any relevant traffic information held by the centre will be passed to them. Because of the extensive size of the REEFREP area it is not be intended to routinely broadcast traffic information across the whole area but to advise individual ships as necessary.

4.3 Traffic information, including other advice received from ships or local maritime authorities which impacts on navigational safety will be passed to ships in relevant areas. Examples include concentrations of fishing vessels, unusual weather conditions, etc.

4.4 Normal maritime safety information (MSI) in the form of navigational warnings (AUSCOAST Warnings) will continue to be issued in the appropriate broadcasts from MRCC AUSTRALIA. The ship reporting centre will maintain details of MSI for the REEFREP area for the information of participating ships.

5 COMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

5.1 The system will be based on VHF voice communications and will be interactive with an interchange of data between ships and the ship reporting centre.

5.2 VHF channels 5, 18 and 19 in the international maritime mobile band have been allocated for the reporting points in the system.

5.3 Information of commercial confidentiality may be transmitted by non-verbal means.

5.4 The language used for reports in the system will be English, using the IMO *Standard Marine Communications Phrases* where necessary.

5.5 Communications associated with reporting in accordance with the requirements of this system will be free of charge.

6 RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

Compulsory pilotage rules apply in the northern section of the inner route (Cape York to Cairns) and in Hydrographers Passage. Other regulations apply domestic law in accordance with the terms of international conventions.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

7.1 The existing port information centre at Hay Point, on the central Queensland coast, close to the main shipping route through the inner route of the GBR and Hydrographer's Passage, has been designated as the ship reporting centre for the system.

7.2 The system will include radar coverage at certain focal areas in the Torres Strait and inner route of the GBR. Radar will be installed in the Torres Strait, in the vicinity of Cairns and in the Whitsunday Islands area.

7.3 All VHF communications and radar data will be relayed into the ship reporting centre, which will be equipped to provide a high standard of service to meet the system requirements and will be operated by trained and experienced personnel. Operator standards will be in accordance with "*Guidelines on the Recruitment, Qualification and Training of Vessel Traffic Service (VTS) Operators*" (MSC/Circ.578).

7.4 The hardware and software for the system is being developed.

7.5 The system will be operated to quality standards with service levels being constantly monitored.

7.6 Measures are in hand to install DGPS Broadcast Stations operating in the MF band (285-325 kHz) on Horn Island (Torres Strait) by the end of 1995 and further stations in the inner route of the GBR during 1996/98. The DGPS service will provide additional high accuracy navigational assistance throughout the reporting area.

7.7 The REEFREP ship reporting system information will be interfaced with the AUSREP system operated by MRCC AUSTRALIA.

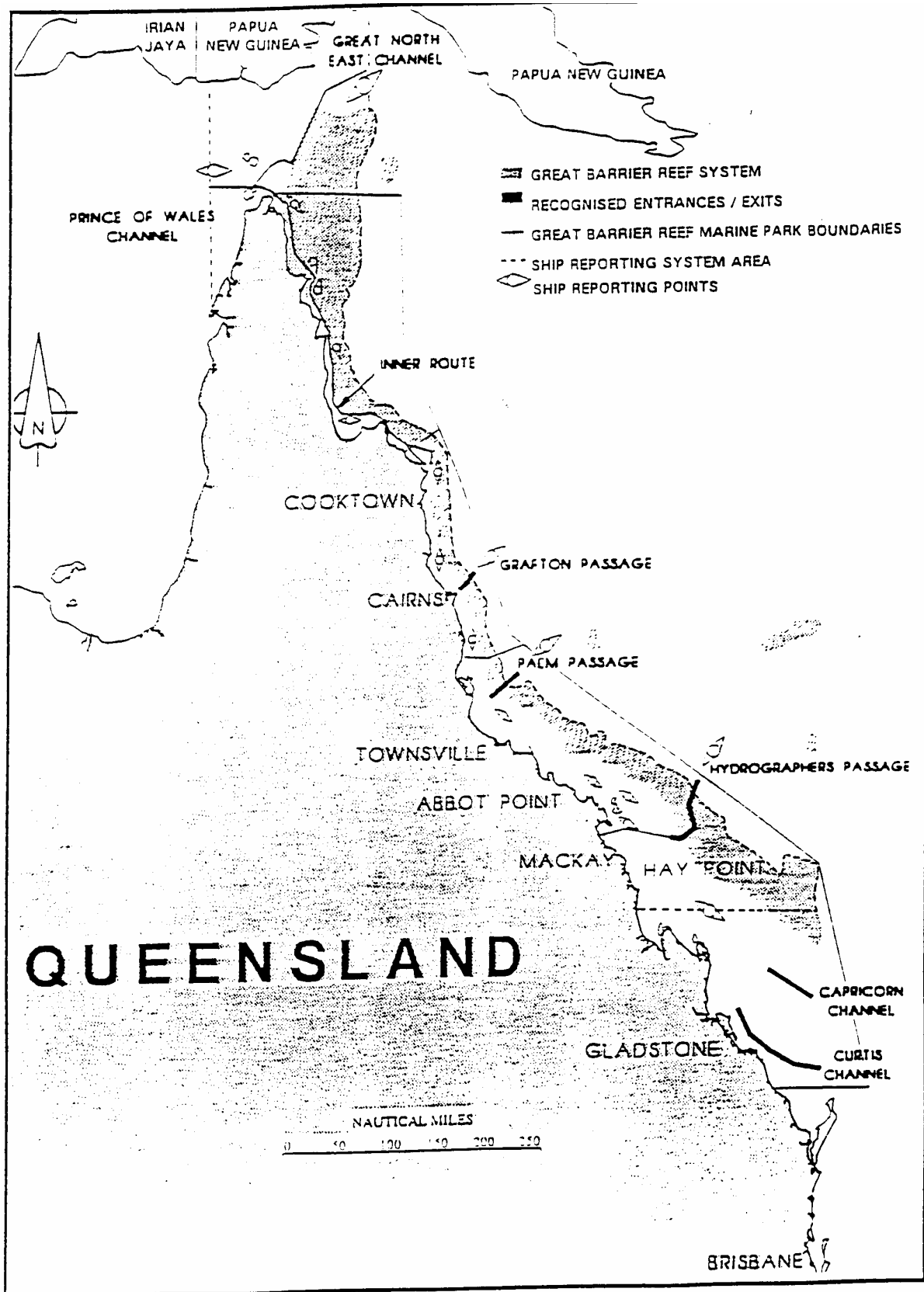
8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

In the event of failure of the system VHF communications, a report from a participating ship can be passed by any of the following methods:

- .1 *Seaphone* through the commercial VHF coastal network;

- .2 SATCOM; and
- .3 HF Radio through Townsville Radio (VIT).

APPENDIX 1



PROPOSED SHIP REPORTING SYSTEM TORRES STRAIT AND GREAT BARRIER REEF AREAS

APPENDIX 2

REEFREP ENTRY (Full Report)

EXAMPLE 1: Ship sailing from a port within the reporting area, routeing through the area and departing the area through Grafton Passage bound for Pusan via Jomard Entrance.

Format	Example
	REEFREP ENTRY
A. Ships name and call sign	A. MERIDIAN /VIPM
B. Date/Time of position (UTC)	B. 020200Z
C. Name of Reporting Point	C. TOWNSVILLE
E. Course (normally various)	E. VARIOUS
F. Speed	F. 15
G. Departed (port if outside reporting area)	G. --
H. Date/Time of entry in system and point of entry (not required if advised at C)	
J. Pilot embarked or ordered	J. NO*
L. Intended route	L. INNER ROUTE TO GRAFTON
O. Draft O.	10
P. Cargo P.	COAL
Q. Defects/deficiencies (only if relevant)	Q. NIL
U. Ship type and length (metres)	U. BULK CARRIER/250
X. Remarks	X. JOINING INNER ROUTE AT BREWER 020400Z

* **Pilot not mandatory for this area of the GBR.**

EXAMPLE 2: Ship entering the reporting area north bound for Port Moresby using inner route and Great North East Channel.

Format	Example
	REEFREP ENTRY
A. Ships name and call sign	A. MERIDIAN /VIPM
B. Date/Time of position (UTC)	B. 020200Z
C. Name of Reporting Point	C. HIGH PEAK
E. Course (normally various)	E. VARIOUS
F. Speed	F. 15
G. Departed (port if outside reporting area)	G. BRISBANE
H. Date/Time of entry in system and point of entry (not required if advised at C)	
J. Pilot embarked or ordered	J. PILOT EMBARKED
L. Intended route	L. INNER ROUTE AND GREAT NORTH EAST CHANNEL
O. Draft	O. 10
P. Cargo	P. GENERAL CARGO
Q. Defects/deficiencies (only if relevant)	
U. Ship type and length (metres)	U. RESEARCH/65
X. Remarks	X. CONDUCTING RESEARCH
ON	PASSAGE

REEFREP REPORT

EXAMPLE: Ship reporting at an intermediate reporting point within reporting area.

Format	Example
	REEFREP REPORT
A. Ships name and call sign	A. ENTERPRISE/VIPM
B. Name of Reporting Point	B. CHARLOTTE
F. Speed (if change from last report)	F. SPEED NOW 11.5
X. Remarks	X. LARGE CONCENTRATION OF FISHING VESSELS VICINITY HANNAH ISLAND

REEFREP DEFECT

EXAMPLE: Ship reporting defect within reporting area.

Format	Example
	REEFREP DEFECT
A. Ships name and call sign	A. ENTERPRISE/VIPM
B. Date/Time position	B. 030205Z
C. Latitude/Longitude or Reporting Point	C. 1400S 14400E
Q. Nature of defect/damage	Q. BOTH RADARS UNSERVICEABLE IN HEAVY RAIN SQUALLS; ALSO MINOR STEERING DEFECT
X. Remarks	X. PROCEEDING TO ANCHOR 180 HANNAH ISLAND LT 1.0 TO EFFECT REPAIRS

EXAMPLE 2: Ship defect repaired.

Format	Example
	REEFREP DEFECT
A. Ships name and call sign	A. ENTERPRISE/VIPM
B. Date/Time position	B. 030215Z
C. Latitude/Longitude or Reporting Point	C. 1401S 14001E
F. Speed	F. 8.5
X. Remarks	X. DEFECT REPAIRED, REJOINING ROUTE

REEFREP EXIT

EXAMPLE 1: Ship westbound reporting exit from reporting area at Torres Strait.

Format	Example
	REEFREP EXIT
A. Ships name and call sign	A. MITSUBISHI/XUGT
K. Point of exit	K. COOK
I. Destination (via route)	I. SINGAPORE VIA LOMBOK
X. Remarks	X. FINAL REPORT

EXAMPLE 2: Ship reporting exit from reporting area at Palm Passage.

Format	Example
	REEFREP EXIT
A. Ships name and call sign	A. IRON MAIDEN/RXTP
K. Point of exit	K. PALM
I. Destination (via route)	I. PUSAN VIA ROSSEL ISLAND

X. Remarks (must include FINAL REPORT) X. FINAL REPORT

EXAMPLE 3: Ship reporting arrival at a port within reporting area (after transiting from another port also within the area).

Format

Example

REEFREP EXIT

A. Ships name and call sign

A. NORTHERN STAR/CPIM

K. Point of exit

K. CAIRNS

I. Destination (via route) if outside REEFREP area

X. Remarks (must include FINAL REPORT)

X. ARRIVED CAIRNS, FINAL REPORT

EXAMPLE 4: Ship eastbound reporting exit from reporting area at Great North East Channel.

Format

Example

REEFREP EXIT

A. Ships name and call sign

A. ENTERPRISE/VIPM

K. Point of exit

K. DARNLEY

I. Destination (via route)

I. PORT MORESBY DIRECT

X. Remarks (must include FINAL REPORT)

X. FINAL REPORT

ANNEX 2

MANDATORY SHIP REPORTING SYSTEM "OFF USHANT"

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

Ships of more than 300 grt are required to participate in the system. This threshold is that used within the framework of the MAREP system, recently amended with regard to the categories of ships included (IMO document SN/Circ.167, annex , page 4).

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

The reporting system covers a circular area 35 miles in radius centred on the Ile d'Ouesant (Stiff radar tower). The TSS covers the entire area. However, the Corsen/Ouessant vessel traffic service gathers all information relating to traffic within the area for which the MRCC Corsen is responsible, bounded as follows:

- to the south: parallel 47°47.9'N (via the Pointe de Penmarc'h)
- to the west: meridian 008° W
- to the north: a line connecting the positions
 - 48°50'N - 008°00' W
 - 49°30'N - 004°00' W
 - 48°53'N - 002°20' W
 - 48°49' N - 001°49' W
 - 48°37'.5N - 001°34'W (Baie de Mont St. Michel)

The reference chart which includes all the area of coverage for the system is the French chart No. 6989 of the Navy Hydrographic and Oceanographic Service.

3 FORMAT AND CONTENTS OF REPORT, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORT, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

The reports required from ships entering the area covered by the system are position reports similar to the MAREP POSREP type reports sent to the VTS by ships reporting within the scheme.

A ship may elect, for reasons of commercial confidentiality, to communicate that section of the report which provides information on cargo by non-verbal means prior to entering the system.

The information given below is derived from the format-type given in paragraph 2 of the appendix to resolution A.648(16) of IMO.

3.1 Content

The report required should include:

.1 information considered to be essential:

- the name of the ship, its call sign or IMO identification number, its position (letters A and C or D);
- information considered necessary;
- the course and speed of the ship (letters E and F). When they receive a position report message, the VTS operators attempt to correlate the position of the ship with the information at their disposal:
 - radar echo at the position indicated
 - direction-finder readings
 - description of the surroundings given by the ship's watch - position in relation to other ships (in the event of heavy traffic)
 - course and speed.

Information on course and speed are therefore additional elements allowing the VTS operators to correlate the position announced and, if necessary, to identify one ship among a group of ships;

- access to the north-eastbound lane of the "Off Ushant" traffic separation scheme is prohibited to certain cargoes (oils, noxious liquid substances MARPOL A and B in particular). In order to allow the VTS operators to monitor application of the traffic regulations within the TSS approved by IMO, ships requiring to transit in the north-eastbound lane must confirm that they are not transporting a cargo for which passage in this area is prohibited; and
- .2 in addition, in accordance with the provisions of the SOLAS and MARPOL Conventions, the ships must report information relating to defects, damage, deficiencies or other limitations as well as, if necessary, information relating to pollution incidents or loss of cargo.

3.2 Recipient of report

The shore-based authority is the Corsen/Ouessant vessel traffic service (voice communication sign "Ushant Traffic") installed at the CROSS CORSEN site. The Regional Centre for Surveillance and Rescue Operations - CROSS CORSEN is a service provided by the Department of Maritime Affairs, a department of the Ministry of Equipment, Transport and Tourism. It combines the maritime rescue coordination centre (MRCC) and the VTS as well as carrying out functions for the French Administration (monitoring fishing, monitoring pollution).

The VTS broadcasts a regular information bulletin at H + 10 mn and H + 40 mn. This bulletin includes:

- information on traffic
- urgent warnings to mariners concerning the area
- special weather bulletins

In addition, a regular weather bulletin is broadcast every three hours from 01H50 UTC.

This information is broadcast in French and in English on VHF channel 79 after a call on channel 16.

If necessary, the VTS is capable of providing individual information to a ship, in particular with regard to positioning and navigational assistance.

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

The VTS processes the requests for anchoring made by the ships in the area for which the MRCC Corsen is responsible.

Detected and identified ships are monitored by radar which in no way releases the masters from responsibility for their navigation.

The vessel traffic services in the Channel inform each other of the transit of ships, in particular those having hazardous cargoes. First, the identification for a southbound ship which has reported in accordance with the MAREP recommendations to the VTS at Jobourg are transmitted to the VTS at Corsen/Ouessant which then sets up an HPA at the north-east RACON radio beacon of the Ushant traffic separation scheme.

5 COMMUNICATION REQUIREMENTS FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

The radiocommunications equipment required for the system is that defined in the GMDSS for sea area A1.

The ship reports will be made by voice on VHF radio. The channels defined are channel 13, monitored permanently by the VTS, as well as channel 79 and 80 which are also used to broadcast safety information. However, information of commercial confidentiality may be transmitted by non-verbal means.

The frequencies mentioned above will be used pending modifications made necessary by the use of an automatic identification system for which the draft definition of operational standards is under review.

In some cases, it could be decided to use the medium frequency band for communication with ships, according to procedures which will be specified subsequently.

6 RELEVANT RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

The international regulations for preventing collisions at sea are applicable throughout the area of coverage of the proposed system.

The “Off Ushant” traffic separation scheme has been approved by IMO and therefore rule 10 applies (document MSC XXXVIII/22, annex 7, pages 7 and 8).

In addition to the international regulatory scheme there are national regulations regarding vessel traffic and ship reporting. These are specifically:

- decree No. 84/93 of the port-admiral for the Atlantic of 11 October 1993 regulating navigation in the “Off Ushant” TSS, the associated inshore traffic area and the fairways and waters of Fromveur, Four, Helle and Raz de Sein. Repealing a previous decree of 14 December 1978, it makes reporting mandatory for ships intending to use the north- eastbound lane of the TSS (situated in territorial waters), as well as inshore fairways. This decree repeats the provisions of the MSC document concerning the conditions for entry to the north-eastbound lane.

The conditions for entry to the fairways and waterways are also specified.

- joint prefectorial decree 326 Cherbourg/18/81 Brest of 13 May 1981 regulating navigation in the approaches to the French coast in the Channel and the Atlantic in order to prevent accidental marine pollution.

This decree, concerning ships having hazardous cargoes, stipulates in particular:

- for ships intending to enter French territorial waters, mandatory ship reporting with a six-hour advance warning. In addition to information concerning the identity of the ship, the report must specify the place and time of entry into French waters, the port arrived from and the destination, the cargo and the state of manoeuvrability and navigational capacities,
- a mandatory 16 VHF watch while travelling through territorial waters,
- navigation at less than 7 miles from the coast is forbidden for ships of more than 1,600 gross tonnage,
- mandatory reporting to the French shipping authorities of any damage occurring at less than 50 miles from the French coast.

Within the area of applicability of the proposed system, the provisions of this decree apply more specifically in the following cases:

- transit, via the north-eastbound lane of the TSS, of a ship having a cargo which is not prohibited in this lane but which comes under the decree,

- traffic coming from or going towards the Port de Brest with hazardous cargoes.
- Decree No. 54/84 of the port-admiral for the Atlantic of 31 July 1984 regulating entry, movement and berthing of foreign ships in the internal waters of the second maritime region.

In addition to these provisions of a regulatory nature, also relevant are the Franco-British MAREP recommendations regarding ships of more than 300 tons gross tonnage and in particular those facing specific difficulties.

Application of these recommendations for the Ouessant area is as follows for the VTS:

- for northbound traffic, taking account of the information transmitted by ships approaching the TSS, plotting and radar monitoring and sending to the Jobourg VTS of MAREP information for ships having hazardous cargoes or facing specific difficulties in order to allow this VTS to set up an arrival forecast for the ship at the Casquets TSS;
- for southbound traffic, prior receipt, by the Jobourg VTS, of MAREP information concerning hazardous shipping or shipping facing specific difficulties and which have reported to Les Casquets. Plotting and radar monitoring of the ships identified.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

The Corsen/Ouessant vehicle traffic service is set up at the Regional Centre for surveillance and rescue operations at Corsen. This service has radar and radio facilities.

7.1 Radar facilities

The surveillance radar type THOMSON TRS 3405 is installed at the Stiff tower at Ouessant. The installation includes three transmitter receivers, a main antenna and a stand-by antenna. The nominal range of the radar is 64 miles. The antenna is positioned at 110 metres above the chart zero. Technical staff are permanently on duty at the tower. Radar messages are sent to the centre at Corsen via a radio-relay system where they are processed and then used by the staff on watch. The watch is carried out using visual display screens. The operators work using synthetic radar display. Each ship detected in the area of applicability has its echo noted as an automatically referenced radar track. Additional information is collected by the operators for each track identified. The vessel traffic service is equipped with a system for processing and storing radar data that allows statistics and course calculations to be printed. A complete reorganization of the processing and display chain will be carried out in the near future. The extraction and follow-up performances of the new system will be improved. Aids for the operators will form part of the new equipment. The operator will be alerted automatically as soon as violations or unusual behaviour is detected. It is also intended to add the Lloyds file, on CD ROM, to the "ships" file. It will be possible to obtain the record of a ship's track rapidly, to print texts and courses automatically and to write messages. Other databases will be used on office-type computers.

7.2 Radiocommunications facilities

Surveillance staff use the radio equipment installed at the Stiff tower in the Corsen centre. The vessel traffic service has the use of four single-channel VHF transmitter receivers. If necessary, the VTS may, from time to time, use the VHF and MF radio equipment belonging to the MRCC. These are VHF installations at Stiff, at the Pointe du Raz and at the Corsen site.

The VTS is also equipped with VHF air and UHF installations allowing links with aircraft carrying out surveillance missions.

A renovation of the equipment is being undertaken. With regard to radio facilities, it will include the installation of channel 70 digital selective calling VHF equipment at Stiff and at the Pointe du Raz.

The vessel traffic service operators use VHF radio direction-finding equipment precise to within 0.5°. One is installed at the Pointe du Raz, the other at the Ihare de Creac'h lighthouse. On each radio direction-finder it is possible to select two different tracks.

8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

The vessel traffic service VHF radiocommunications equipment is installed at Ouessant. It includes four single-channel transmitter/receivers plus a multi-channel transmitter/receiver on standby. A multi-channel transmitter/receiver normally dedicated to the MRCC Corsen completes the installation.

In the event that the radio-relay system between Stiff and Corsen breaks down, two emergency multi-channel VHF transmitter/receivers installed at the Corsen site can be used.

If none of the VTS VHF equipment is operational at the Corsen Centre, it would still be possible for the naval staff on watch at Stiff to intervene, as that staff has its own radio equipment and would be able to maintain contact with the ships. It should be noted that in the event that the surveillance radar breaks down, this watch would take over temporarily from the vessel traffic service at Corsen/Ushant, pending the arrival, by the most rapid means (helicopter), of the VTS staff on Ile d'Ouessant island. A breakdown involving several of the VTS VHF radios would not remove all possibility of contact between the VTS and the ships.

There is therefore no reason to provide for a specific procedure in this event.

If it became necessary to establish an MF link, in the event of a breakdown at the MF installation at the Corsen Centre, the inshore radio station, Le Conquet Radio, would be called upon.

SUMMARY

1 General

- 1.1 Vessels concerned: all vessels having a gross registered tonnage equal to or exceeding 300 tons.
- 1.2 Area on entering which the vessels should report:
- on entering a circular area 35 miles in radius centred on the Ile d'Ouessant (Stiff radar tower).
- 1.3 Reference chart: chart No. 6989 of the French Navy Hydrographic and Oceanographic Department.
- 1.4 Reporting format (in accordance with resolution A.648(16) on General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants).

Name of system: OUESSREP

Data to be transmitted:

Heading: Information

A Name + call sign + IMO number

C or D Position

E Course

F Speed

P Cargo if presence on board of potentially dangerous cargoes (for vessels in the north-eastbound lane).

Q Defects (if relevant)

R Pollution/dangerous goods lost overboard (if relevant)

In the event of defect, pollution or goods lost overboard, additional information may be requested.

- 1.5 Authority to whom the report should be sent:

Regional Centre for Surveillance and Rescue Operations at Corsen/Ouessant (CROSS Corsen), call sign USHANT TRAFFIC.

(In addition to the vessel traffic service (VTS), the Centre carries out the functions of a rescue co-ordination centre (RCC), call sign CROSS CORSEN).

- 1.6 Communication facilities

The reports will be transmitted by radio telephone in VHF on channel 13 or, in the event of failure, on channel 79, according to the information given by the Centre.

It is proposed that the reports be transmitted in the future by automatic means when the relevant standards have been put in place by the Organization.

ANNEX 13

RESOLUTION MSC.63(67)
(adopted on 3 December 1996)**MANDATORY SHIP REPORTING SYSTEMS****THE MARITIME SAFETY COMMITTEE,**

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-I of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.826(19), which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems, adopted by resolution MSC.43(64),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-second session,

1. **ADOPTS**, in accordance with SOLAS regulation V/8-I, mandatory ship reporting systems:
 - "In the Great Belt Traffic area", as described in the Annex 1 to the present resolution;
 - "In the Strait of Gibraltar" traffic separation scheme area, as described in Annex 2 to the present resolution; and
 - "Off Finisterre" traffic separation scheme area, as described in Annex 3 to the present resolution;
2. **DECIDES** that the mandatory ship reporting system:
 - "In the Great Belt Traffic area" will enter into force at 0000 hours UTC on 3 June 1997
 - "In the Strait of Gibraltar" traffic separation scheme area will enter into force at 0000 hours UTC on 3 June 1997; and
 - "Off Finisterre" traffic separation scheme area will enter into force at 0000 UTC on 3 June 1997;
3. **REQUESTS** the Secretary-General to bring this resolution and its Annexes to the attention of Members of the Organization and Contracting Governments to the 1974 SOLAS Convention.

ANNEX 1

**DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM
IN THE GREAT BELT TRAFFIC AREA**

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

1.1 Ships required to participate in the ship reporting system in the GREAT BELT TRAFFIC (GBT) area:

- ships with a gross tonnage equal to or exceeding 50 GT; and
- all ships with an air draught of 15 metres or more.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The reporting system covers an area of the central part of the Great Belt 26 nautical miles long. The area lies within the boundaries as shown on the chartlet given in appendix 2. The boundaries are identical with the reporting lines stated in paragraph 3.3.1.

2.2 The reference charts are Danish charts Nos. 141 (13th Edition), 142 (14th Edition) and 143 (11th Edition) (Datum: World Geodetic System 1984, WGS-84), which provide large-scale coverage of the VTS-area.

3 FORMAT, CONTENT OF REPORTS, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

3.1 Format

3.1.1 The ship report to the VTS-Centre shall be drafted in accordance with the format shown in annex 1, appendix 1. The information requested from ships is derived from the Standard Reporting Format shown in paragraph 2 of the appendix to IMO resolution A.648(16).

3.2 Content

3.2.1 The report required from a ship entering the VTS area contains only information which is essential to achieve the objectives of the system, i.e.:

- .1 the **ship's name, call sign and position** is needed for establishing the identity of the ship (letters A, B, C or D);
- .2 the **ship's course, speed, information as to whether a pilot is embarked** and information about **deficiencies** are considered to be important pieces of information in order to be able to service the safe navigation of the ship (letters E, F, J, Q);

- .3 the **ship's route** (Eastern or Western Channel), its **deadweight tonnage** and **air draught** are essential pieces of information for the efforts to protect the West Bridge (letters L, U).

3.3 Position for submitting reports

3.3.1 Ships shall submit their reports when entering the VTS area defined by the following reporting lines, which are also identical to the boundaries of the VTS area:

Southbound ships: When passing latitude 55°35' N.

Northbound ships: When passing a line connecting the following points:

Stignæs: 55°12.0' N, 11°15.5' E (Gulf's Oil Pier);

Omø: 55°08.4' N, 11°09.2' E (Ørespids, Omø);

Hov: 55°08.8' N, 10°57.4' E (Hov Iso. Light);

Langeland W: 55°00.0' N, 10°48.8' E (South of Korsebølle Rev);

Thurø Rev: 55°01.2' N, 10°44.1' E (Thurø Rev Lightbuoy).

3.4 Authority

3.4.1 The Danish Navy is the VTS authority responsible for the vessel traffic service in the "Great Belt Traffic" (GBT) area, its operation and training of its personnel.

3.5 Services offered

3.5.1 The GBT provides an information service to shipping in the area. The service is based on information from radar stations, electro-optic sensors, VHF bearings, radio reports from ships and Danish coastal radio stations and compilation of meteorological and hydrographical data.

3.5.2 Detected and identified ships are monitored by radar which does not release ship masters from their responsibility for the navigation of their ship.

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

4.1 The GBT provides information to shipping about specific and urgent situations which could cause conflicting traffic movements and other information concerning safety of navigation, for instance information about weather, current, ice, water level, navigational problems or other hazards.

4.2 Information of general interest to shipping in the area will be broadcasted by GBT on VHF, channel 11, and will be preceded by an announcement on channel 16. All ships navigating in the area should listen to the announced broadcast.

4.3 If a ship needs to anchor due to break-down, low visibility, adverse weather, changes in the indicated depth of water, etc. GBT can recommend suitable anchorages in the VTS-area. The anchorages are marked on the nautical charts covering the area and are shown in the chartlet, see appendix 2.

5 COMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

5.1 Voice communications between the VTS-Centre and shipping is provided by a combination of VHF, HF and CB radio transceivers distributed around the remote sensor sites.

5.2 The call to GBT shall preferably be made on VHF, channel 11 or 10, and the report shall be transmitted on that channel or any other available channel as assigned by GBT. GBT is monitoring the VHF channels 16, 11 and 10.

5.3 If a ship is unable to communicate on VHF it should if possible report to GBT via a Danish coastal radio station two hours prior to passage of the bridge area. This report, which shall be sent as a message with the system identifier "GBT" shall also inform GBT of other communication methods. The transmission is free of charge. The language used for communication shall be Danish or English.

5.4 The report required from a ship entering the VTS-area shall contain the following information as mentioned under paragraph 3.2.1 and appendix 1:

A - Ship's name and call sign;

C or D - position;

E - course (N or S bound);

F - speed;

J - pilot embarked;

L - ship's route (Eastern or Western Channel);

Q - defects and deficiencies which restrict manoeuvrability; and

U - deadweight tonnage and air draught.

6 RELEVANT RULES AND REGULATIONS IN FORCE IN THE AREA OF THE PROPOSED SYSTEM

6.1 Regulations for Preventing Collisions at Sea

6.1.1 The International Regulations for Preventing Collisions at Sea are applicable throughout the GBT area.

6.2 Traffic separation scheme "Off Korsør"

6.2.1 The traffic separation scheme "Off Korsør", situated in the narrows of the Eastern Channel between the islands of Sjælland and Fyn, has been adopted by IMO and Rule 10 of the International Regulations for Preventing Collisions at Sea, therefore, applies.

6.3 West Bridge

6.3.1 Passage through the navigation lanes at the West Bridge is allowed only for ships below 1,000 tonnes deadweight and an air draught of less than 18 metres.

6.4 IMO resolution A.620(15)

6.4.1 IMO resolution A.620(15) on Navigation through the Entrances to the Baltic Sea on 19 November 1987 recommends that ships of over 40,000 tonnes deadweight and ships, irrespective of size and draught, carrying radioactive materials when passing through the entrances to the Baltic Sea should participate in the ship reporting system (SHIPPOS) operated by the Government of Denmark.

6.4.2 Resolution A.620(15) also recommends ships with a draught of 13 metres or more or carrying radioactive materials passing through the entrances to the Baltic Sea use for the passage the pilotage services locally established by the coastal States

6.5 Mandatory pilotage

6.5.1 Harbours within the VTS-area are covered by provisions about mandatory pilotage for certain ships bound for or coming from Danish harbours. Mandatory pilotage applies to oil tankers of 1,500 tons deadweight and upwards, all chemical tankers carrying dangerous liquefied chemicals in bulk, all gas carriers and ships carrying a shipment of radioactive materials. Exempted from the mandatory pilotage are ships, of which the masters have sailed at least on 5 occasions during the last 6 months in the same area with the same ship.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE PROPOSED SYSTEM

7.1 Shore-based facilities

7.1.1 The Centre is situated at the Naval Regional Centre at Korsør. The VTS system comprises five remote sensor sites and one control centre (VTS-Centre). The sites provide surveillance of the VTS area using a combination of radar, radio direction finding and electro-optic sensors.

7.1.2 An integrated network of three marine navigational radar systems provides surveillance of the VTS area. The radar tracker and display systems are optimised for the specific range of tasks appropriate to VTS operation, i.e. tracking ships and navigational aids (buoys, etc.).

7.1.3 All the sensors mentioned below will be controlled by and monitored at the VTS-Centre, where data and information are collected, compiled and displayed.

7.1.4 There are 4 operator consoles in the VTS-Centre, one of which is intended for system maintenance and diagnostic purposes, which allows these activities to be carried out without disruption of normal operations. The operator can from each of the consoles control, monitor and display the status of all the VTS-sensors. The VTS-Centre will at all times be manned with a duty officer and two operators.

7.2 Radar, electro-optic (E/O) facilities and other sensors

7.2.1 Information necessary to evaluate the activities within the VTS-area is compiled via VTS-area remote controlled sensors comprising:

- 3 high resolution radar systems;
- 2 infrared sensor systems (IR);
- 2 Low Light Level TV systems (LLLTV); and
- 4 daylight TV systems.
- 3 VHF communication systems;
- 1 HF communication system;
- 1 CB communication system;
- 2 DF systems; and
- meteorological and hydrographical sensors.

7.2.2 In order to obtain the maximum benefit from each system the various sensors are placed as follows:

- Site 1: Romsø island (IR, daylight TV);
- Site 2: Maale, E coast of Fyn (Radar, VHF communications and DF);
- Site 3: Sprogø island (Radar, VHF, HF, CB communications, MET & HYD sensors);
- Site 4: Hov, Langeland (Radar, IR, daylight TV, VHF communication and DF);
- Site 5: West Bridge (LLLTV, daylight TV);

7.2.3 Data communications between the remote sites and the VTS-Centre will be made via a standard 64 Kbit/sec Kilostream data link and a low bit rate channel (9.6 Kband).

7.3 Personnel qualifications and training

7.3.1 The VTS Centre will be staffed by civilian personnel (officer's rank), all experienced as watchkeeping officers in the Danish merchant fleet. The duty officers hold a master's certificate and the operators hold a master's or a chief mate's certificate.

7.3.2 The training of the personnel comprises an overall study of the navigation safety measures established in Danish waters and in particular Route T and the VTS area, including a study of the relevant international (IMO) and national provisions with respect to safety of navigation. The training also includes thorough real-time simulations in different ship bridge simulators. The trainees are trained as well in navigating ships through the VTS area as servicing shipping from the VTS Centre.

7.4 Radiocommunication facilities

The radiocommunications equipment at the VTS Centre consists of 6 VHF radios, including DSC facilities, 1 HF radio, and 1 CB radio in order to be able to detect and identify distress messages from ships.

8 INFORMATION CONCERNING THE APPLICABLE PROCEDURES IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

8.1 In the event that the radiocommunication system or the radar system at the VTS Centre break down it will, via portable VHF, be possible to continue the operation by handing over the responsibility to the VTS Guard Vessel, which at all times is stationed in the VTS area and capable of fulfilling the main objectives of the VTS-system.

8.2 The Guard Vessel is equipped with 6 VHF sets, of which 3 are portable, and two radars, one of which has ARPA-capabilities. Further, it is equipped with ECDIS, which displays radar targets.

8.3 The Guard Vessel's crew is trained weekly in taking over the responsibility of operation from the VTS Centre (radar tracks and VHF communication) and later handing back the new and up-dated situation to the VTS Centre.

SUMMARY OF SHIP REPORTING SYSTEM IN THE GREAT BELT

1. Ships required to participate:

- ships with a gross tonnage equal to or exceeding 50 GT and
- all ships with an air draught of 15 metres or more.

2. Position for submitting reports

Southbound ships: When passing latitude 55°35' n.

Northbound ships: When passing a line connecting the following points:

Stignæs:	55°12.0' n, 11°15.5' e (Gulf's Oil Pier);
Omø:	55°08.4' n, 11°09.2' e (Ørespids, Omø);
Hov:	55°08.8' n, 10°57.4' e (Hov Iso. Light);
Langeland W:	55°00.0' n, 10°48.8' e (South of Korsebølle Rev);
Thurø Rev:	55°01.2' n, 10°44.1' e (Thurø Rev Lightbuoy).

3. Reference charts

Danish charts Nos. 141 (13 Edition) and 142 (14 Edition) (Datum: World Geodetic System 1984, WGS-84).

4. Reporting format

System identifier: GBT (Great Belt Traffic)

Data to be transmitted:

Designator Information

A	Ship's name and call sign;
B	Time;
C/D	Position;
E	Course (N or S bound);
F	Speed;
J	Pilot embarked;
L	Ship's route (Eastern or Western Channel);
Q	Defects and deficiencies which restrict manoeuvrability;
U	Deadweight tonnage and air draught.

5 **Authority receiving the report**

VTS Centre Great Belt Traffic.

6 **Communication**

Reports shall be sent on VHF, channel 11 or 10.

APPENDIX 1

DRAFTING OF RADIO REPORTS TO THE VTS "GREAT BELT TRAFFIC" AREA

Designator	Function	Information required
System identifier		GBT
A	Ship	Name and call sign
B	Time (UTC)	Only if report has been transmitted via coastal radio station
C	Position	Geographical position by two 4 digit groups; or
D	Position	True bearing and distance given in nautical miles from an identifiable point (state name)
E	Course	N or S bound
F	Speed	In knots (2 digit group)
J	Pilot	State whether a pilot is on board (e.g. PILOT EMBARKED)
L	Route information	State which channel the ship intends to pass (Eastern or Western Channel)
Q	Deficiencies	Brief details of defects, deficiencies or restrictions of manoeuvrability
U	Tonnage (dwt)/Air draught	State ship's deadweight tonnage and air draught in metres

ANNEX 2

MANDATORY SHIP REPORTING SYSTEM "IN THE STRAIT OF GIBRALTAR" TRAFFIC SEPARATION SCHEME AREA

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

Ships of the following general categories are required to participate in the reporting system:

- .1 all ships of 50 metres or more in length overall;
- .2 all ships, regardless of length, carrying hazardous and or potentially polluting cargo, as defined in paragraph 1.4 of resolution MSC.43(64);
- .3 ships engaged in towing or pushing another vessel where the combined length of the ship and tow or pushed vessel exceeds 50 metres;
- .4 any category of vessel less than 50 metres in length overall which is using the appropriate traffic lane or separation zone in order to engage in fishing; and
- .5 any category of ships less than 50 metres in length overall which is using the appropriate traffic or separation zone in an emergency in order to avoid immediate danger.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The reporting system will cover the area (appendix 1) between longitudes 005° 58'(W) and 005° 15'(W). This area includes the traffic separation scheme "in the Strait of Gibraltar" and in designated inshore traffic zone.

2.2 The reference chart which includes all the area of coverage for the system is Spanish Hydrographic Office 105.

3 FORMAT, CONTENT OF REPORT, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT, AVAILABLE SERVICES

The ship report short title "GIBREP", shall be made to the ship reporting centre located at TARIFA. When the Tangier VTS is in operation in Morocco, ships sailing in the area of coverage shall notify TANGIER TRAFFIC, in accordance with the terms which will be established in the future. A double report should be amended.

3.1 Format

The information requested from ships shall be provided in the standard reporting format, given in paragraph 2 of the appendix to IMO resolution A.648(16).

A ship may elect, for reasons of commercial confidentiality, to communicate that section of the GIBREP ENTRY report which provides information on cargo (line P) by non-verbal means prior to entering the system.

3.2 Content

The report from a ship to the VTS should contain only information which is essential to achieve the objectives of the system :

.1 Information considered essential:

A - Name of the ship, call sign, IMO identification number;

C or D - Position;

G and I - Last and next port of call;

P - Hazardous cargo, class and quantity, if applicable; and

Q or R - Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation, in accordance with the provisions of the SOLAS and MARPOL Conventions.

.2 Information considered necessary:

E and F - Course and speed of the ship;

Note:

On receipt of a position message, operators of the VTS will establish the relation between the ship's position and the information supplied by the facilities available to them. The information on heading and speed will facilitate the VTS operator's task of identifying a ship within a group.

3.3 Geographical position for submitting reports

Ships entering the area of coverage shall report to the TARIFA Traffic VTS when crossing the limits mentioned in paragraph 2.1 or when leaving the ports or anchorages in the area.

3.4 Authority

The shore-based authority is Tarifa VTS which forms part of the Area Search and Rescue and Pollution Control Co-ordination Centre (CZCS Tarifa).

The CZCS Tarifa is a Co-ordination Centre under the authority of the Spanish Government Search and Rescue and Maritime Safety Division. The Division, administered by the Ministry of Development, is entrusted, among other responsibilities, with providing services relating to maritime search and rescue, vessel traffic control and assistance, and prevention and control of pollution of the marine environment.

3.5 Services offered

TARIFA VTS broadcast regular information regarding warnings to mariners and traffic, navigational and weather conditions in the area, in Spanish and English.

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

In addition to the general information stated above, TARIFA Traffic could provide a particular vessel with information regarding her position, course and speed or the identification of the traffic in her vicinity. The ship should request this additional information.

5 RADIOCOMMUNICATION EQUIPMENT REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

The radiocommunication equipment required for the system is that defined in the GMDSS for sea areas A.1 and A.2..

- .1 The system will be based on VHF voice communications and will be interactive with an interchange of data between ships and the ship reporting centre. The channels defined are channel 16 and 10, with the channel 67 as a supplementary option.
- .2 In special circumstances, the hectometric wave band may also be used for the interchange of information between the ship and the VTS.
- .3 Information of commercial confidentiality may be transmitted by non-verbal means. Details are as follows:

FAX: + 34 56 68 06 06 (available by auto-link)
TELEX: 78262
Radio telex selective call: 0994
Answerback: SATAR
Frequencies scanned: 4179 kHz, 6269 kHz, 8297.6 kHz, 8298.1 kHz, 12520 kHz, 16688.5 kHz
- .4 The language used for reports in the system will be English, using the IMO *Standard Marine Communications Phrases** (SMCPs) where necessary or Spanish, if appropriate.
- .5 Communications associated with reporting in accordance with the requirements of this system will be free of charge.

* Trials of the SMCPs will commence after 6 June 1997.

6 RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

6.1 The International Regulations for Preventing Collisions at Sea, (COLREGs) 1972 are applicable throughout the area of coverage of the proposed system.

6.2 The TSS "In The Strait of Gibraltar" has been approved by IMO and therefore rule 10 of the COLREGs applies.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

7.1 The Tarifa VTS (TARIFA TRAFFIC) is provided with the following facilities:

- .1 Telephone, facsimile and telex communications;
- .2 2 sets of VHF radiocommunication equipment with digital selective calling (DSC);
- .3 1 set of radiocommunication equipment in MF/HF bands with DSC;
- .4 2 sets of radiocommunication equipment with radiotelex in MF/HF bands;
- .5 3 real-time display consoles for "S" and "X" band radar signals and raw video from remote radar stations;
- .6 2 display consoles for monitoring and viewing; and
- .7 1 VHF radio direction finder in marine and aeronautical bands.

7.2 The remote station at Ceuta is provided with the following facilities:

- .1 1 VHF radio direction finder, marine and aeronautical bands;
- .2 5 sets of VHF transmitters and receivers (3 marine band, 1 aeronautical band, 1 digital selective calling);
- .3 1 "X" band radar facility; and
- .4 1 "S" band radar facility.

7.3 The remote station at Cape Trafalgar is provided with the following facilities:

- .1 1 VHF radio direction finder, marine and aeronautical bands;
- .2 5 sets of VHF transmitters and receivers (3 marine band, 1 aeronautical band, 1 digital selective calling);
- .3 1 "X" band radar facility; and
- .4 1 "S" band radar facility.

8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

8.1 The system is designed to avoid, as far as possible, any irretrievable breakdown of equipment which would hinder the functioning of the services normally provided by the Tarifa VTS.

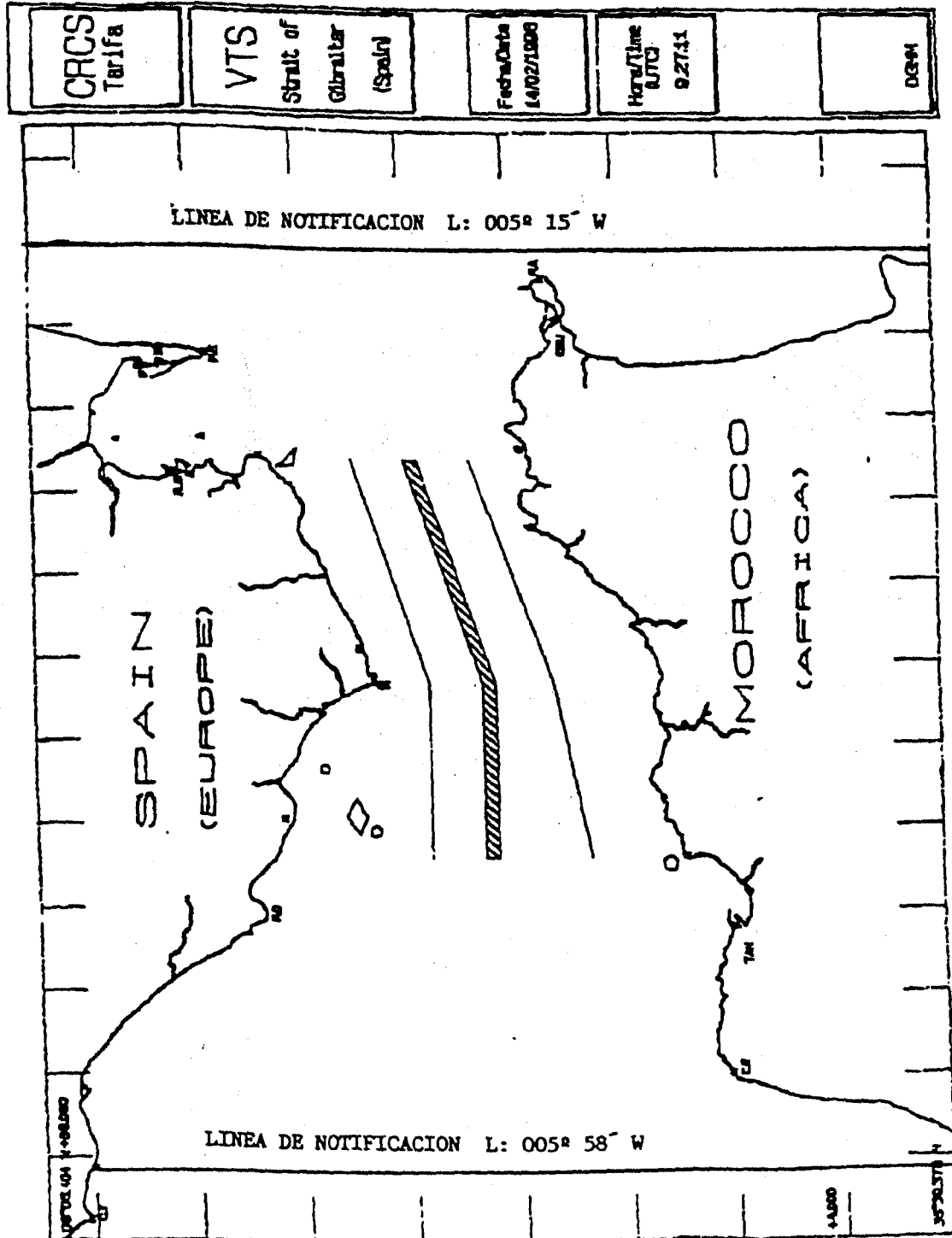
8.2 The most important items of equipment and power sources are duplicated and the facilities are provided with emergency generating sets as well as with UPS units. A maintenance team, on call, 24 hours a day, stands ready to repair to the extent possible any breakdowns which may occur.

8.3 The location of radar antennae ensures that, in the event of failure of the facility, coverage by another station will be provided.

8.4 In addition, the coast radio stations at Tarifa and Algeciras, operated by the Telephone Company, can be used as an alternative, so as to ensure VHF/MF communication with ships in case of need.

APPENDIX I

COBERTURA GEOGRAFICA DEL SISTEMA - LINEAS DE NOTIFICACION.



ANNEX 3

**MANDATORY SHIP REPORTING SYSTEM IN THE "OFF FINISTERRE"
TRAFFIC SEPARATION SCHEME AREA**

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

Ships of the following general categories are required to participate in the reporting system:

- .1 All ships of 50 metres or more in length overall.
- .2 All ships, regardless of length, carrying hazardous and or potentially polluting cargo, as defined in paragraph 1.4 of resolution MSC.43(64).
- .3 Ships engaged in towing or pushing another vessel where the combined length of the ship and tow or pushed vessel exceeds 50 metres.
- .4 Any category of vessel less than 50 metres in length overall which is using the appropriate traffic lane or separation zone in order to engage in fishing.
- .5 Any category of ships less than 50 metres in length overall which is using the appropriate traffic lane or separation zone in an emergency in order to avoid immediate danger.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

The reporting system will cover the area (Appendix 1) between the coast and the following lines:

- .1 a bearing of 130° to Cape Villano lighthouse;
- .2 a bearing of 075° to Cape Finisterre lighthouse; and
- .3 the meridian of longitude 010° 10.0'W.

This area includes the traffic separation scheme "off Finisterre" and associated inshore traffic zones adopted by IMO resolution A.767(18).

- .2 The reference chart which includes all the area of coverage for the system is Spanish Hydrographic Office 41.

3 FORMAT AND CONTENT OF REPORT TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT, AVAILABLE SERVICES

The ship report short title "FINREP", shall be made to the ship reporting centre located at FINISTERRE.

3.1 Format:

The information requested from ships shall be provided in the standard reporting format, given in paragraph 2 of the appendix to IMO resolution A.648(16).

A ship may elect, for reasons of commercial confidentiality, to communicate that section of the FINREP ENTRY report which provides information on cargo (line P) by non-verbal means prior to entering the system.

3.2 Content

The report from a ship to the VTS should contain only information which is essential to achieve the objectives of the system:

1 Information considered essential:

A - Name of the ship, call sign, IMO identification number.

C or D - Position.

G and I - Last and next port of call

P - Hazardous cargo, class and quantity, if applicable.

Q or R - Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation, in accordance with the provisions of the SOLAS and MARPOL Conventions.

2 Information considered necessary:

E and F - Course and speed of the ship.

Note:

On receipt of a position message, operators of the VTS will establish the relation between the ship's position and the information supplied by the facilities available to them. The information on heading and speed will facilitate the VTS operator's task of identifying a ship within a group.

3.3 Geographical position for submitting reports

Ships entering the area of coverage shall report to the Finisterre Traffic VTS when crossing the limits mentioned in paragraph 2.1 or when leaving the ports or anchorages in the area.

To facilitate the positioning of ships and to ensure compliance with the International Regulations for Preventing Collisions at Sea, 1972 and especially Rule 10 thereof, radio beacons with a range of more than 32 nautical miles have been installed on the coast, located at Mount Xastas, Cape Finisterre and Cape Villano.

3.4 Authority:

The shore-based authority is Finisterre VTS which forms part of the Area Search and Rescue and Pollution Control Co-ordination Centre (CZCS Finisterre).

The CZCS Finisterre is a Co-ordination Centre under the authority of the Spanish Government Search and Rescue and Maritime Safety Division. The Division, administered by the Ministry of Development, is entrusted, among other responsibilities, with providing services relating to maritime search and rescue, vessel traffic control and assistance, and prevention and control of pollution of the marine environment.

3.5 Services offered:

FINISTERRE VTS broadcast regular information regarding warnings to mariners and traffic, navigational and weather conditions in the area, in Spanish and English

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

In addition to the general information stated above, FINISTERRE Traffic can provide a particular vessel with information regarding her position, course and speed or the identification of the traffic in her vicinity. The ship should request this additional information.

5 RADIOCOMMUNICATION EQUIPMENT REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

The radiocommunication equipment required for the system is that defined in the GMDSS for areas A.1 and A.2.

- .1 The system will be based on VHF voice communications and will be interactive with an interchange of data between ships and the ship reporting centre. The channels defined are channel 16 and 11, with the channel 74 as a supplementary option.
- .2 In special circumstances, the hectometric wave band may also be used for the interchange of information between the ship and the Vessel Traffic Service.
- .3 Information of commercial confidentiality may be transmitted by non-verbal means. Details are as follows:

FAX: + 34 81 76 77 40 (available by auto-link)

TELEX: 82268

Radio telex selective call: 0993

Answerback: SAFIS

Frequencies scanned: 4179 kHz, 6269 kHz, 8297.6 kHz, 8298.1 kHz, 12520 kHz, 16688.5 kHz

- .4 The language used for reports in the system will be English, using the IMO *Standard Marine Communications Phrases** where necessary or Spanish if appropriate.
- .5 Communications associated with reporting in accordance with the requirements of this system will be free of charge.

6 RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

6.1 The International Regulations for Preventing Collisions at Sea (COLREGs), 1972 are applicable throughout the area of coverage of the proposed system.

6.2 The "Off Finisterre" TSS has been approved by IMO and therefore rule 10 of the COLREGs applies.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

7.1 The Finisterre VTS (FINISTERRE TRAFFIC) is provided of the following facilities:

- .1 Telephone, facsimile and telex communications;
- .2 2 sets of VHF radiocommunication equipment with digital selective calling (DSC);
- .3 1 set of radiocommunication equipment in MF/HF bands with DSC;
- .4 2 sets of radiocommunication equipment with radiotelex in MF/HF bands;
- .5 3 real-time display consoles for "S" and "X" band radar signals and raw video from remote radar stations;
- .6 2 display consoles for monitoring and viewing; and
- .7 1 VHF radio direction finder in marine and aeronautical bands.

7.2 The remote station at Malpica is provided with the following facilities:

- .1 2 sets of VHF radiocommunication equipment (marine band);
- .2 1 set of VHF radiocommunication equipment (aeronautical band);
- .3 1 duplicate "X" band radar facility;
- .4 1 duplicate "S" band radar facility;
- .5 1 weather station;

* Trials of the SMCPs will commence after 6 June 1997.

.6 1 VHF marine and aeronautical band direction finder; and

.7 1 MF/HF marine band direction-finder.

7.3 The remote station at Mount Xastas-Torinan is provided with the following facilities:

.1 2 sets of VHF radiocommunication equipment (marine band);

.2 1 set of VHF radiocommunication equipment (aeronautical band);

.3 1 "X" band radar facility;

.4 1 "S" band radar facility;

.5 1 weather station;

.6 1 VHF marine and aeronautical band direction-finder; and

.7 1 MF/HF marine band direction-finder.

7.4 The remote station at Cape Corrubedo is provided with the following facilities:

.1 2 sets of VHF radiocommunication equipment (marine band);

.2 1 set of VHF radiocommunication equipment (aeronautical band);

.3 1 Duplicate "X" band radar facility;

.4 1 weather station;

.5 1 VHF marine and aeronautical band direction-finder; and

.6 1 MF/HF marine band direction-finder.

7.5 The relay station at Mount Aro is provided with a microwave relay station for relaying telecontrol, radar, direction-finding and communications signals.

8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

8.1 The system is designed to avoid as far as possible any irretrievable breakdown of equipment which would hinder the functioning of the services normally provided by the Finisterre VTS.

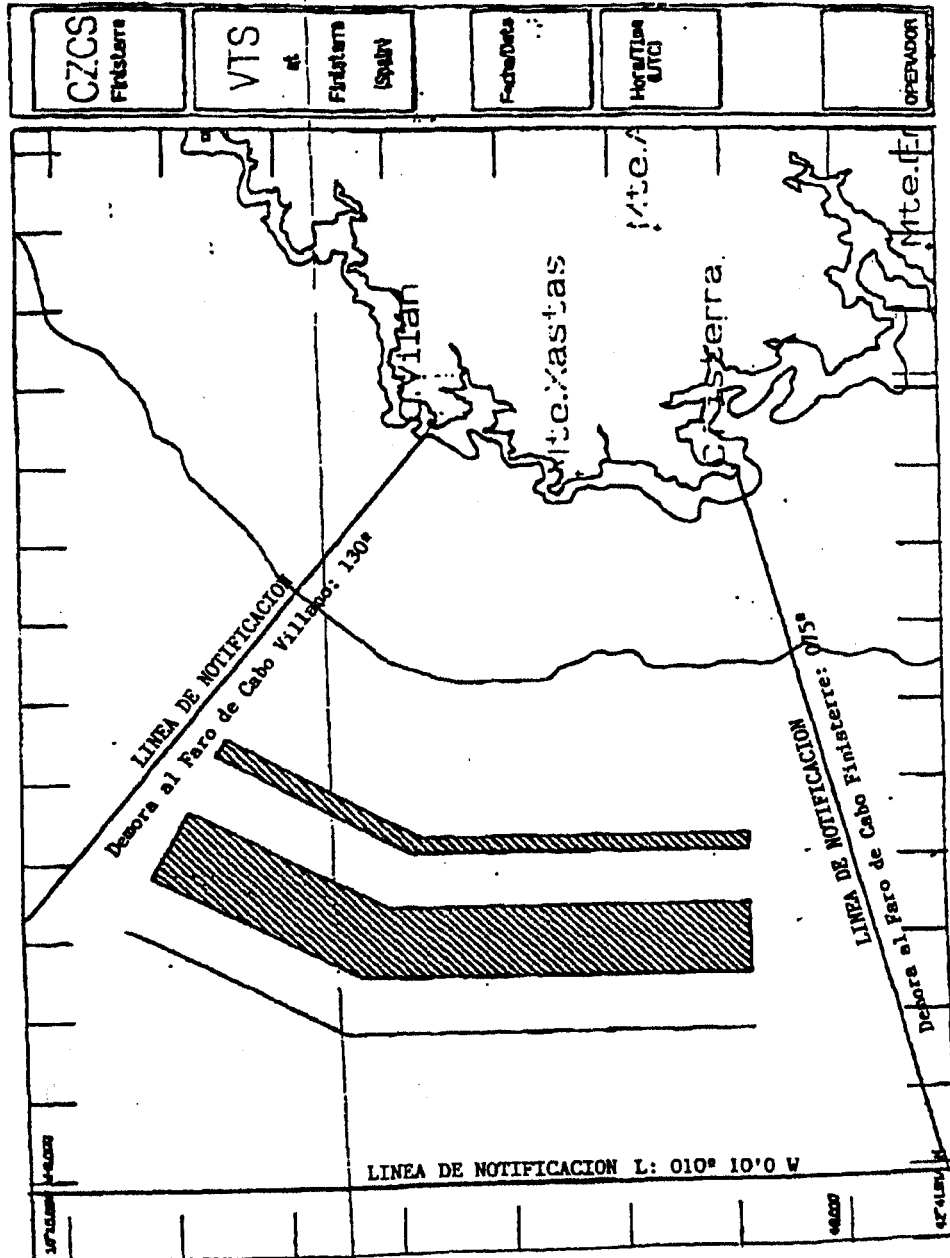
8.2 The most important items of equipment and power sources are duplicated and the facilities are provided with emergency generating sets as well as with UPS units. A maintenance team, on call, 24 hours in a day stands ready to repair to the extent possible any breakdowns which may occur.

8.3 The location of radar antennae ensures that, in the event of failure of the facility, coverage by another station will be provided.

8.4 In addition, the coast radio stations at Ortegá, La Coruña, Finisterre and Vigo, operated by the Telephone Company, can be used as an alternative so as to ensure VHF/MF communication with ships in case of need.

APPENDIX 1

DISPOSITIVO DE SEPARACION DE TRAFICO DE FINISTERRE
ZONA DE NOTIFICACION OBLIGATORIA



ANNEX 10

RESOLUTION MSC.73(69)
(adopted on 19 May 1998)

MANDATORY SHIP REPORTING SYSTEMS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems, adopted by resolution MSC.43(64),

HAVING CONSIDERED the recommendation of the Sub-Committee on Safety of Navigation at its forty-third session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, mandatory ship reporting systems:
 - "In the Straits of Malacca and Singapore" area described in Annex 1 to the present resolution; and
 - "In the Strait of Bonifacio" area described in Annex 2.
2. DECIDES that the aforementioned mandatory ship reporting systems will enter into force at 0000 hours UTC on 1 December 1998.
3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Members of the Organization and Contracting Governments to the 1974 SOLAS Convention.

ANNEX 1

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM IN THE STRAITS OF MALACCA AND SINGAPORE

1 Categories of ships required to participate in the system

1.1 Ships of the following categories are required to participate in the ship reporting system:

- .1 vessels of 300 GT and above;
- .2 vessels of 50 metres or more in length;
- .3 vessels engaged in towing or pushing with a combined GT of 300 and above, or with a combined length of 50 metres or more;
- .4 vessels of any tonnage carrying hazardous cargo, as defined in paragraph 1.4 of resolution MSC.43(64);
- .5 all passenger vessels that are fitted with VHF, regardless of length or GT; and
- .6 any category of vessels less than 50 metres in length or less than 300 GT which are fitted with VHF and in an emergency, uses the appropriate traffic lane or separation zone, in order to avoid immediate danger.

2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system

2.1 The operational area of STRAITREP covers the Straits of Malacca and Singapore between longitudes 100° 40'E and 104° 23'E as shown in the chartlets attached as appendix 1 and appendix 2. The area includes the routing system in the Straits of Malacca and Singapore. The area is divided into nine sectors, each has an assigned VHF channel as shown in appendix 3.

2.2 The reference charts which include the operational area of STRAITREP are the Malaysian Chart Series MAL 515, 521 and 523 of the Hydrographer, Royal Malaysian Navy or the equivalent charts published by the competent hydrographic authority.

3 Format, content of report, times and geographical positions for submitting reports, authority to whom reports should be sent, available services

The ship report short title STRAITREP, shall be made to the VTS authorities as follows:

3.1 Format

The ship report shall be drafted in accordance with the format shown in appendix 4. The information requested from ships is derived from the Standard Reporting Format given in paragraph 2 of the IMO resolution A.851(20).

3.2 Content

The report required from a ship contains only information which is essential to meet the objectives of the STRAITREP:

.1 Information considered essential;

- | | | |
|--------|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A | - | Name of ship, call sign, IMO identification number (if available); |
| C or D | - | Position; |
| P | - | Hazardous cargo, class if applicable; and |
| Q or R | - | Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions. |

.2 Information considered necessary when requested by VTS authority;

- | | | |
|---------|---|---------------------------|
| E and F | - | Course and speed of ship. |
|---------|---|---------------------------|

Note:

On receipt of a position message, operators of the VTS will establish the relation between the ship's position and the information supplied by the facilities available to them. The information on heading and speed will facilitate the VTS operator's task of identifying a ship within a group.

.3 Geographical position for submitting reports

- .1 Ships entering the operational area shall report when crossing the limits mentioned in paragraph 3 or when crossing a line joining Tg. Piai (01°15'.50N 103°30'.75E) and Pulau Karimun Kecil (01°09'.20N 103°24'.35E) or when leaving port or anchorages in the area or before joining the traffic lane of the TSS.
- .2 Ships entering the operational area shall also report when approaching from the south via Selat Riau, abeam of Karang Galang Lt. (01°09'.58N 104°11'.47E) or via Selat Durian, report when Pulau Jangkat Beacon (00°57'.89N 103°42'72E) is abeam and when approaching from the East Johor Strait, abeam of Eastern Buoy (01°17'.87N, 104°05'.99E).
- .3 A ship approaching from any direction other than those specified above shall on reaching sector 7, sector 8 or sector 9 as appropriate report by giving the vessel's position in term of bearing and distance from one of the following reference points:

(i)	Pu Iyu Kechil Lt	(01°11'.48N 103°21'.23E)
(ii)	Sultan Shoal Lt	(01°14'.38N 103°38'.98E)
(iii)	Raffles Lt	(01°09'.60N 103°44'.55E)
(iv)	Sakijang Lt Bn	(01°13'.30N 103°51'.37E)
(v)	Bedok Lt	(01°18'.54N 103°56'.06E)
(vi)	Tg. Stapa Lt	(01°20'.57N 104°08'.24E)
(vii)	Horsburgh Lt	(01°19'.81N 104°24'.44E)

As an alternative the position can also be given in latitude and longitude.

.4 Authority

The VTS authorities for the STRAITREP are as follows:

- (i) Sector 1 to Sector 5 - Klang VTS;
- (ii) Sector 6 - Johor VTS; and
- (iii) Sector 7 to Sector 9 - Singapore VTS.

4 Information to be provided to ships and procedures to be followed

4.1 STRAITREP also provides information to ships about specific and critical situation which could cause conflicting traffic movements and other information concerning safety of navigation.

4.2 Depending on the sector which a ship is in, every ship shall also maintain a VHF radio telephone listening watch on the appropriate VHF Channel. Information of general interest to ships will be broadcast on VHF channel 16 and any other channel as may be specified by the appropriate VTS authority. This broadcast will be preceded by an announcement on the appropriate VHF channel assigned to the sector.

5 Radiocommunications required for the system, frequencies on which reports should be transmitted and information to be reported

The radiocommunications required for the STRAITREP is as follows:

- 5.1 STRAITREP will be based on VHF voice radiocommunication and will be interactive. The call to the appropriate VTS authority shall be made on the VHF channel assigned to the particular sector in which the ship is located as indicated in appendix 3, and the report shall be transmitted on that channel or any other available channel as assigned by the appropriate VTS authorities.
- 5.2 The language used for communication shall be English, using the IMO *Standard Marine Communications Phrases* where necessary.
- 5.3 Information of commercial confidentiality may be transmitted by non-verbal means.

6 Rules and regulations in force in the area of the system

6.1 The International Regulations for Preventing Collisions at Sea, 1972 are applicable throughout the operational area of STRAITREP.

6.2 The Rules For Vessels Navigating Through The Straits of Malacca and Singapore as approved by IMO are applicable throughout the area.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

The facilities of the STRAITREP are as follows:

.1 Klang VTS

- Telephone, facsimile and telex communication
- 6 sets of VHF radio communication equipment
- 6 real-time display consoles for 'X' and 'S' bands radar signals from remote radar stations.

.2 Johor VTS

- Telephone, facsimile and telex communication
- 4 sets of VHF radio communication equipment
- 4 real-time display consoles for 'X' and 'S' bands radar signals from remote radar stations.

.3 Singapore VTS

- Telephone, facsimile and telex communication
- 11 sets of VHF radio communication equipment
- 4 real-time display consoles for "X" band radar signals from remote radar stations.
- 4 sets of VHF radio directions finder in marine bands.

.4 Remote Stations:

.1 Pulau Angsa

- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

.2 Bukit Jugra

- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

- .3 **Cape Rachado**
 - 1 "X" band radar facility
 - 1 "S" band radar facility
 - VHF transmitters and receivers

- .4 **Pulau Undan**
 - 1 "X" band radar facility
 - 1 "S" band radar facility
 - VHF transmitters and receivers

- .5 **Bukit Segenting**
 - 1 "X" band radar facility
 - 1 "S" band radar facility
 - VHF transmitters and receivers

- .6 **Tanjung Piai**
 - 1 "X" band radar facility
 - 1 "S" band radar facility
 - VHF transmitters and receivers

- .7 **Bukit Pengerang**
 - 1 "X" band radar facility
 - 1 "S" band radar facility
 - VHF transmitters and receivers

- .8 **Sultan Shoal Lighthouse**
 - VHF transmitters and receivers
 - 1 "X" band radar facility

- .9 **Raffles Lighthouse**
 - 1 "X" band radar facility

- .10 **St. John's Island**
 - 1 "X" band radar facility

- .11 **Bedok Lighthouse**
 - 2 sets of VHF/DF radio direction finder

.12 **Bedok**

- 1 "X" band radar facility

.13 **Horsburgh Lighthouse**

- VHF transmitters and receivers
- 1 "X" band radar facility

.14 **Jurong Control**

- 2 sets of VHF/DF radio direction finder.

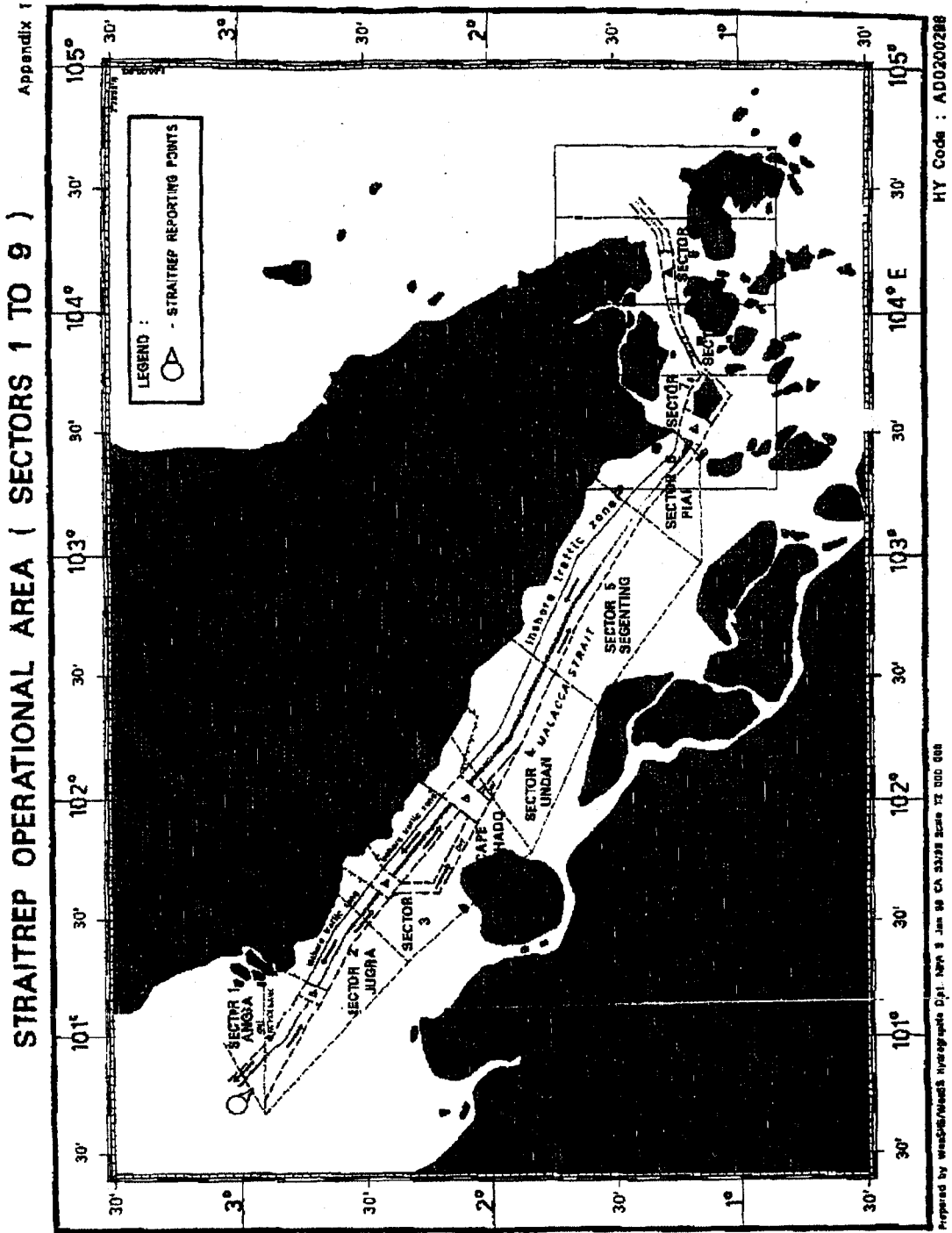
8 Alternative communication if the communication facilities of the shore-based authority fail

8.1 STRAITREP is designed to avoid, as far as possible, any irretrievable breakdown of equipment which would hinder the functioning of the services normally provided by the respective VTS authorities.

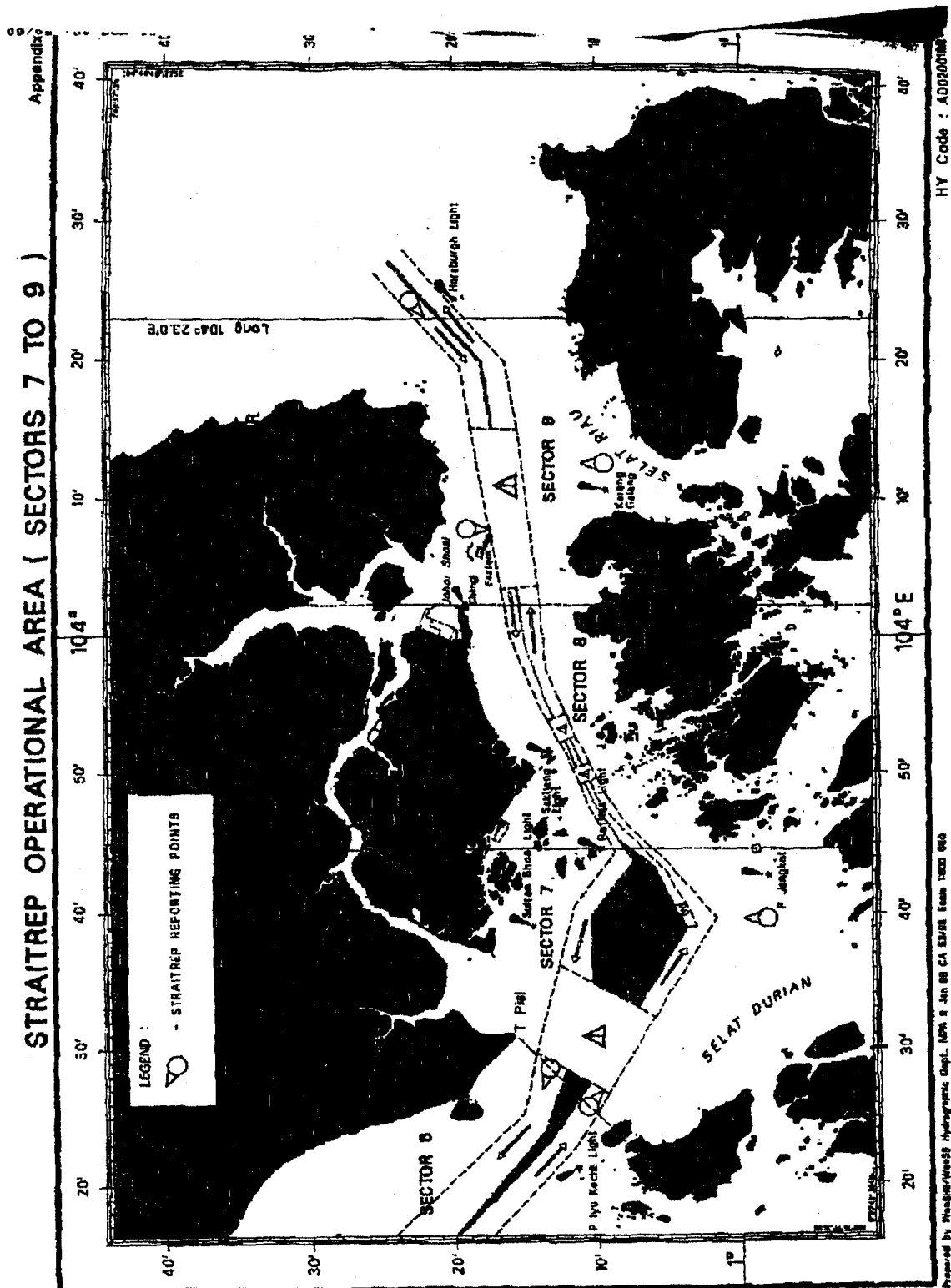
8.2 The most important items of equipment and power sources are duplicated and the facilities are provided with emergency generating sets as well as with Uninterruptable Power Supply (UPS) units. A maintenance team is available 24 hours a day to attend to any breakdown.

8.3 STRAITREP is also designed in such a manner that if one station fail, the adjacent station can provide the necessary coverage.

APPENDIX 1



APPENDIX 2



APPENDIX 3

**ASSIGNED VHF CHANNELS FOR SECTORS IN THE MANDATORY REPORTING
SYSTEM IN THE STRAITS OF MALACCA AND SINGAPORE
(STRAITREP)**

SECTOR	VHF CHANNELS	VTS AUTHORITIES
Sector 1	VHF channel 66	KLANG VTS
Sector 2	VHF channel 88	KLANG VTS
Sector 3	VHF channel 84	KLANG VTS
Sector 4	VHF Channel 61	KLANG VTS
Sector 5	VHF Channel 88	KLANG VTS
Sector 6	VHF Channel 88	JOHOR VTS
Sector 7	VHF Channel 73	SINGAPORE VTS
Sector 8	VHF Channel 14	SINGAPORE VTS
Sector 9	VHF Channel 10	SINGAPORE VTS

APPENDIX 4

**DRAFTING OF RADIO REPORTS TO THE MANDATORY SHIP REPORTING SYSTEM IN
THE STRAITS OF MALACCA AND SINGAPORE
(STRAITREP)**

Designator	Function	Information required
A	Ship	Name and call sign
C	Position	A 4-digit group giving latitudes in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitudes in degrees and minutes suffixed with E (east) or W (west); or
D	Position	True bearing (first 3 digits) and distance given in nautical miles from an clearly identifiable point (state landmark)
E	True course	A 3-digit group
F	Speed in knots and tenths of knots	A 3-digit group
P	Hazardous cargo on board	Indicate "Yes" or "No" to whether vessel is carrying hazardous cargo. If "Yes" the class if applicable.
Q	Defects/damage/deficiencies/other limitations	Brief detail of defects, deficiencies or other limitations
R	Description of pollution or dangerous goods lost overboard	Brief detail of type of pollution (oil, chemicals, (etc.) or dangerous goods lost overboard; position expressed as in (C) or (D)

ANNEX 2

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM IN THE STRAIT OF BONIFACIO

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

Ships of 300 gross tonnage and over are required to participate in the system.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM - REFERENCE CHART

The reporting system covers a circular area with a radius of 20 (twenty) nautical miles centred on Bonifacio. The reference chart is the French Chart No.7024 of the SHOM (Hydrographic and Oceanographic Service of the French Navy) International chart No.3350.

3 FORMAT AND CONTENTS OF THE REPORT, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORT, AUTHORITY TO WHOM REPORTS SHOULD BE SENT, AVAILABLE SERVICES

3.1 Content

The report required shall include:

- information considered essential:
 - the name of the ship, her callsign or IMO identification number (letter A)
 - time and position (letters C or D)
 - course and speed (letters E and F)
 - draught (letter O)
- additional information, if appropriate
- cargo (in case of transport of petroleum products, dangerous or polluting substances) (letter P)
- defects or damage (letter Q)

In addition, in accordance with provisions of SOLAS and MARPOL Conventions, ships must report information on any defect, damage, deficiency or limitations as well as, if necessary, information relating to pollution incidents or loss of cargo. Possession of this information enables the operators to broadcast safety messages to other ship traffic and to ensure more effective tracking of the trajectories of ships concerned.

Ships shall transmit their reports on entering the precautionary areas defined in the documents about routing measures in the Strait of Bonifacio, or when passing the following lines:

- East Bound:
 - A line linking the beacon of Cap De Fano in Corsica to Point 41° 19'.18 N 009° 06'.51 E
(West end of the North limit of the two way route)
 - A line linking the beacon of Capo Testa in Sardinia to Point 41° 16'.75 N 009° 06'.18 E
(West end of the South limit of the two way route).
- West Bound
 - A line linking Pointe De Rondinara in Corsica to Point 41° 22'.55 N 009° 22'.38 E
(East end of the North limit of the two way route)
 - A line linking Punta Galera in Sardinia to Point 41° 21'.58 N 009° 23'.30 E
(East end of the South limit of the two way route)

3.2 Recipient of report

The shore-based authorities are La Maddalena Coast Guard Station (Sardinia, Italy) and Pertusato Naval Signal Station, (Corsica, France), common call sign: **Bonifacio Traffic**.

4 INFORMATION TO BE PROVIDED TO SHIPS AND PROCEDURES TO BE FOLLOWED

Detected and identified ships are monitored by radar which in no way releases their masters from their responsibility for safe navigation.

Following receiving report **Bonifacio Traffic** will provide:

- information on navigational conditions (status of aids to navigation, presence of other ships and their position at the moment of contact); and
- information on weather conditions.

5 RADIOCOMMUNICATIONS REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

5.1 The radiocommunication equipment required for the system is VHF. Ship reports shall be transmitted by voice on VHF channel 10, back up VHF channel 16, both permanently watched by the station. An IMO circular will provide for another back up VHF channel, if necessary, after 1 February 1999. Use of automatic identification system will be implemented in accordance with IMO decisions.

5.2 The report required from a ship is mentioned in paragraph 3.1 above in the appendix "Summary". The language used shall be English or languages indicated in nautical publications.

5.3 Information of commercial confidentiality may be transmitted by non-verbal means. Detail of fax call number to be published in nautical information documents.

6 RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

6.1 The international regulations for preventing collisions at sea (COLREGs) are applicable throughout the area of coverage of the system.

6.2 The IMO resolution A.766(18) about navigation in the Strait of Bonifacio, adopted on 4 November 1993 remains in force as far as it recommends each flag State to prohibit or at least strongly discourage the transit by certain categories of ships (operative paragraph 1). Its ship reporting provisions are replaced by those of the present instrument.

6.3 The regulation (arrêté) of the Préfet maritime for Mediterranean region n° 23/83 dated 6 May 1983 rules navigation in the approaches of the French coast in order to prevent accidental marine pollution, for ships carrying hazardous or polluting cargoes. This instrument has the following provisions:

- .1 for ships intending to enter French territorial waters, mandatory ship reporting with a six-hour advance warning. In addition to information concerning the identity of the ship, the report must specify the place and time of entry into French waters, the port arrived from and the destination, the cargo and the status of manoeuvrability and navigational capacities;
- .2 mandatory watch on VHF channel 16 while travelling through territorial waters; and
- .3 mandatory reporting of any damage occurring at less than 50 miles from the French coast.

6.4 French regulations (arrêté) of the Préfet maritime n° 1/83 dated 15 February 1983 and 7/93 dated 5 March 1993 and Italian decree of the Minister of Merchant Marine dated 26 February 1993 prohibit transit through the Strait of Bonifacio for French and Italian ships carrying oil products or hazardous goods. They will remain in force.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

7.1 Stations will be equipped with radar installations assisted by computer covering the whole area.

7.2 Stations will be equipped with a duplicated VHF equipment.

7.3 Personnel operating the system: Stations will be manned by Naval personnel on a 24-hour basis. Duty officers are qualified Senior Chief Petty-officers.

8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

Each station will assure relief of the other one in case of failure.

APPENDIX

**SUMMARY
(Ship Reporting System)****1 General**

1.1 Vessels concerned:

All ships of 300 GT and over

1.2 Area on entering which vessels shall report:

Ships shall transmit their reports on entering the precautionary areas defined in the documents about routing measures in Strait of Bonifacio, or when passing the following lines:

- East Bound:

- A line linking the beacon of Cap De Fano in Corsica to geographical position
41° 19'.18 N 009° 06'.51 E
(West end of the North limit of the two way route)
- A line linking the beacon of Capo Testa in Sardinia to geographical position
41° 16'.75 N 009° 06'.18 E
(West end of the South limit of the two way route).

- West Bound

- A line linking Pointe De Rondinara in Corsica to geographical position
41° 22'.55 N 009° 22'.38 E
(East end of the North limit of the two way route)
- A line linking Punta Galera in Sardinia to geographical position
41° 21'.58 N 009° 23'.30 E
(East end of the South limit of the two way route)

1.2 Reference chart

French (SHOM) chart No.7024 International chart No.3350

- 2 Reporting format** (in accordance with resolution A.851(20) - General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants).

Name of system: BONIFREP

Data to be transmitted:

Heading	Information
A	Name + call sign + IMO number
C or D	Time and Position
E and F	Course and speed
O	Draught
P	Cargo (in case of transport of oil products, hazardous or pollution substances)
Q	Defect or damage (if relevant)
P	Polluting/dangerous goods lost overboard (if relevant)

In the event of defect, pollution or goods lost overboard, additional information may be requested.

- 3 Authority to whom the report shall be sent**

Pertusato Naval Signal Station (France) - La Maddalena Coast Guard Station (Italy); common call sign: BONIFACIO TRAFFIC

- 4 Communications facilities**

The reports are to be transmitted on VHF channel 10 (or on channel 16 if not possible)

ANNEX 16

RESOLUTION MSC.85(70)
(adopted on 7 December 1998)**MANDATORY SHIP REPORTING SYSTEMS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-fourth session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the mandatory ship reporting systems:
 - Off the northeastern and the southeastern coasts of the United States area described in Annex 1 to the present resolution; and
 - In the Strait of Dover/Pas-de-Calais area described in Annex 2.
2. DECIDES that the aforementioned mandatory ship reporting systems will enter into force at 0000 hours UTC on 1 July 1999.
3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Member Governments and Contracting Governments to the 1974 SOLAS Convention.

ANNEX 1

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEMS FOR PROTECTION OF ENDANGERED NORTH ATLANTIC RIGHT WHALES IN SEA AREAS OFF THE NORTHEASTERN AND SOUTHEASTERN COASTS OF THE UNITED STATES**1 Categories of ships required to participate in the system**

All ships of 300 gross tonnage or greater are required to participate in the reporting systems, except sovereign immune vessels which are exempt from reporting by regulation V/8-1(c).

2 Geographical coverage of the proposed systems and the number and edition of the reference chart used for the delineation of the system

2.1 Northeastern United States: Geographical boundaries of the proposed northeast area include the water of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts (Appendix 1). Co-ordinates of the proposed area are as follows: from a point on Cape Ann, Massachusetts at 42°39'.00 N, 70°37'.00 W; then northeast to 42°45'.00 N, 70°13'.00 W; then southeast to 42°10'.00 N, 68°31'.00 W; then south to 41°00'.00 N, 68°31'.00 W; then west to 41°00'.00 N, 69°17'.00 W; then northeast to 42°05'.00 N, 70°02'.00 W, then west to 42°04'.00 N, 70°10'.00 W; and then along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Anne at 42°39'.00 N, 70°37'.00 W. NOAA Chart No.13009.

2.2 Southeastern United States. Geographical boundaries of the proposed southeast area include coastal waters within about 25 nautical miles along a 90 nautical miles stretch of the Atlantic seaboard in Florida and Georgia (Appendix 2). The area extends from the shoreline east to longitude 80°51'.60 W with the southern and northern boundary at latitudes 30°00'.00 N and 31°27'.00 N, respectively. NOAA Chart No.11009.

3 Format, content of report, times and geographical positions for submitting reports, authority to whom the reports should be sent, available services**3.1 Format**

The format for reporting is as set forth in paragraph 2 of the appendix to resolution A.851(20). An example of a transmission between ship and shore is at Appendix 3.

3.2 Content

Ships are required to provide the following information: the name of the ship; call sign or IMO identification number if applicable; position when entering the system; course; speed; route; and destination. Commercially sensitive information received in conjunction with the reporting system shall be kept confidential.

3.3 Geographical position for submitting reports

Participating ships are required to report to a shore-based authority only when entering the reporting area during a single voyage (that is, a voyage in which a ship is in the area to visit one or multiple ports or traverse the area before leaving for a port outside the reporting area); ships will not be required to report in again after leaving a port in the area or when exiting the system.

3.4 Authority

The authority for both areas of the system is the United States Coast Guard.

4 Information to be provided to participating ships and procedures to be followed

Ships will be provided with the following information:

4.1 Mariners shall be informed that they are entering an area of critical importance for the protection of the highly endangered right whale; that such whales are present; and that ship strikes pose a serious threat to whales and may cause damage to ships. Communication systems between ship and shore are described in paragraphs 7 and 8, below.

4.2 To obtain seasonal right whale advisories which are broadcast periodically, mariners would also be advised to monitor Coast Guard Broadcast Notice to Mariners, NAVTEX, NOAA Weather Radio, and, in the northeastern ship reporting system area only, the Cape Cod Canal Vessel Traffic Control and the Bay of Fundy Vessel Traffic Control. These advisories are based on surveys that are flown seasonally and in daylight and good weather conditions only. The sighting information may be useful only for brief periods as the whales move and surveys detect a small percentage of the whales present.

4.3 Mariners would be advised to consult with NAVTEX, Inmarsat-C SafetyNET (satellite text broadcasts), the United States Coast Pilot, Notice to Mariners, the nautical charts for information on the boundaries of the right whale critical habitat and the national marine sanctuary, applicable regulations, and precautionary measures that mariners may take to reduce the risk of hitting right whales. Mariners will further be advised that information placards, videos, and other educational materials are available from shipping agents, port authorities, pilots, relevant state agencies, the Coast Guard, and the National Marine Fisheries Service.

4.4 In the message back to the ship, mariners would also be requested to report any whale sightings and dead, injured, or entangled marine mammals to the nearest local Coast Guard station.

4.5 Where available, specific and timely information on whale locations will be provided to ships.

5 Radiocommunications required for the system, frequencies on which reports should be transmitted and the information to be reported

5.1 The reporting system in the northeastern United States will operate independently of the system in the southeastern United States. The system in the northeastern United States will operate year round, and the system in the southeastern United States will operate from 15 November through 15 April.

5.2 The systems will require ships to report in standard format preferably through Inmarsat-C. For ships using Inmarsat-C, the message will be sent to the shore-based authority described in paragraph 7.1 and a message will be automatically transmitted back to the ship also via Inmarsat-C.

5.3 Ships not equipped with Inmarsat-C will be required to report in standard format to the shore-based authority described in paragraph 7.2, either through direct-printing telegraphy (Inmarsat A/B, HF, MF or VHF) or by telephony (Inmarsat A/B, MF, HF or VHF). Ships reporting through such direct-printing telegraphy systems will receive a message from the shore-based authority described in paragraph 7.2.

5.4 The language used for reports in the system will be English, using the IMO *Standard Marine Communication Phrases* where necessary. Standard phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.

5.5 Commercially sensitive information will be kept confidential.

5.6 The United States will review the ship reporting systems no later than five years after their implementation date, to examine advances made in ship communication technologies and to ensure effective operation of the systems.

6 Rules and regulations in force in the areas of the system

The United States has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and regulations to implement the International Convention on Collision Regulations, the Safety of Life at Sea Convention, the International Convention on the Prevention of Pollution from Ships, the International Convention on Oil Pollution, Preparedness, Response and Co-operation, the Convention on the International Trade in Endangered Species of Wild Fauna and Flora, the International Convention for the Regulation of Whaling, and other treaties. Relevant domestic legislation includes the Ports and Waterways Safety Act, the Endangered Species Act, the Whaling Convention Act, the Marine Mammal Protection Act, the Marine Protection Resources and Sanctuaries Act, and a variety of other acts. In some cases, rules have been promulgated including those relating specifically to right whales or governing ship operations. For example, a regulation has been promulgated which prohibits most approaches within 500 yards (460 meters) of a northern right whale. This regulation, as well as other domestic law, is implemented and enforced consistent with international law.

7 Shore-based facilities to support operation of the system

7.1 The shore-based authority for those ships reporting via Inmarsat-C is the United States Coast Guard. The e-mail address to be used for this reporting will be provided well in advance of implementation of the systems through Notices to Mariners.

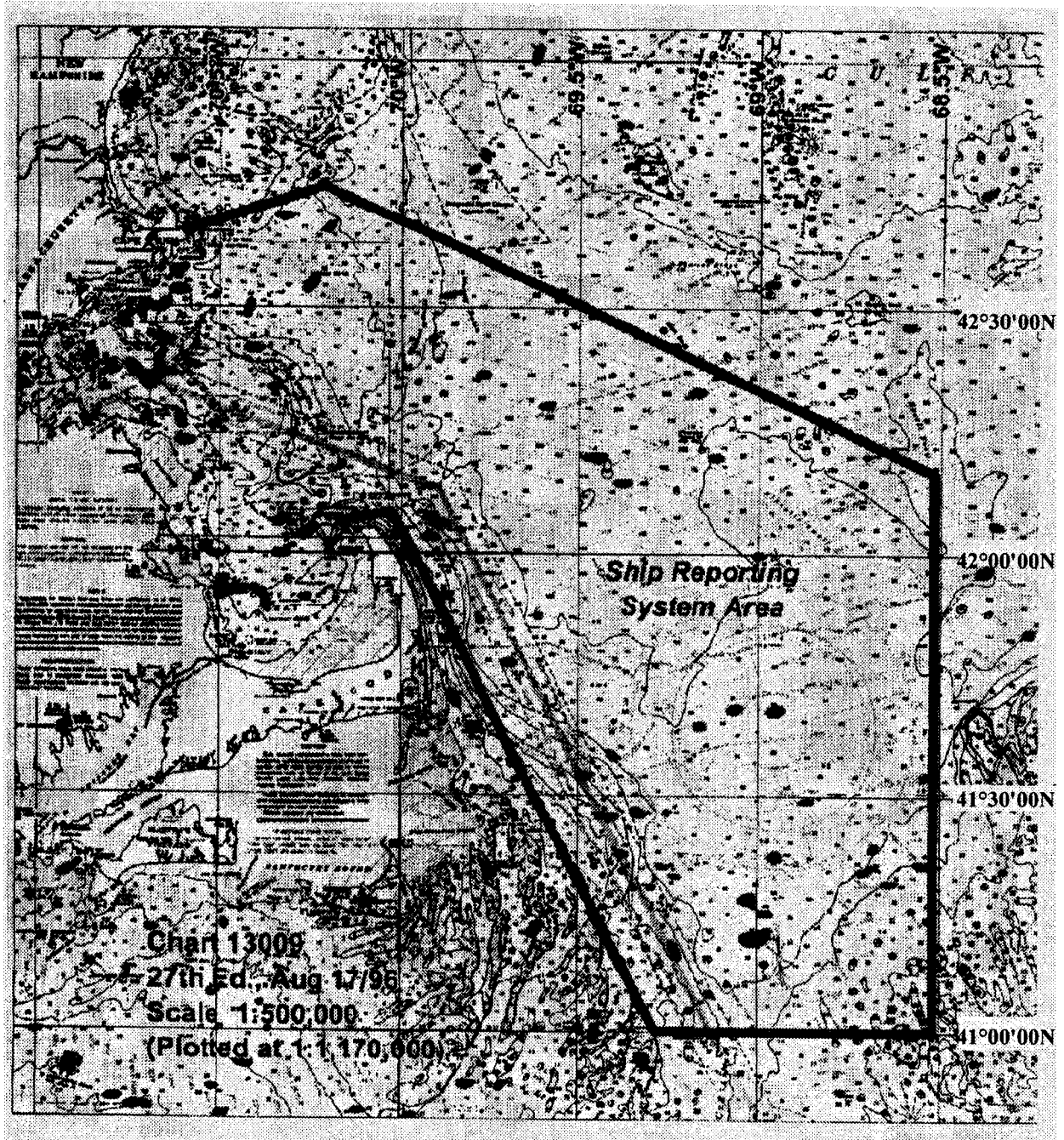
7.2 The small percentage of ships that do not have Inmarsat-C capabilities will be required to contact the nearest Coast Guard communication station through appropriate communication channels. The United States Coast Guard maintains communication stations along the United States east coast. Information about these stations can be found in the GMDSS Master Plan (GMDSS/Circ.7) or National Imagery and Mapping Agency (NIMA) Publication 117. Information received from the ships will be sent electronically to a central location for data storage, handling, and retrieval.

8 Alternative communications if the communication facilities of the shore-based authority fails

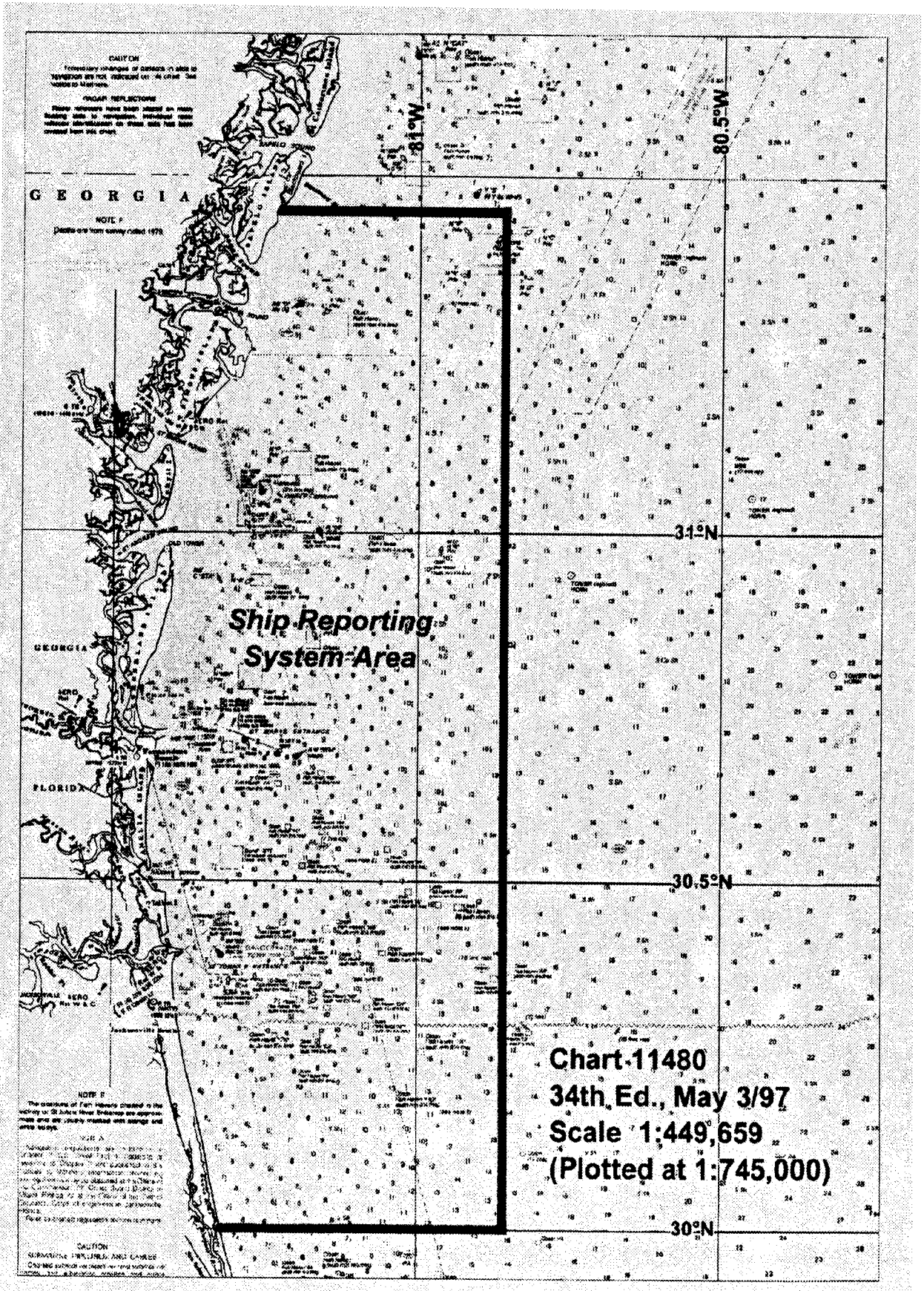
Short-term failure of the reporting systems due to communications problems will not result in a loss of life, and will have minimal impact on the safety of vessels. NAVTEX Broadcast Notice to Mariners can be used to notify mariners of the temporary failure of the system and can provide mariners with basic information necessary to avoid right whales. Downtime is likely to be minimal and is not expected to result in increased ship strikes and whale mortality. For those ships reporting through INMARSAT C or direct printing radiotelegraphy, the standard protocol now used for such systems will be used to re-route incoming and outgoing communications through an alternate address and it is expected that this will minimize the system's downtime, though some delay may occur.

The Coast Guard operated MF, HF, VHF voice communications systems, by design, have built in redundancies and overlapping coverage areas and an individual equipment or site failure are unlikely to affect the ability of a mariner to contact a Coast Guard facility to make a required report.

Appendix 1



Appendix 2



Appendix 3

Example of Message from the Ship

- A Ship Name**
- B Call Sign or IMO Identification Number**
- D Course**
- E Speed**
- H Entry**
- I Destination**
- L Route**

Example of Message Back to the Ship

00016April1999

From: Shore-based Authority

To: M/V Ship

You are entering an area where North Atlantic right whales exist. Right whales are critically endangered and at risk from ship strikes. Whales can damage ships' sonar dome, propeller, and shaft. Recommend monitoring Coast Guard Broadcast Notice to Mariners, NAVTEX, NOAA Weather Radio, or, in the northeast only, Cape Cod Canal Vessel Traffic Control and Bay of Fundy Vessel Traffic Control for latest advisories and sightings reports. These advisories and reports are based on surveys which are conducted seasonally; however, such surveys only locate only a small percentage of the whales, the information from them remains valid only for a short period of time because the whales move, and they cannot be conducted at night or in inclement weather.

Urge exercising prudent seamanship to avoid approaching right whales. Recommend consulting NAVTEX, Inmarsat-C SafetyNET, the United States Coast Pilot, and Notices to Mariners for information on precautionary measures that may be taken to reduce the risk of hitting right whales and for applicable regulations. Right whale critical habitat and the Stellwagen Bank National Marine Sanctuary are also marked on charts.

Right whale information placards, videos, and other educational material are available from shipping agents, port authorities, relevant state agencies, the United States Coast Guard, and the National Marine Fisheries Service. Mariners are requested to report right whale sightings, whale entanglements, or dead whales to the Coast Guard on VHF Channel 16.

ANNEX 2

**DESCRIPTION OF THE MANDATORY SHIP-REPORTING SYSTEM FOR THE
DOVER STRAIT/PAS-DE-CALAIS****1 Categories of ships required to participate in the system**

Ships of 300 gross tonnage and over are required to participate in the system. This threshold is the same as used in the existing voluntary MAREP scheme (SN/Circ.167, annex, page 4).

Within the coverage area, these arrangements replace the existing MAREP scheme for ships of 300 gross tonnage and over. However, ships of less than 300 gross tonnage should continue to make reports under the existing voluntary arrangements in circumstances where they:-

- are "not under command" or at anchor in the TSS or its ITZs;
- are "restricted in their ability to manoeuvre"; or,
- have defective navigational aids.

The MAREP arrangements outside the coverage area of this system remain unchanged.

2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system

The system covers a 65 mile stretch of the Dover Strait/Pas-de-Calais and is bounded by a line to the east drawn from North Foreland to the border between France and Belgium; and by a line to the west drawn from the Royal Sovereign Light Tower, through the Bassurelle Light Buoy (at its assigned position of 50°32'.80 N, 000°57'.80 E) to the coast of France.

The reference charts are British Admiralty Charts 2449 (1998 edition, scale 1:150,000) and 2451 (1991 edition, scale 1:150,000), and also chart 7312 of the French Navy Hydrographic and Oceanographic Service (INT 1072) (1994 edition, scale 1:375000). Also relevant is the British Admiralty Chart 5500 - *Mariners' Routing Guide English Channel and Southern North Sea* and the French Navy Hydrographic and Oceanographic Service, 5HOM 8001 Chart - *Guide pour la préparation de la traversée de la Manche*.

The area of the reporting system is covered by modern hydrographic surveys and areas of unstable seabed are regularly resurveyed to ensure navigational safety.

3 Format and content of reports, times and geographical positions for submitting reports, authority to whom reports should be sent and available services

The reports required from ships entering the area covered by the system are position reports similar to the existing MAREP/POSREP arrangements. The short title for the ship-report is CALDOVREP.

Reports should be made using VHF voice transmissions. However, when reporting to DOVER COASTGUARD, ships can fulfil the reporting requirements of a CALDOVREP through the use of automatic ship identification transponders by the Organization.

A ship may elect, for reasons of commercial confidentiality, to communicate that section of the report which provides information on cargo by non-verbal means prior to entering the system.

3.1 Format

The information given below is derived from the format-type given in paragraph 2 of the appendix to resolution A.851(20).

3.2 Content

A report from a ship to the shore-based authorities should contain the following information to achieve the objectives of the system:

- | | | |
|---------|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A | - | Name of the ship, call sign, IMO identification number (or MMSI for transponder reports) |
| C or D | - | Position (expressed in latitude and longitude). |
| E and F | - | Course and speed of the ship. |
| O | - | Vessel's draught. |
| L | - | Route information |
| P | - | Hazardous cargo, class and quantity, if applicable. |
| Q or R | - | Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions. |

Note:

On receipt of a position message, the VTS operators will establish the relationship between the ship's position and the information supplied by the position fixing equipment available to them. Information on course and speed will help operators to identify one ship among a group of ships. This will be achieved automatically if a transponder is used.

3.3 Geographical position for submitting reports

North-east bound traffic should report to GRIS NEZ TRAFFIC on the French coast 2 nautical miles before crossing the line from the Royal Sovereign light tower, through the Bassurelle Light Buoy (at its assigned position of 50°32'.8N, 000°57'.8E) to the coast of France.

South-west-bound traffic should report to the shore at DOVER COASTGUARD on the English coast when within VHF range of North Foreland and not later when crossing the line drawn from North Foreland to the border between France and Belgium (Appendix).

Crossing Traffic

Reports to the nearer of the two shore stations should be made on departure from a port within the coverage area. Recognizing that cross-Channel ferries generally operate according to published schedules, special reporting arrangements can be made on a ship-by-ship basis, subject to the approval of both GRIS NEZ TRAFFIC and DOVER COASTGUARD.

Further reports should be made to the relevant shore station whenever there is a change of navigational circumstance, particularly in relation to items Q and R of the reporting format.

3.4 Authority

The shore-based authorities are the Regional Centre for Surveillance and Rescue Operations, CROSS GRIS NEZ (Call Sign: GRIS NEZ TRAFFIC) - provided by the French Ministry with responsibility for maritime navigation, and the Maritime Rescue Co-ordination Centre, MRCC DOVER (Call Sign: DOVER COASTGUARD) - provided by HM Coastguard, which is part of the United Kingdom's Department of the Environment, Transport and the Regions.

Both GRIS NEZ and DOVER sites monitor shipping in the TSS in the Dover Strait / Pas de Calais using radar and each provides regular information about weather and navigational hazards as part of the joint Channel Navigation Information Service (CNIS). Information is broadcast at the following times and on the following frequencies:

Station	Frequency	Times	Additional broadcasts in times of poor visibility
Gris Nez (Call Sign: GRIS NEZ TRAFFIC)	VHF Ch 79	H + 10	H + 25
Dover (Call Sign: DOVER COASTGUARD)	VHF Ch 11	H + 40	H + 55

Information broadcasts will be preceded by an announcement on VHF Ch 16 and broadcasts from both stations will end with a reminder about the time of the next broadcast and the VHF frequency on which it will be made.

4 Information to be provided to participating ships

If necessary, individual information can be provided to a ship, particularly in relation to positioning and navigational assistance.

5 Radiocommunications requirements for the system, frequencies on which reports should be transmitted and information to be reported

The radiocommunications equipment required for the system is that defined in the GMDSS for Sea Area A1.

The ship reports can be made by voice on VHF radio using Ch 13 (GRIS NEZ TRAFFIC) or Ch 11 (DOVER COASTGUARD).

Ship reports to DOVER COASTGUARD can alternatively be made by automatic ship-identification transponder, where available, using a suitably adapted DSC facility on VHF Ch 70, or equipment conforming to the standards adopted for the Universal AIS Transponder.

Confidential information may be transmitted by other means.

6 Relevant rules and regulations in force in the area of the system

The International Regulations for Preventing Collisions at Sea 1972 (as amended) apply throughout the reporting area. In particular, Rule 10 of those Regulations applies to the IMO-adopted TSS.

Ships carrying dangerous or hazardous cargoes and bound to or from any port within the proposed reporting area must comply with the European HAZMAT Directive (EC Directive 93/75).

In addition to these international requirements, the Joint Decree of the Préfet Maritime de l'Atlantique and the Préfet Maritime de la Manche et de la Mer du Nord (No. 92/97 - Brest, No. 03/97 - Cherbourg) control navigation in the approaches to the French coast in the North Sea, the English Channel and the Atlantic in order to prevent accidental marine pollution. The Regulations make provision, in particular, for ships transporting hydrocarbons (MARPOL '73 Annex I), harmful liquid substances (MARPOL Annex II), noxious substances (MARPOL Annex III), dangerous goods (IMDG Code), preparing to pass through or remain in French territorial waters, to send an advance report to the appropriate CROSS five hours before entering territorial waters, or six hours before departure. The message sent to the CROSS must make clear the ship's intended movements in territorial waters and the status of its ability to manoeuvre and navigate.

The same Regulations require ships to monitor VHF Ch 16 or other specific frequencies in certain areas, and require the reporting of any accident within 50 miles of the French coast and the taking of any action required by the maritime authorities to reduce risks.

The United Kingdom has established a pollution control zone under the Merchant Shipping (Prevention of Pollution) (Limits) Regulations 1996. The proposed reporting area is included within those limits. Ships causing pollution within the area can be prosecuted and fined more than £250,000.

7 Shore-based facilities to support operation of the system

Dover Coastguard

The Channel Navigation Information Service (CNIS) has radar, an Information Processing and Retrieval System (IPRS), access to the United Kingdom's HM Coastguard operational radiocommunications, VHF Direction Finding (DF), radio VHF Digital Selective Calling (DSC), and Automatic Identification System (AIS) facilities. CNIS supports the primary responsibilities of preserving safety of life at sea and co-ordinating responses to incidents.

7.1 CNIS facility

The CNIS processing and display system receives inputs from the radar and VHF DF equipment, processes the information and presents it on any or all of six displays. Each display shows processed images (tracks) from any of the three radar inputs overlaid on a synthetic map of a selected area. New targets entering radar range are automatically tagged with a unique track number. The position, course and speed information of up to 300 tracks is automatically updated and recorded, for each of the three radars, throughout the vessel's passage through the CNIS area, giving the CNIS a 900 track capability.

DOVER COASTGUARD maintain a continuous watch on traffic in the Dover Strait/Pas-de-Calais. Operators can add vessel information to the associated IPRS database (such as name and cargo) and can display that supporting information on a separate screen. CNIS is capable of providing an automatic alarm to identify any track which strays into an unauthorised area. VHF DF vectors appear when a VHF radio transmits on the frequency selected on the VHF DF equipment. Recording equipment automatically stores information from all tracks, which can either be replayed on the system or specific track movements can be plotted onto an A0 size sheet of paper. CNIS operators have access to Lloyd's Register and Hazardous Cargo data on a separate computer.

7.2 Radar facilities

Three surveillance radars cover the CNIS area and the area of the mandatory ship-reporting system. These are TERMA Dual X Band systems, each comprising main and back-up transceivers (type 232075) and a single antenna. The radars are located at:

- **Margate** - The antenna is 118 metres above mean ordnance datum and covers the area from the southern area of the North Sea to Dover;
- **Dover** - The antenna is 125 metres above mean ordnance datum and covers the area from North Foreland to Hastings; and,
- **Fairlight** - The antenna is 126 metres above mean ordnance datum and covers the area from Dover to the western boundary of the CNIS area.

Data from the Margate and Fairlight radars are transmitted to DOVER COASTGUARD via microwave links. The radars have a minimum operational range of 75 nautical miles, although the operational range of each radar is limited by radar video units to 35 nautical miles to prevent the track table from filling up with vessels which are not entering the CNIS area.

7.3 VHF DF facilities

CNIS automatically displays vectors generated from the DF systems at Dover, Fairlight, North Foreland, St. Frieux and Cap Gris Nez. All of the DF systems may be set to one of a number of the VHF channels used in the area. In parallel, Channel 16 receivers monitor the distress channel, should a distress call be sent.

7.4 Radiocommunication facilities

Radiocommunications terminals are sited in the consoles of the MRCC DOVER Operations Room. VHF radio receivers are located at Dover, while their associated transmitters are at West Hougham (near Folkestone) to gain optimum coverage of 13 VHF channels. MF is also fitted at Dover. Other VHF Transmitters are fitted at Fairlight and North Foreland radio sites and are controlled via landlines. The VHF channels used are:

- VHF Air (AM) on 132.65 MHz
- Ch 0 (SAR);
- Ch 6 (inter ship / scene of search for SAR);
- Ch 9 (pilotage) - receive only;
- Ch 10 (counter pollution);
- Ch 11 (port operations and CNIS) - continuously monitored;
- Ch 12 (Thames port control) - receive only;
- Ch 13 (inter ship and port operations);
- Ch 14 (Thames port control) -receive only;
- Ch 16 (international distress) - continuously monitored;
- Ch 30 (special operations);
- Ch 67 (small ship safety) - secondary SAR;
- Ch 69 (inter ship, port operations and CNIS);
- Ch 73 (Ch 0 back up);
- Ch 74 (Dover port control);
- Ch 80 (marinas);
- Ch 99 (Coastguard private channel).

7.5 VHF DSC facilities

A VHF Ch 70 digital calling system has been installed as part of the GMDSS requirement. Its purpose is to provide rapid distress alerting between vessels and the shore, routine calling of vessels and AIS facilities. DSC communications are available to all operator positions at DOVER COASTGUARD. DSC takes priority over all other operations.

7.6 AIS facilities

DOVER COASTGUARD can interrogate ships fitted with transponders to gain information on their identity and position. This information is displayed as an icon on an electronic charting package covering the CNIS area.

GRIS NEZ TRAFFIC

Similar facilities to those at DOVER COASTGUARD are also available at GRIS NEZ TRAFFIC. The two centres act in partnership in the operation of the CNIS. GRIS NEZ TRAFFIC specifically has the following facilities.

7.7 Radar facilities

GRIS NEZ TRAFFIC is equipped with two radar installations at:-

- Cap Gris Nez; and
- Mont St. Frieux.

The two radar installations are linked to a single processing system, giving a complete visual display of the area covered.

7.8 Particular features

The system at GRIS NEZ TRAFFIC allows the simultaneous monitoring of 1,000 tracks, which can be recorded and saved for up to a year. Advanced functions include alarms signalling risk scenarios, the identification of tracks infringing Rule 10 of the COLREGs, the monitoring of ships which make abrupt changes of course and speed, the observation of ships entering prohibited areas, and the monitoring of ships at anchor. All situations can be recorded, archived, and replayed either on screen or in the form of a print out.

7.9 Radiocommunication facilities

CROSS GRIS NEZ is equipped with 4 VHF radio installations, allowing coverage of the whole of the reporting area. Each station can send or receive on:

- VHF DSC Ch 70 (continuously monitored)
- Ch 16 (continuously monitored)
- Ch 13 (on which ships are requested to send their reports - again, continuously monitored)

One station (Cap Gris Nez) has facilities to send and receive information on MF, both through radiotelegraphy and DSC on a frequency of 2187.5 kHz, which is continually monitored.

7.10 Direction finding equipment

GRIS NEZ TRAFFIC is equipped with 2 VHF radio direction finders installed at Cap Gris Nez and Mont St. Frieux, allowing VHF calls to be located precisely. Each installation can monitor 2 frequencies simultaneously within an accuracy of 0.5°.

7.11 Personnel

Both DOVER COASTGUARD and GRIS NEZ TRAFFIC are staffed by personnel experienced in the management of ship reporting systems.

8 Alternative communication if the shore-based facilities fail

CNIS is designed with sufficient system redundancy to cope with normal equipment failure. Radars have dual transmitter/receivers controlled either from MRCC DOVER or the radar site. Radiocommunications are controlled at the MRCC. In the event of a failure there, each transmitter/receiver can be operated from the radar site. Limited coverage can also be achieved using emergency 25W transceivers, or 5W portable radios at DOVER COASTGUARD. If CNIS operations are jeopardised at either DOVER COASTGUARD or GRIS NEZ TRAFFIC, then the other site can assume total control.

9 Measures to be taken if a ship fails to comply with the requirements of the system

The primary objective of the system is to facilitate the exchange of information between the ship and the shore and so support safe navigation and the protection of the marine environment. All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS Regulation V/8-1. If reports are not submitted and the offending ship can be positively identified, then information will be passed to the relevant Flag State Authorities for investigation and possible prosecution in accordance with national legislation. Information will also be made available to Port State Control inspectors.

SUMMARY

1 Categories of ships to report

All ships of 300 gross tonnage and over.

2 When and where to report

North-east bound traffic: GRIS NEZ TRAFFIC on the French coast 2 nautical miles before crossing the line from the Royal Sovereign Light Tower, through the Bassurelle Buoy (at its assigned position of 50°32'.80 N, 000°57'.80 E) to the French coast.

South-west bound traffic: DOVER COASTGUARD on the English coast when within VHF range of North Foreland, and not later than when crossing the line drawn from North Foreland to the border between France and Belgium.

Report to the nearer of the two shore stations on departure from a port **within the area covered**.

3 How to report

By voice on VHF radio using Ch 13 (GRIS NEZ TRAFFIC) or Ch 11 (DOVER COASTGUARD).

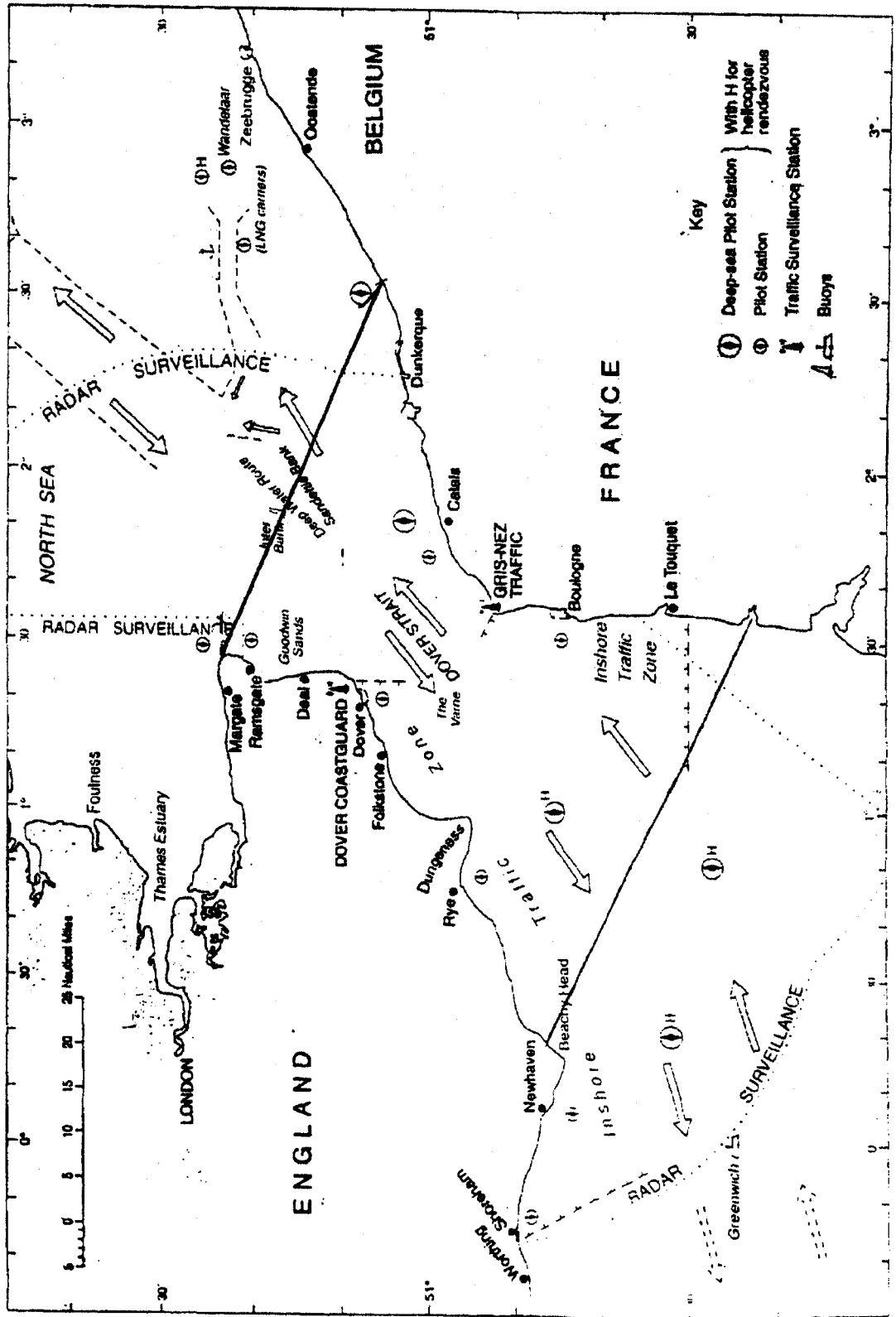
Alternatively to DOVER COASTGUARD by automatic ship-identification transponder, or using equipment conforming to the standards adopted for the Universal AIS Transponder.

Confidential information may be transmitted by other means.

4 Reporting format

- | | | |
|---------|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A | - | Name of the ship, call sign, IMO identification number (or MMSI for transponder reports) |
| C or D | - | Position (expressed in latitude and longitude) |
| E and F | - | Course and speed of the ship. |
| O | - | Vessel's draught. |
| L | - | Route information |
| P | - | Hazardous cargo, class and quantity, if applicable. |
| Q or R | - | Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions. |

Appendix



English Channel to North Sea, from Shoreham to Zeebrugge

ANNEX 8

RESOLUTION MSC.93(72)
(adopted on 19 May 2000)

MANDATORY SHIP REPORTING SYSTEM

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-fifth session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the mandatory ship reporting system Off the Chengshan Jiao Promontory, as described in the Annex to the present resolution;
2. DECIDES that the said mandatory ship reporting system will enter into force at 0000 hours UTC on 1 December 2000;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.

ANNEX

**DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM FOR
THE WATERS OFF CHENGSHAN JIAO PROMONTORY**

1 Categories of ships required to participate in the system

The following vessels are required to participate in the system: fishing vessels with a length of 24 metres and above, cargo ships of 300 gross tonnage and above, and passenger ships as defined in Chapter 1 of 1974 SOLAS, as amended.

2 Geographical coverage of the system and the numbers and editions of the reference charts used for the delineation of the system

The waters covered by the Ship Reporting System is the water area with the VTS centre (geographical position is 37° 23'.65 N, 122° 42'.12 E) as the centre and 24 miles as the radius.

The relevant charts are Chinese charts No 9701, 9304 and 9305. Chart datum is World Geodetic System 1984 (WGS 84) Datum.

3 Format, reporting time and geographical positions for submitting reports, authority to whom the reports should be sent, available services

3.1 Format

The format for reporting is as set forth in paragraph 2 of the appendix to Assembly resolution A.851(20).

A	Name of ship, call sign, and IMO number (if applicable)
C or D	Position (latitude and longitude or in relation to a landmark)
E	Course
F	Speed
G	Port of departure
I	Port of destination (optional)
Q	Defects and limitation (vessels towing are to report length of tow and name of object in tow)
U	Overall length and gross tonnage

3.2 Content and geographical position for submitting reports

- .1 Participating vessels are to report the information in paragraph 3.1 when entering the ship reporting system area. Reports are not required when a participating vessel leaves the area.
- .2 When a participating vessel leaves a port that is located within the reporting area, it shall report its name, position, departure time, and port of destination.
- .3 When a participating vessel arrives at a port or anchorage within the reporting area, it shall report, on arrival at its berth, its name, position, and arrival time.

- .4 When a traffic incident or a pollution incident occurs within the reporting area, the vessel(s) shall immediately report the type, time, and location of the incident, extent of damage or pollution, and whether assistance is needed. The vessel(s) shall provide any additional information related to the incident, as requested by the shore-based authority.

3.3 Authority

The competent authority is Yantai Maritime Safety Administration, China. The voice call sign is "Chengshan Jiao VTS Centre".

4 Information to be provided to ships and procedures to be followed

- .1 The Chengshan Jiao VTS Centre, where appropriate, will provide participating vessels with information such as conflicting vessel traffic, abnormal weather conditions, and maritime safety information.
- .2 Participating vessels shall maintain a listening watch on the designated VTS frequency.

5 Radiocommunications required for the system, frequencies on which reports should be transmitted and the information to be reported

- .1 The working channels of the Chengshan Jiao VTS Centre are:
 - Primary - Channels 8 or 9
 - Secondary - Channel 65
 - Calling frequency - Channel 16
- .2 The language used for reports in the system will be Chinese or English. Marine Communication Phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.

6 Rules and regulations in force in the areas of the system

China has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and regulations to implement the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the International Convention for the Safety of Life at Sea, 1974, and the International Convention for the Prevention of Pollution from Ships, 1973/1978.

7 Shore-based facilities to support operation of the system

- .1 Chengshan Jiao VTS Centre is comprised of radar, VHF communications, VHF-DF, information processing and display, information transmission, recording, replay, and hydro-meteorological sensors. Its functions are data collection and evaluation, provision of information, navigation assistance, and support to allied services.
- .2 Chengshan Jiao VTS Centre maintains a continuous 24 hour watch.

8 Alternative communications if the communication facilities of the shore-based authority fails

Chengshan Jiao VTS Centre has built in redundancies with multiple receivers on each channel. Alternative means of ship to shore communication are by HF(SSB), telex (facsimile), e-mail, or cellular.

9 Measures to be taken if a ship fails to comply

Appropriate measures will be taken to enforce compliance with the system, consistent with international law.

ANNEX 19

**RESOLUTION MSC.110(73)
(adopted on 1 December 2000)****MANDATORY SHIP REPORTING SYSTEM**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-sixth session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the mandatory ship reporting system for the waters "Off Les Casquets and the adjacent coastal area", as described in the Annex to the present resolution;
2. DECIDES that the said mandatory ship reporting system will enter into force at 0000 hours UTC on 1 June 2001;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.

ANNEX

**DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM FOR THE
WATERS OFF LES CASQUETS AND THE ADJACENT COASTAL AREA**

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

The new system will apply to ships of over 300 GT, in line with the MAREP, OUESSREP and CALDOVREP systems already in place in the Channel or west of the Channel.

Within the coverage zone, these provisions replace the MAREP system in force for ships of 300 GT and over. However, ships of less than 300 GT will have to continue to make reports in accordance with the provisions of the voluntary system in the following circumstances:

- When they are not in control of their manoeuvres, or moored in the traffic separation scheme or the coastal area;
- When their capacity to manoeuvre is limited, or
- When their aids to navigation are defective.

Outside the zone, the provisions of the MAREP system remain unchanged.

**2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE
REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM**

The reporting system would cover the TSS of Les Casquets and the adjacent coastal navigation area.

Thus, the area covered would be bounded by a line connecting the following four points:

- A: 50° 10'.0 N / 002° 58'.0 W
- B: 50° 10'.0 N / 002° 00'.0 W
- C: 49° 20'.0 N / 002° 00'.0 W
- D: 49° 20'.0 N / 002° 58'.0 W

The call should be made 2 nautical miles before entering the area (chart annexed).

Traffic crossing on regular routes

Ships making regular voyages from a port situated within the coverage area or in an adjacent area must send their reports to Jobourg. However, since ferries generally sail in accordance with fixed schedules, it will be possible for arrangements to be made on a case-by-case basis between ships and the Jobourg VTS.

Reference chart

The marine reference chart including all the area covered by the proposed system is French chart No.7311 of the Naval Hydrographical and Oceanographic Service (International chart No.1071).

3 FORMAT AND CONTENT OF REPORTS, AUTHORITY TO WHICH REPORTS SHOULD BE SENT, SERVICES AVAILABLE

The MANCHEREP reports required of ships entering the area covered by the system would be position reports of the OUESSREP and CALDOVREP type which are sent to the VTS by ships identifying themselves in the traffic separation schemes of Ouessant and the Pas de Calais.

A ship may elect, for reasons of commercial confidentiality, to communicate that section of the report which provides information on cargo by non-verbal means prior to entering the system.

The requirements listed below are taken from the standard reporting format set out in paragraph 2 of the appendix to resolution A.851(20).

3.1 Content

The report required should include:

.1 information considered to be essential:

- (A) - name of ship, call sign or IMO number
- (C or D) - position
- (E and F) - course and speed

When they receive a position report message, the VTS operators do their best to correlate the position of the ship with the information available to them:

- echo radar at position indicated
- direction finding data
- description of the environment given by the officer of the watch
- position in relation to other ships (in case of dense traffic)
- course and speed.

Information on course and speed is thus an additional element enabling the VTS operators to correlate the announced position and if necessary to pick a ship out from within a group.

In addition, in accordance with the provisions of the SOLAS and MARPOL conventions, ships will be required to give information on any defects, damage, deficiencies or other limitations, as well as, if appropriate, information on pollution or cargo losses.

3.2 Recipient of report

The shore-based authority for the whole area is the Jobourg Vessel Traffic Service (VTS) (call sign 'Jobourg Traffic') operating from the premises of the Regional Operational Centre for Surveillance and Rescue (CROSS JOBOURG). This is a service of the Ministry of Equipment, Transport and Housing which is similar to the MRCC and the VTS.

The VTS broadcasts a regular information bulletin on ship traffic at 20 minutes and 50 minutes past the hour. This bulletin indicates:

- information on traffic
- urgent warnings to mariners concerning the area
- special weather bulletins.

This information is broadcast in French and English on VHF channel 80 following a call on VHF channel 16.

The VTS also broadcasts regular weather reports in French (07h00, 15h00 and 19h00 French time) and special reports in French and English at 3 minutes past the hour from coastal transmitters situated at Granville, Jobourg, Port en Bessin and Antifer.

In addition, if required, the VTS can provide personalized information on a ship, notably as an aid to positioning.

4 INFORMATION TO BE PROVIDED TO SHIPS AND PROCEDURES TO BE FOLLOWED

Ships detected and identified are tracked on radar. This tracking in no way exempts masters from their navigational responsibilities.

They are informed about traffic conditions in the traffic separation scheme, about the beaconing situation and about weather conditions; on request, they can receive personalized assistance.

The Channel vessel traffic services keep each other informed of transits by ships, particularly ships carrying hazardous cargoes.

5 RADIO COMMUNICATIONS REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

The proposed communication requirements for the system are those defined for area A1 in the framework of the GMDSS.

Ship reporting is effected by radiotelephony on metric waves. The channels selected are VHF channel 13, on which there is continuous watch by the VTS, and channel 80, which is also used for broadcasting safety information.

The above-mentioned frequency plan would be used pending the modifications made necessary by the use of AIS transponders, which can also be used for transmitting reports. France will be sending a communication to IMO on the subject of the possibility of such transmissions.

If for any reason a ship finds it impossible to communicate with the VTS by VHF, it should use any other means of communication it may have available.

6 RULES AND REGULATIONS IN FORCE IN THE AREA OF THE PROPOSED SYSTEM

The International Regulations for Preventing Collisions at Sea (COLREGs) apply throughout the area covered by the proposed system.

Since the traffic separation scheme of Les Casquets is approved by IMO, regulation 10 applies therein.

Ships carrying dangerous goods coming from or bound for a port within the reporting zone must comply with the European Community directive HAZMAT (EC Directive 93/75).

In addition to these international regulations, the joint order issued by the Maritime Prefect for the Atlantic and the Maritime Prefect for the Channel and North Sea (No. 92/97 Brest, No.03/97 Cherbourg) regulates shipping in the approaches to the French North Sea, Channel and Atlantic coasts with a view to preventing accidental marine pollution.

These regulations provide, in particular, that ships carrying oil (MARPOL Annex I), dangerous liquid substances (MARPOL Annex II), noxious substances (MARPOL Annex III) or dangerous goods (IMDG Code) which are intending to pass through or to stay in French territorial waters, must give advance warning by sending a message to the appropriate CROSS five hours before entering those territorial waters, or six hours before setting sail.

The message sent to CROSS must indicate what movements the ship plans to make in territorial waters and the condition of its manoeuvring and navigational capabilities.

The same regulations require a watch to be kept on channel 16 VHF or other specific frequencies in certain areas, and also require that notification be given of any accident occurring less than 50 miles from the French coast and that the necessary measures be taken by the maritime authorities to reduce risks.

The United Kingdom has established a pollution control area under the Merchant Shipping (Prevention of Pollution) (Limits) Regulations, 1996. The reporting zone comes partially within these limits. Polluting ships within the zone may be prosecuted and sentenced to a heavy fine.

7 SHORE-BASED FACILITIES TO SUPPORT THE OPERATION OF THE SYSTEM

7.1 Shore-based facilities

The JOBOURG Vessel Traffic Service operates from the premises of the JOBOURG Regional Operational Centre for Surveillance and Rescue. This service has both radar and radio facilities.

7.2 Radar facilities

A radar monitoring system of the THOMSON TRS 3405 type is installed at the Jobourg centre. This facility has two transmitters/receivers. The main antenna is situated 202 metres above zero on the charts. An emergency radar facility of the THOMSON TRS 3410 type is also in service. The nominal range of the radar is 64 miles. The centre is manned by technical staff around the clock.

The radar data are processed and then interpreted by the personnel on duty. Watch is maintained on display consoles.

The echo of every ship detected in the area of coverage is noted as an automatically referenced radar track. Any additional information is keyed in by the operators for each track identified. The vessel traffic service is equipped with a system for processing and filing radar data which permits the publication of statistics and trajectography.

7.3 Radiocommunication facilities

The personnel on watch duty use radio facilities installed at the JOBOURG centre. The vessel traffic service has four dedicated transmitter/receivers for its exclusive use.

In addition, the VTS can if necessary make occasional use of the VHF radio facilities of the MRCC. These are both local and off-site VHF facilities.

The VTS is also equipped with MHF facilities and with aeronautical VHF, which enables it to establish contact with aircraft carrying out monitoring missions.

The operators of the vessel traffic service use direction finders which are accurate to within one half of a degree. One of these is installed at Jobourg and the other at the Roches Douvres lighthouse. On each of these direction finders it is possible to select two different channels simultaneously.

7.4 Information exchange

Lastly, a database shared by all three Channel vessel traffic services makes it possible to exchange information on ships identified, so that procedures for contacts between the VTS and the ships can be simplified.

8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

The VHF radiocommunication facilities of the vessel traffic service are installed in Jobourg. They consist of four single channel transmitter/receivers and one emergency multi-channel transmitter/receiver. One multi-channel transmitter/receiver normally dedicated to the Jobourg MRCC supplements the VTS facilities.

Failure of several of the VHF radio facilities of the VTS would not eliminate all possibility of contact between the VTS and ships. There is thus no need to make provision for any special procedure in such a case.

If need should arise for an MF link in the event of failure of the facilities at the Jobourg centre, a call would be made to the Ouessant VTS coastal radio station.

In the event of simultaneous breakdown of both radar monitoring facilities, the harbour master's office of Aurigny Island would take over the vessel traffic service of Les Casquets until such time as repairs had been completed.

ANNEX 8**RESOLUTION MSC.126(75)
(adopted on 20 May 2002)****MANDATORY SHIP REPORTING SYSTEMS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolution MSC.111(73),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-seventh session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the mandatory ship reporting system in Greenland waters, as described in the Annex to the present resolution;
2. DECIDES that the said mandatory ship reporting system will enter into force at 0000 hours UTC on 1 December 2002;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.

ANNEX

**DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEMS
IN GREENLAND WATERS**

Two systems are established, one – named GREENPOS – for ships on voyage to and from Greenland ports and places of call and one – named COASTAL CONTROL (KYSTKONTROL) – for ships in coastal trade between Greenland ports and Greenland places of call.

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEMS**1.1 Ships required to participate in the reporting system GREENPOS:**

All ships, on voyage to or from Greenland ports and places of call.

1.2 Ships required to participate in the reporting system COASTAL CONTROL:

All ships of 20 gross tonnage and more, and fishing vessels, on voyage between Greenland ports and places of call.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The reporting system GREENPOS covers the area within the Continental Shelf or Exclusive Economic Zone off the coast of Greenland.

2.2 The reference charts are Danish charts Nos. 1000 (Datum Qornoq 1927), 2000 and 3000 (Datum unknown).

3 FORMAT, CONTENT OF REPORTS, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES**3.1 Format**

3.1.1 The GREENPOS reports shall be sent to Island Commander Greenland/MRCC Groennedal and shall be drafted in accordance with the format shown in Annex 1, Appendix 1.

3.1.2 The COASTAL CONTROL reports shall be sent to the relevant coast radio station and shall be drafted in accordance with the format shown in Annex 1, Appendix 2.

3.1.3 The information requested from ships is derived from the Standard Reporting Format shown in resolution A.851(20).

3.2 Content

3.2.1 The report required from a ship participating in the two reporting systems contains only information which is essential to achieve the objectives of the systems, i.e.:

- .1 the **ship's name, call sign and position** are needed for establishing the identity of the ship and its initial position (letters A, B, C or D);
- .2 the **ship's course and speed, destination, intended voyage** and information about **deficiencies and weather and ice conditions** are important in order to maintain track of the ship so as to be able to implement search and rescue measures if a report from a ship fails to appear and to be able to service the safe navigation of the ship in the areas where weather and ice conditions can be extremely severe (letters E, F, I, L, Q and S);
- .3 the **number of persons on board** and other relevant **information** are important in relation to the allocation of resources in a search and rescue operation (letter X).

3.3 Position for submitting reports

3.3.1 In the GREENPOS-system, cf. the provisions of Annex 1, Appendix 1, ships shall submit their reports when within the Continental Shelf or Exclusive Economic Zone off the coast of Greenland.

3.3.2 In the COASTAL CONTROL system, cf. the provisions of Annex 1, Appendix 2, ships shall submit their reports when on voyage between Greenland ports and places of call.

3.3.3 Ships coming from an Atlantic voyage may remain in the GREENPOS-system while on voyage between Greenland ports and Greenland places of call, when agreed upon by Island Commander Greenland.

3.4 Authority

3.4.1 Island Commander Greenland/MRCC Groennedal is the responsible authority for the radio reporting systems and for initiating and carrying out maritime search and rescue operations in Greenland waters outside local areas. In local areas the police is the responsible authority.

3.5 Services offered

3.5.1 If a report from a ship participating in the GREENPOS system fails to appear, and it is not possible to establish communication with the ship, or an emergency is reported, MRCC Groennedal is responsible for initiating a search for the ship in accordance with the rules laid down for the search and rescue service, including the involvement of other participating ships known to be in that particular area.

3.5.2 If a report fails to appear from a ship participating in the COASTAL CONTROL system, and it is not possible for the coast radio station to establish communication with the ship, or an emergency is reported, the police of the port of destination shall be informed. It is then the responsibility of the police to initiate a search in accordance with the rules laid down for the search and rescue service, including the involvement of other participating ships known to be in that particular area.

4 INFORMATION TO BE PROVIDED TO THE PARTICIPATING SHIP AND PROCEDURES TO BE FOLLOWED.

- 4.1 Ships will be provided with information of importance for the safety of navigation in East Greenland waters from the NAVTEX transmitter Reykjavik and in West Greenland ports and places of call from the NAVTEX transmitter on Kook Islands (Igdlutaligssuaq/Telegraføen) at Nuuk/Godthåb.
- 4.2 If necessary, individual information can be provided to a ship, particularly in relation to special local conditions.

5 COMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED.

GREENPOS

- 5.1 For ships entering and navigating in the reporting area, reports shall be addressed to Island Commander Greenland (GLK) via Naval Radio Station Groennedal (OVC), which can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail. Island Commander Greenland (GLK), is responsible for monitoring the voyage from the time of receiving the first Sailing Plan (SP) until the time of receiving the Final Report (FR).
- 5.2 The reports required from a ship entering and navigating in the reporting area shall begin with the word GREENPOS and shall contain a 2-letter abbreviation for identification of the report (Sailing Plan, Position Report, Final Report or Deviation Report). Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

Dependent on the type of report, the following information shall be included as mentioned under paragraph 4 in annex 1, Appendix 1:

System identifier: GREENPOS

- | | | |
|--------|---|------------------------------------------------------------------|
| A | - | Ship's name and call sign; |
| B | - | Date Time Group (UTC); |
| C or D | - | Position; |
| E | - | True course; |
| F | - | Speed; |
| I | - | Destination and ETA (UTC); |
| L | - | Intended voyage; |
| Q | - | Defects and deficiencies; |
| S | - | Weather and ice conditions; and |
| X | - | Total number of persons on board and other relevant information. |

COASTAL CONTROL

- 5.3 For each voyage between Greenland ports and places of call, reports shall be addressed to the coast radio station, which is situated in the same control area as the contemplated destination (Aasiaat radio, Qaqortoq radio or Ammassalik radio) cf. Appendix A. The coast radio stations can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail. The coast radio station, is responsible for monitoring the voyage from the time of receiving the Sailing Plan (SP) until the time of receiving the subsequent Final Report (FR).

- 5.4 The reports required from a ship entering and navigating in the reporting area shall begin with the word COASTAL CONTROL and shall contain a 2-letter abbreviation for identification of the report (Sailing Plan, Position Report, Final Report or Deviation Report). Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

Dependent on the type of report, the following information shall be included as mentioned under paragraph 4 in annex 1, Appendix 2:

System identifier: COASTAL CONTROL

- A - Ship's name and call sign;
- B - Date Time Group (LT);
- C or D - Position;
- E - True course;
- F - Speed;
- I - Destination and ETA (LT);
- L - Intended voyage;
- Q - Defects and deficiencies;
- X - Total number of persons on board and other relevant information.

6 RELEVANT RULES AND REGULATIONS IN FORCE IN THE AREA OF THE PROPOSED SYSTEM

6.1 International Regulations for Preventing Collisions at Sea

The International Regulations for Preventing Collisions at Sea, 1972, as amended are applicable in Greenland waters.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

- 7.1 Island Commander Greenland is the shore-based authority which on the basis of GREENPOS reports is in possession of position, route etc. for each ship on voyage to or from Greenland. The coast radio stations are via COASTAL CONTROL reports kept informed about all ships on voyage between Greenland ports or places of call.

- 7.2 Furthermore, information about ships and their characteristics can be obtained from the AMVER system operated by the United States Coast Guard.

- 7.3 The coast radio stations and Naval Radio Station Groennedal, which form part of the coast radio service, will at all times be manned.

8 INFORMATION CONCERNING THE APPLICABLE PROCEDURES IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

- 8.1 The coast radio service is designed with sufficient system redundancy to cope with normal equipment failure.

9 MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

- 9.1 The objective of the system is to enable Island Commander Greenland/MRCC Groennedal to initiate SAR measures as fast and effective as possible, if an emergency is reported or a report from a ship fails to appear, and it is impossible to establish communication with the ship. All means will be used to obtain the full participation of ships required to submit reports. If reports are not submitted and the offending ship can be positively identified, then information will be passed on to the relevant Flag State Authorities for investigation and possible prosecution in accordance with national legislation.

APPENDIX 1

Greenland Ship Reporting System (GREENPOS)

Rules for Drafting of Reports

1 Ships on voyage to and from Greenland ports and places of call shall send reports when within the Continental Shelf or Exclusive Economic Zone off the coast of Greenland. The Reports shall be sent four times a day, between 0000-0030, 0600-0630, 1200-1230, and 1800-1830 UTC.

2 The reports shall be sent directly to Island Commander Greenland (GLK) via Naval Radio Station Groennedal (OVC), which maintains a continuous listening watch on 2182 kHz, or via a coast radio station. Naval Radio Station Groennedal (OVC) and coast radio stations can be contacted via all modern communication forms including Inmarsat C, Tele-fax and E-mail.

3 Each report shall begin with the word GREENPOS and a 2-letter abbreviation for identification of the report. Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

4 The reports shall be drawn up in accordance with the following diagram. Designators, which are not mandatory, can be included if necessary.

Designator	Mandatory for type of report	Information	Text
	All	Code word	"GREENPOS"
	All	Type of report: Sailing Plan Position Report Final Report Deviation Report	One of the following 2-letter identifiers: "SP" (Sailing Plan) "PR" (Position Report) "FR" (Final Report) "DR" (Deviation Report).
A.	All	Ship	Name and call sign (e.g.: AGNETHE NIELSEN/OULH)
B.	All	Date Time Group corresponding to the position under designator C. or D. given in UTC (Co-ordinated Universal Time)	A 6-digit group followed by a Z. The first 2 digits giving date of month, the next 2 digits giving hours and the last 2 digits minutes. The Z indicates that the time is given in UTC (e.g.: 041330Z).
C.	C. or D. for all	Position by latitude and longitude	A 4-digit group giving latitude in degrees and minutes suffixed with N, and a 5-digit group giving longitude in degrees and minutes suffixed with W (e.g.: 5710N 04112W).

D.	C. or D. for all	Position by geographical name of place	Name of place or true bearing (3-digits) and distance in nautical miles (quote the word "distance") from an unambiguous known name of place (e.g.: 165 distance 53 Cape Farewell).
E.	SP, PR	True course	A 3-digit group (e.g.: 083).
F.	SP, PR	Speed in knots	A 2-digit group (e.g.: 14).
I.	SP	Destination and ETA (UTC)	The name of the destination followed by expected time of arrival, expressed as under designator B (e.g.: Nanortalik 181400Z).
L.	SP	Intended voyage	A brief description of the intended route, as estimated by the Master (e.g.: from present position by great circle until 100 n.m. S. of Cape Farewell then along the ice edge to QAQORTOQ).
Q.		Defects and deficiencies	Brief details of defects and deficiencies of significance for the safety of the ship (e.g.: Breakdown on Radar and VHF).
S.	All	Weather- and ice conditions	Brief information about weather at the time of the report and about the ice situation since the last report (e.g.: SW 5, ice edge observed from 6120N03905W).
X.	SP	The total number of persons on board. Other relevant information.	Number of persons on board shall be given. (e.g.: POB 16). Any other information of importance to the safety of own or other ships (e.g.: going before the wind due to heavy icing).

5 Sailing Plan ("SP") to be sent as a first report:

- a. When entering the reporting area
- b. On last departure from Greenland port
- c. When a ship – not obliged to report – wishes to be covered by the GREENPOS-system.

Example:

GLK GROENNEDAL
GREENPOS – SP

- A. NONAME/NKFG
B. 071310Z
C. 5720N04510W
E. 330
F. 15
I. QAQORTOQ 080200Z
L. DIRECT IN OPEN WATERS
S. OVERCAST – SW 5 – NO ICE
X. POB 16.

- 6 **Position Report ("PR")** to be sent 4 times a day:
At 0000-0030Z, 0600-0630Z, 1200-1230Z and 1800-1830Z.

Example:

GLK GROENNEDAL

GREENPOS - PR

- A. NONAME/NKFG
- B. 122310Z
- C. 6024N05005W
- E. 125
- F. 10
- S. CLEAR SKY – NW 5 – 1/10 ICE.

- 7 **Final Report ("FR")** to be sent:
- a. When leaving the reporting area.
 - b. On arrival at Greenland destination.
 - c. When a ship – not obliged to report – wishes to be released from the ship reporting system.

Example:

GLK GROENNEDAL

GREENPOS – FR

- A. NONAME/NKFG
- B. 131700Z
- C. 5705N03840W
- S. E 6 – NO ICE.

- 8 **Deviation Report ("DR")** to be sent:
When the position of the ship is or will be changed considerably compared with the position, at which the ship, based on former reports, is expected to be.

Example:

GLK GROENNEDAL

GREENPOS – DR

- A. NONAME/NKFG
- B. 130800Z
- C. 6005N04952W
- L. HEADING TOWARDS ARSUK FIORD IN STEAD OF QAQORTOQ DUE TO ENGINE TROUBLE.

APPENDIX 2

**Greenland Ship Reporting System
COASTAL CONTROL
(KYSTKONTROL)**

Rules for Drafting of Reports

1 Ships on voyages between Greenland ports and places of call shall send reports to the coast radio station, which is situated in the same control area as the contemplated destination (Aasiaat radio, Qaqortoq radio or Ammassalik radio) cf. Appendix A. Coast radio stations can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail. This coast radio station is responsible for monitoring the ship's voyage from the time of receiving the sailing plan until the time of receiving the subsequent final report.

2 The reports shall be sent to the coast radio station, which is situated in the same control area as the contemplated destination (Aasiaat radio, Qaqortoq radio or Ammassalik radio) cf. Appendix A. Coast radio stations can be contacted via all modern communication forms including Inmarsat C, tele-fax and e-mail.

3 Each report shall begin with the word COASTAL CONTROL followed by a 2-letter abbreviation for identification of the report. Telegrams so prefixed are dispatched free of charge and as carrying the priority URGENT.

4 The reports shall be drawn up in accordance with the following diagram. Designators, which are not mandatory, can be included if necessary.

Designator	Mandatory for type of report	Information	Text
	All	Code word	"COASTAL CONTROL"
	All	Type of report: Sailing Plan Position Report Deviation Report Final Report	One of the following 2-letter identifiers: "SP" (Sailing Plan – on departure) "PR" (Position Report) "DR" (Deviation Report) "FR" (Final Report – on arrival)
A.	All	Ship	Name and call sign (e.g.: AGNETHE NIELSEN/OULH).
B.	All	Date Time Group corresponding to the position under designator C. or D. given in Local Time (LT)	A 6-digit group. The first 2 digits giving date of month, the next 2 digits giving hours and the last 2 digits minutes (e.g.: 041330).

C.	C. or D. for all	Position by latitude and longitude	A 4-digit group giving latitude in degrees and minutes suffixed with N, and a 5-digit group giving longitude in degrees and minutes suffixed with W (e.g.: 5710N 04112W).
D.	C. or D. for all	Position by geographical name of place	Name of place or true bearing (3-digits) and distance in nautical miles (quote the word "distance") from an unambiguous known name of place (e.g.: 165 distance 5 Paamiut).
E.	PR	True course	A 3-digit group (e.g.: 083).
F.	PR	Speed in knots	A 2-digit group (e.g.: 14).
I.	SP	Destination and ETA (LT)	The name of the destination followed by expected time of arrival, expressed as under designator B (e.g.: Nanortalik 181400).
L.	SP	Intended voyage	A brief description of the intended route, as estimated by the Master (e.g.: from present position along the ice edge to QAQORTOQ).
Q.		Defects and deficiencies	Brief details of defects and deficiencies of significance for the safety of the ship (e.g.: Breakdown on Radar and VHF).
X.	SP	The total number of persons on board. Other relevant information.	Number of persons on board shall be given. (e.g.: POB 16). Any other information of importance to the safety of own or other ships (e.g.: going before the wind due to heavy icing).

5 Sailing Plan ("SP") to be sent as a first report by departure:

Example:

Coast Radio Station QAQORTOQ

COASTAL CONTROL – SP

- A. NONAME/NKFG
- B. 071310
- D. NARSSAQ
- I. QAQORTOQ 080200
- L. DIRECT IN OPEN WATERS
- X. POB 16.

6 Position Report ("PR"). If a voyage is of a longer duration than 24 hours and the ship is equipped with radio, a position report shall furthermore be sent at least once every 24 hours to the control station, to which the departure report was addressed.

Example:

Coast Radio Station QAQORTOQ

COASTAL CONTROL – PR

- A. NONAME/NKFG
- B. 122310
- D. OFF ARSUK
- E. 310
- F. 8

7 Deviation Report ("DR") to be sent to the control station, to which the departure report was addressed if there are changes from the information given in the departure report. A deviation report shall also be sent, if the previous given time of arrival is overdue with more than one hour.

Example:

Coast Radio Station QAQORTOQ

COASTAL CONTROL - DR

A. NONAME/NKFG

B. 130800

D. ARRIVED IVITTUT AT 1500

L. AWAITING WEATHER IMPROVEMENT BEFORE CONTINUING TO PAAMIUT. A
NEW SAILING PLAN WILL BE SENT

8 Final Report ("FR") to be sent immediately upon arrival, to the control station to which the departure report was addressed.

Example:

Coast Radio Station QAQORTOQ

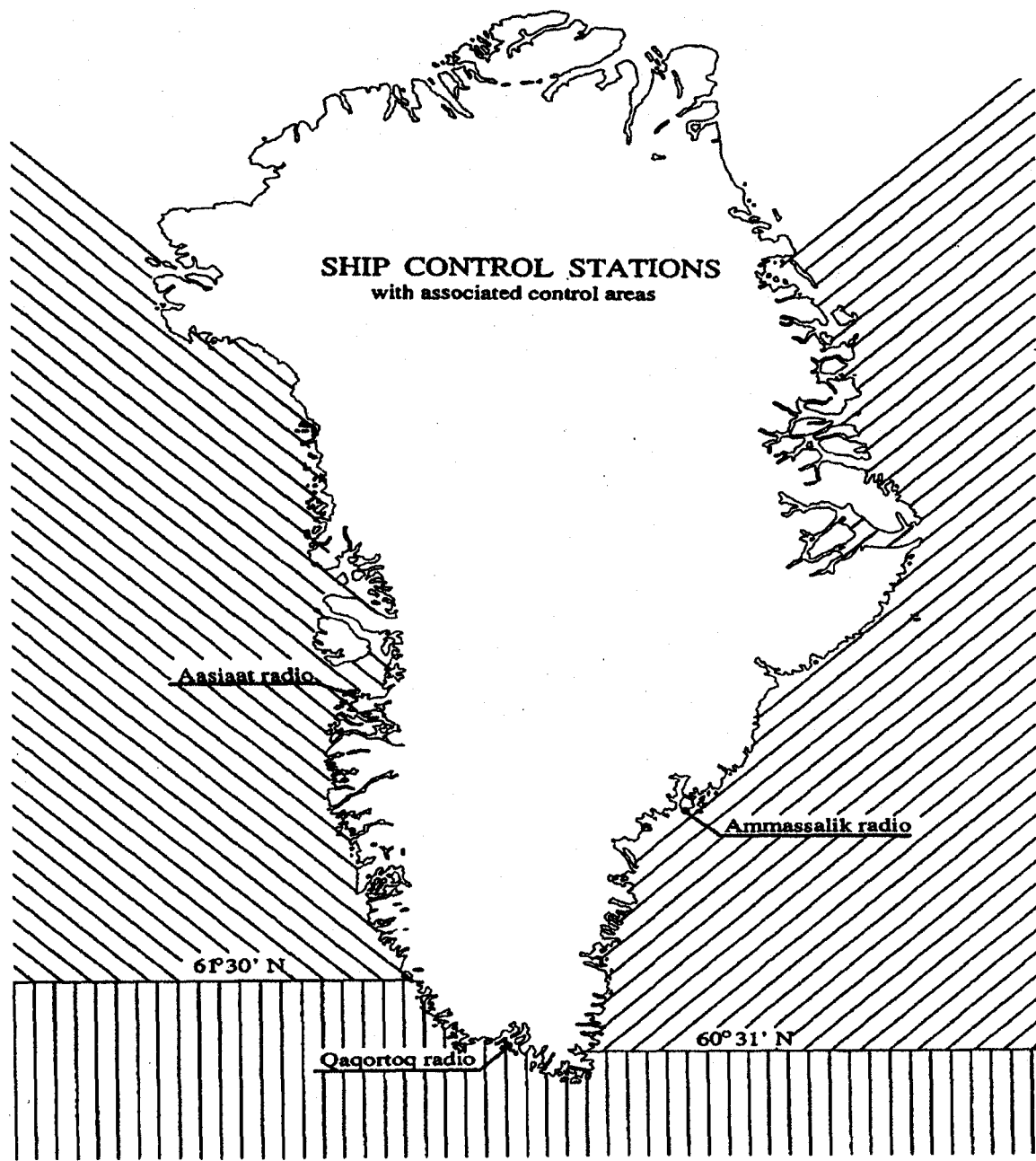
COASTAL CONTROL - FR

A. NONAME/NKFG

B. 131700

D. ARRIVED PAMIUT

Appendix A



ANNEX 9

**RESOLUTION MSC.127(75)
(adopted on 20 May 2002)**

AMENDMENTS TO EXISTING MANDATORY SHIP REPORTING SYSTEMS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolution MSC.111(73),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-seventh session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the amendments to the existing mandatory ship reporting system for the waters "Off Ushant", as described in the Annex to the present resolution;
2. DECIDES that the said amendment to the existing mandatory ship reporting system will enter into force at 0000 hours UTC on 1 May 2003;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.

ANNEX

Mandatory ship reporting system "Off Ushant"

Amend the first sentence of section 2 as follows:

- 2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system.**

"The reporting system covers a circular area 40 miles in radius centred on the Ile d'Ouessant (Stiff radar tower)."

ANNEX 13

**RESOLUTION MSC.139(76)
(adopted on 5 December 2002)****MANDATORY SHIP REPORTING SYSTEMS**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the existing Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolution MSC.111(73),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-eighth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the mandatory ship reporting systems:

- "In the Gulf of Finland" described in Annex 1 to the present resolution; and
- "In the Adriatic Sea" described in Annex 2 to the present resolution;

2. DECIDES that the said mandatory ship reporting system "In the Gulf of Finland" would be implemented on 1 July 2004, whilst the said mandatory ship reporting system "In the Adriatic Sea" will enter into force at 0000 hours UTC on 1 July 2003;

3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Member Governments and Contracting Governments to the 1974 SOLAS Convention.

ANNEX 1

**DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM
IN THE GULF OF FINLAND TRAFFIC AREA**

A ship reporting system is established in the Gulf of Finland in international waters.

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

- 1.1 Ships required to participate in the mandatory ship reporting system:
- 1.2 Ships of 300 gross tonnage and upwards proceeding to or from ports or passing through the reporting area between ports in the Gulf of Finland, or ships visiting the area.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The system covers the international waters in the Gulf of Finland between a line drawn from Bengtskär Lighthouse to 59°33'.30 N 022°30'E to 59°10'N 021°30'E to Kõpu Peninsula and longitude 026°30'E.

2.2 The reference charts are:

- .1 Finnish Maritime Administration charts 901 (edition 2000, scale 1:200 000), 902 (edition 2000, scale 1:200 000) and 912 (edition 1999, scale 1:200 000). Geodetic datum is the national geodetic chart-coordinate system (KKJ). WGS84 latitude correction is -0,01' and the longitude correction is +0,19'.
- .2 Russian charts 22060-INT1213 (edition 2000, scale 1:250000). Geodetic datum of the year 1942 (Pulkovo). For obtaining position in WGS datum such position should be moved 0,12' westward. 22061-INT1214 (edition 1997, scale 1:250000). Geodetic datum of the year 1942 (Pulkovo). For obtaining position in WGS datum such position should be moved 0,13' westward.
- .3 Estonian charts 502 (edition 2001, scale 1:100 000), 504 (edition 2001, scale 1:100 000), 507 (edition 2001, scale 1:100 000), 509 (edition 2001, scale 1:100 000), 511 (edition 2001, scale 1:100 000). Geodetic datum is WGS84.

The area of the reporting system is covered by hydrographic surveys.

Border line point by point of the Gulf of Finland ship reporting area

Finland

EUREF89

1	59°36'.477 N	22°38'.074 E
2	59°38'.137 N	22°51'.446 E
3	59°39'.413 N	23°21'.123 E

4	59°47'.022 N	24°12'.365 E
5	59°47'.809 N	24°19'.928 E
6	59°49'.024 N	24°29'.299 E
7	59°53'.524 N	24°47'.122 E
8	59°55'.281 N	24°55'.799 E
9	59°56'.606 N	25°10'.161 E
10	59°55'.879 N	25°28'.276 E
11	59°55'.692 N	25°34'.962 E
12	59°55'.920 N	25°37'.219 E
13	59°58'.608 N	26°01'.039 E
14	60°00'.844 N	26°04'.505 E
15	60°02'.293 N	26°11'.314 E
16	60°02'.791 N	26°17'.683 E
17	60°05'.000 N	26°30'.000 E

Russian Federation

1	60°05'.000 N	26°30'.000 E
2	59°57'.000 N	26°30'.000 E

Estonia

1	59°56'.273 N	26°26'.110 E
2	59°53'.994 N	26°09'.069 E
3	59°48'.894 N	26°01'.170 E
4	59°49'.593 N	25°34'.569 E
5	59°42'.193 N	24°28'.769 E
6	59°34'.592 N	23°57'.069 E
7	59°28'.892 N	23°31'.169 E
8	59°28'.991 N	23°11'.369 E
9	59°28'.191 N	23°08'.469 E
10	59°27'.391 N	23°06'.369 E
11	59°17'.491 N	22°43'.870 E
12	59°17'.691 N	22°36'.070 E
13	59°16'.190 N	22°23'.770 E
14	59°14'.690 N	22°18'.370 E
15	59°03'.390 N	21°50'.870 E
16	59°02'.100 N	21°49'.000 E
17	59°10'.000 N	21°30'.000 E

Finland

1	59°36'.477 N	22°38'.074 E
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3 FORMAT, CONTENT OF REPORTS, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

Reports should be made using VHF voice transmissions. However, ships equipped with AIS (automatic identification system) can fulfill certain reporting requirements of the system through the use of the universal AIS approved by the Organization.

A ship must give a short position report by voice or by AIS when entering the mandatory ship reporting area. The full report may be given by voice or by non-verbal means. A ship may elect, for reasons of commercial confidentiality, to communicate that section of the report which provides information on cargo by non-verbal means prior to entering the ship reporting area. When leaving port, the ship can give the full report to the ship reporting system by voice or by non-verbal means.

3.1 Format

3.1.1 The information given below is derived from the format-type given in paragraph 2 of the appendix to resolution A.851(20).

3.2 Content

3.2.1 A short report by voice or by AIS from a ship to the shore-based authorities should contain the following information:

- | | |
|---------|--------------------------------------------------------------------------------------------------|
| A | Name of the ship, call sign or IMO identification number (or MMSI for transponder reports) |
| B | Date and Time (UTC) |
| C or D | Position (expressed in latitude and longitude <i>or</i> bearing to and distance from a landmark) |
| E and F | Course and speed of the ship |

3.2.2 A full report from a ship to the shore-based authorities by voice or by non-verbal means should contain the following information:

- | | |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I | Destination and ETA |
| L | Route information |
| O | Vessel's draught |
| P | Hazardous cargo, class and quantity, if applicable |
| Q or R | Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions |
| T | Contact information of ship's agent or owner |
| U | Ship's deadweight tonnage |
| W | Total number of persons on board |
| X | Miscellaneous remarks, e.g. ice class, amount and nature of bunkers if over 5000 tons, navigational status |

Note:

On receipt of a position message, the system operators will establish the relationship between the ship's position and the information supplied by the position-fixing equipment available to them. Information on course and speed will help operators to identify one ship among a group of ships. This will be achieved automatically if AIS transponder is used.

All VHF-, telephone-, radar-, AIS- and other relevant information will be recorded and the records stored for 30 days.

3.3 Geographical position for submitting reports

- 3.3.1 Eastbound traffic should make a report to TALLINN TRAFFIC when crossing the line drawn from Bengtskär Lighthouse to 59°33.30'N 022°30'E to 59°10'N 021°30'E to Kõpu Peninsula or when entering the ship reporting area from south.
- 3.3.2 Westbound traffic should make a short report to HELSINKI TRAFFIC when crossing longitude 026°30'E or when entering the ship reporting area from north.
- 3.3.3 A full report to the nearest shore station should be made on departure from port.
- 3.3.4 Further reports should be made to the relevant shore station whenever there is a change of navigational status or circumstance, particularly in relation to items Q and R of the reporting format.

3.4 Crossing traffic

- 3.4.1 Reports to the nearest shore station should be made on departure from a port within the coverage area. Recognizing that ferries crossing between Helsinki and Tallinn generally operate according to published schedules, special reporting arrangements can be made on a ship-by-ship basis, subject to the approval of **both** HELSINKI TRAFFIC and TALLINN TRAFFIC.
- 3.4.2 Further reports should be made to the relevant shore station whenever there is a change of navigational status or circumstance, particularly in relation to items Q and R of the reporting format.
- 3.4.3 On the area between Helsinki and Tallinn Lighthouses there is a heavy crossing traffic in summer consisting mostly of high speed craft and recreational craft. In the area between Porkkala Lighthouse and Naissaar there are recreational sailing activities in summer.

3.5 Authority

- 3.5.1 The shore-based Authorities are:

Estonia:	Estonian Maritime Administration
Finland:	Finnish Maritime Administration
Russian Federation:	Russian Maritime Administration

- 3.5.2 The Estonian, Finnish and Russian Authorities monitor shipping within the mandatory ship reporting area of the Gulf of Finland by radar. This does not relieve ship masters of their responsibility for the navigation of their ship.

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

4.1 Information provided

- 4.1.1 Each Authority provides information to shipping about specific and urgent situations which could cause conflicting traffic movements and other information concerning safety

of navigation, for instance information about weather, ice, water level, navigational problems or other hazards. Information is broadcast on the following frequencies when necessary or on request.

Station	Frequency	Times	Additional broadcasts in wintertimes
Tallinn	VHF channel 61 working channel 81	on request or when needed	on request or when needed
Helsinki	VHF channel 60 working channel 80	on request or when needed	on request or when needed
St. Petersburg	VHF channel 74 working channel 10	on request or when needed	on request or when needed

4.1.2 Information broadcasts will be preceded by an announcement on VHF channel 16 on which channel it will be made. All ships navigating in the area should listen to the announced broadcast.

4.1.3 If necessary, individual information can be provided to a ship, particularly in relation to positioning and navigational assistance or local conditions. If a ship needs to anchor due to breakdown or emergency the operator can recommend suitable anchorage in the area.

4.2 Ice routeing in winter

4.2.1 During severe ice conditions the traffic separation schemes may be declared not valid. Such a decision is agreed jointly by the National Icebreaking Authorities and communicated to shipping with the daily ice reports. The decision may include all or a named traffic separation scheme.

4.2.2 During the period when the Gulf of Finland is covered by ice, ships reporting to the centre, will receive information on the recommended route through the ice and/or are requested to contact the national co-ordinating icebreaker for further instructions. The icebreaker gives the route according to the ice situation to the ships which fulfill the national ice class regulations and which are fit for winter navigation.

4.3 Deviations

4.3.1 If a ship participating in the mandatory ship reporting system fails to appear on the radar screen or fails to communicate with the Authority or an emergency is reported, MRCCs or MRSCs in the area are responsible for initiating a search for the ship in accordance with the rules laid down for the search and rescue service, including the involvement of other participating ships known to be in that particular area.

5 RADIO COMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

5.1 The radio communications equipment required for the system is that defined in the GMDSS for sea area A1.

5.2 Ships are required to maintain a continuous listening watch in the area and to report and take any action required by the maritime Authorities to reduce risks:

5.3 Common call and information channels:

on channel 16 call and distress

5.4 The full report can be made by voice on VHF radio using the following channels:

	main	reserve
HELSINKI TRAFFIC	60	80
TALLINN TRAFFIC	61	81
ST. PETERSBURG TRAFFIC	74	10

5.5 Ship reports can, alternatively, be made by AIS, provided that the report can be transmitted fully.

5.6 Confidential information may be transmitted by other means.

5.7 The language used for communication shall be English, using the IMO Standard Marine Communication Phrases, where necessary.

6 RELEVANT RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

6.1 Regulations for Preventing Collisions at Sea

The International Regulations for Preventing Collisions at Sea are applicable throughout the reporting area.

6.2 Traffic Separation Schemes

The Traffic Separation Schemes in the Gulf of Finland have been adopted by IMO and rule 10 of the International Regulations for Preventing Collisions at Sea applies.

6.3 Pilotage

Pilotage is mandatory in national waters under national laws.

6.4 Dangerous and hazardous cargoes

6.4.1 Ships carrying dangerous or hazardous cargoes and bound to or from any port within the ship reporting area must comply with the international and national regulations. The ship reporting system does not relieve ships masters of their responsibility to give the nationally required reports and information to customs authorities.

6.4.2 Discharges of oil and ship-generated waste is monitored by the joint Estonian, Finnish and Russian Authorities. Ships causing pollution within the area can be prosecuted and fined.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

The joint Estonian, Finnish and Russian Authorities have radar, information processing and retrieval system, radio VHF and Automatic Identification System (AIS) facilities. The frequencies used in AIS-NET are AIS1 and AIS2.

7.1 HELSINKI TRAFFIC

7.1.1 System capability

7.1.1.1 The control centre is situated at the Helsinki VTS in Helsinki. The operator can control, monitor and display the status of all the VTS sensors from the consoles. The VTS centre will at all times be manned by two operators.

7.1.1.2 HELSINKI TRAFFIC maintains a continuous watch on traffic in the Gulf of Finland on channels 60 and 16. Operators add reported vessel information to the associated database and can display supporting information on the screen. The system is capable of providing an automatic alarm to identify any track which strays into an unauthorised area. Recording equipment automatically stores information from all tracks, which can either be replayed in the system or from the recorded resource. Records are made by an authorized method that can be used as an evidence. Operators have access to different ship registers and hazardous cargo data.

7.1.2 Radar facilities

7.1.2.1 The surveillance sensors can observe targets of at least 300 gross tons and a minimum height of 10 metres in the given traffic area.

7.1.3 Radiocommunication facilities

7.1.3.1 Radiocommunication terminals are sited in the consoles of HELSINKI TRAFFIC operation room. VHF radio transceivers are located at Hanko, Porkkala, Harmaja, Emäsalo and Orrengrund.

The VHF channels used are:

- Channel 60 working channel
- Channel 80 reserve channel

7.1.4 AIS facilities

7.1.4.1 HELSINKI TRAFFIC can continually receive the messages broadcasted by ships fitted with transponders to gain information on their identity and position. This information is displayed as an icon on an electronic chart covering the Gulf of Finland mandatory ship reporting area.

7.1.5 Personnel qualifications and training

7.1.5.1 HELSINKI TRAFFIC is staffed with personnel trained according to national and international recommendations.

7.1.5.2 The training of the personnel comprises an overall study of the navigation safety measures, the relevant international (IMO) and national provisions with respect to safety of navigation. The training also includes thorough real-time simulations in different ship bridge simulators. The trainees are trained as well in navigating ships through the VTS area as servicing shipping from the VTS Centre.

7.2 TALLINN TRAFFIC

7.2.1 System capability

7.2.1.1 The VTS system will be located in the office of the Maritime Administration at Hundipea port, Tallinn. From the consoles the operator can control, monitor and display the status of all VTS sensors. The VTS centre will at all times be manned with two operators.

7.2.1.2 TALLINN TRAFFIC maintains a continuous watch over traffic on the Gulf of Finland on channels 61 and 16. Operators add the reported vessel information to the associated database and can display supporting information on screen. The system is capable of providing an automatic alarm to identify any track that strays into the unauthorized area. Recording equipment automatically stores information from all tracks, which can either be replayed on the system or from the recorded resource. Records are made according to an authorized method that can be used as evidence.

7.2.2 Radar facilities

7.2.2.1 The surveillance sensors can observe targets of at least 300 gross tonnage and a minimum height of 10 metres in the given traffic area.

7.2.3 Radio communication facilities

7.2.3.1 VHF radio transceivers are located at TALLINN TRAFFIC operation room.

The VHF channels used are:

- Channel 61 working channel
- Channel 81 reserve channel

7.2.3.2 TALLINN TRAFFIC monitors shipping in the Gulf of Finland by radar, VHF and RDF equipment and with AIS shipborne transponders. All the traffic and messages will be stored to the database and displayed on the electronic chart. The messages from AIS transponders, not in accordance with IEC 61993-2 will be filtered out. System uses standard AIS channels.

7.2.4 Personnel qualifications and training

7.2.4.1 TALLINN TRAFFIC is staffed with personnel trained according to national and international recommendations.

7.3 ST. PETERSBURG TRAFFIC

7.3.1 System capability

7.3.1.1 The Centre is situated at VTMISS Centre located in Petrodvorets. The Centre is linked with shore-based VHF station located at island Gogland. VHF range covers the waters close to the border.

7.3.1.2 ST. PETERSBURG TRAFFIC maintains a continuous watch on traffic on the Gulf of Finland on channels 74 and 16. Operators add reported vessel information to the associated database and can display supporting information on screen. The system is capable of providing an automatic alarm to identify any track, which strays into an unauthorized area. Recording equipment automatically stores information from all tracks, which can either be replayed on the system or from the recorded resource.

7.3.2 Radar facilities

7.3.2.1 The nearest radar sensor to ship reporting system is placed on island Gogland with antenna height 80 metres above sea level can observe targets at least 300 gross tons at the distances up to 026⁰30'E.

7.3.3 Radio communication facilities

7.3.3.1 Radio communication terminals are sited in consoles of ST. PETERSBURG TRAFFIC operation rooms. VHF radio transceivers are located at Gogland.

The VHF channels used are:

- Channel 74 working channel
- Channel 10 reserve channel

7.3.4 AIS facilities St. Petersburg

7.3.4.1 The ST. PETERSBURG TRAFFIC can monitor ships sailing in the eastern part of the Gulf of Finland to the east of 026⁰30'E and equipped with universal AIS shipborne stations.

7.3.5 Personnel qualifications and training

7.3.5.1 The ST. PETERSBURG TRAFFIC is staffed with personnel trained according to national and international recommendations.

7.3.5.2 The training of the personnel comprises an overall study of the navigation safety measures, the relevant international (IMO) and national provisions with respect to safety of navigation. The training also includes thorough real-time simulations.

8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITIES FAIL

8.1 The system is designed with sufficient system redundancy to cope with normal equipment failure.

9 MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

9.1 The primary objective of the system is to facilitate the exchange of information between the ship station and the shore station and to support safe navigation and the protection of the marine environment. All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted and the offending ship can be positively identified, then information will be passed to the relevant Flag State Authorities for investigation and possible prosecution in accordance with national legislation.

SUMMARY OF SHIP REPORTING SYSTEM IN THE GULF OF FINLAND

1 Ships required to participate:

Ships of 300 gross tonnage and over are required to participate in the system.

2 Position for submitting reports:

The ship reporting area covers the international water area in the Gulf of Finland between a line drawn from Bengtskär Lighthouse to 59°33.30'N 022°30'E to 59°10'N 021°30'E to Kõpu Peninsula and longitude 026°30'E.

Reports are to be submitted:

When entering the ship reporting area in the Gulf of Finland.

Eastbound traffic to TALLINN TRAFFIC.
Westbound traffic to HELSINKI TRAFFIC

The report to the nearest of the shore stations on departure from a port within the area limits.

3 Communication:

By voice on VHF radio, call on given channel.

		main	reserve
Working channels:	HELSINKI TRAFFIC	60	80
	TALLINN TRAFFIC	61	81
	ST. PETERSBURG TRAFFIC	74	10

Alternatively by AIS.

Confidential information may be transmitted by non-verbal means.

4 Reporting format:

Short position report:

- A Name of the ship, call sign or IMO identification number (or MMSI for transponder reports)
- B Date and time (UTC)
- C or D Position (expressed in latitude and longitude or bearing to and distance from a landmark)
- E and F Course and speed of the ship

Full report:

- I Destination and ETA
- L Route information
- O Vessel's draught
- P Hazardous cargo, class and quantity, if applicable
- Q or R Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions
- U Ship's deadweight tonnage
- W Total number of persons on board
- X Miscellaneous remarks, e.g. ice class, bunkers over 5000 tons, navigational status

5 Authority receiving the report:

- Estonia: Estonian Maritime Administration
- Finland: Finnish Maritime Administration
- Russia: Russian Maritime Administration

6 Winter season:

During severe ice conditions the traffic separation schemes may be declared not valid. Such a decision is agreed jointly by the Estonian, Finnish and Russian Authorities and is communicated to shipping in connection with the daily ice reports.

When a ship reports to the Traffic Centre, it will receive the preliminary waypoints and the national co-ordinating icebreaker's name and working channel from the operator.

The vessel shall contact the national co-ordinating icebreaker for further instructions.

APPENDIX 1

Radio reports to the Gulf of Finland mandatory ship reporting system

Designator	Function	Information required
Short position report:		
A	Ship	Name and call sign or IMO identification
B	Time	Date and time (UTC)
C	Position	Geographical position by two 4 -digit groups; or
D	Position	Name of reporting point
E	Course	East- or west- or north- or south-bound
F	Speed	In knots (2-digit group)
Full report:		
I	Destination and ETA	Destination and estimated time of arrival
L	Route information	Where the ship is en route
O	Draught	Vessel's maximum draught
P	Cargo	Hazardous cargo, class and quantity
Q	Deficiencies	Brief details of defects or restrictions of manoeuvrability
R	Pollution	Description of pollution or dangerous goods lost overboard
T	Owner or agent	Contact information of the ship's owner or agent
U	Tonnage (DWT)	Ship's deadweight tonnage
W	Persons	Total number of persons on board
X	Miscellaneous	Miscellaneous remarks, e.g. ice class, bunkers navigational status etc.

ANNEX 2

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM IN THE ADRIATIC SEA

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

1.1 Ships of the following categories are required to participate in the system:

- all oil tanker ships of 150 gross tonnage and above;
- all ships of 300 gross tonnage and above, carrying on board, as cargo, dangerous or polluting goods, in bulk or in packages.

1.2 For the purpose of this system:

- "dangerous goods" means goods classified in the IMDG Code, in Chapter 17 of the IBC Code and in Chapter 19 of the IGC Code;
- "polluting goods" means oils as defined in MARPOL Annex I, noxious liquid substances as defined in MARPOL Annex II, harmful substances as defined in MARPOL Annex III.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The operational area of the mandatory ship reporting system covers the whole Adriatic Sea, north from the latitude 40° 25'.00 N as shown in the attached chartlet as annex 1: the area is divided into 5 (five) sectors, each of them assigned to a competent authority, operating on a VHF channel as shown in the attached table as annex 2.

2.2 The reference charts including the operational area of the ADRIATIC TRAFFIC system are the Italian Chart No.435 INT 306 of the Italian Navy Hydrographic Institute (Edition 1993, Datum ED-50) and the Croatian Chart No. 101 of the Hydrographic Institute of the Republic of Croatia (Ed. 1998, Datum Besselov Elipsoid).

3 FORMAT AND CONTENTS OF THE REPORT, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITIES TO WHOM REPORTS SHALL BE SENT, AVAILABLE SERVICES

The formats for reporting are derived from the one attached as appendix to resolution A.851(20).

3.1 First report

3.1.1 The first report of ADRIREP (FR) shall be sent by radio to the competent authorities in accordance with the format shown in annex 3.

3.1.2 The first report shall contain the following information, in order to meet the objectives of the ADRIATIC TRAFFIC:

- ship's name, call sign, IMO identification number and flag;
- date and time of the report;
- present position;
- course;
- speed;
- port of departure;
- destination and estimated time of arrival;
- estimated time of arrival at the next check point;
- ship's draught
- the general category of hazardous cargo as defined by the IMDG, IBC, IGC Codes and MARPOL Annex I;
- ship's representative and/or owner available on 24-hour basis;
- ship's type, deadweight, gross tonnage and length overall;
- total number of persons on board; and
- any other relevant information.

3.1.3 In the last section of the first report, in accordance with provisions of SOLAS and MARPOL Conventions, ships shall also report information on any defect, damage, deficiency or limitations as well as, if necessary, information related to pollution incident or loss of cargo. The possession of this information will enable the operators of the shore-based competent authority to broadcast safety messages to other ships and to ensure more effective tracking of the trajectories of ships concerned.

3.2 Position report

3.2.1 The position report of ADRIREP (PR) shall be sent by radio to the competent authorities in accordance with the format shown in annex 4.

3.2.2 The position report shall contain the following information, in order to meet the objectives of the ADRIATIC TRAFFIC:

- ship's name, call sign, IMO identification number and flag;
- date and time of the report;
- present position;
- course;
- speed;
- port of departure;
- destination and estimated time of arrival;
- estimated time of arrival at the next check point; and
- any other relevant information.

3.2.3 The present format shall be supplemented by any other information which differs from the one provided by the previous report.

3.3 Times and geographical positions for submitting reports

3.3.1 Sailing the Adriatic Sea northwards

- .1 The ship shall transmit the first report to the competent shore-based authority of the interested sector when:
 - entering the Adriatic Sea by crossing northwards the parallel 40° 25'.00 N;
 - entering the Adriatic Sea by leaving a port inside the area covered by the system.
- .2 The ship shall transmit the position report to the competent shore-based authorities when:
 - entering a new sector by crossing northwards its southern borderline, as per annex 2;
 - entering the port of destination in the area covered by the system.

3.3.2 Sailing the Adriatic Sea southwards

- .1 The ship shall transmit the first report to the competent shore-based authority of the interested sector when leaving a port inside the area covered by the system.
- .2 The shore-based authority to whom the first report shall be transmitted is that of the Country of the port the ship is leaving.
- .3 The recipient of the report will inform the maritime authority of the ship's destination (if in the area covered by the system), Brindisi Coast Guard and the other shore-based authorities in between, if any.
- .4 The ship shall transmit the position reports to the competent shore-based authorities when:
 - entering a new sector by crossing southwards its northern borderline, as per annex 2;
 - entering the port of destination in the area covered by the system.

3.3.3 Crossing the Adriatic Sea

- 3.3.3.1 The ship shall send the position report to the closest shore based authority of the country the ship is leaving, which shall inform the maritime authority of the port of destination.

3.3.4 Special cases

- .1 The ship which, sailing northwards or southwards, enters Sector 5 shall transmit the report to, alternatively, one of the competent authorities as per annex 2, according to where the ship is going to or coming from.
- .2 The ship crossing southwards the latitude 40° 25'.00 N and going out either of Sector 1 or of the area covered by the system shall transmit an additional final position report to Brindisi Coast Guard.

3.4 Authorities to whom the reports should be sent

- 3.4.1 The ships participating in the system shall transmit by radio the report to the "shore-based authorities" as in annex 2.

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

- 4.1 The shore-based authority which receives the first report (01/FR) shall inform the maritime authority of the ship's destination (if in the area covered by the system) and the other shore-based authorities in between, if any.
- 4.2 The competent shore-based authority of Sector 5 (as per paragraph 3.3.4) which receives the position report from the ship entering the sector will also inform the other two shore-based authorities about the entrance of the above mentioned ship.
- 4.3 Once received a report, the ADRIATIC TRAFFIC competent authority will provide the ship with:
- information on navigational conditions (status of aids to navigation, presence of other ships and, if necessary, their position, etc.);
 - information on weather conditions; and
 - any other relevant information.

5 RADIOCOMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

- 5.1 ADRIATIC TRAFFIC will be based on VHF voice radiocommunications.
- 5.2 The call to the appropriate shore-based authority shall be made on the VHF channel assigned to the sector in which the ship is located, as per annex 2.
- 5.3 However, ship which cannot use the frequencies listed in the annex 2 in order to transmit the reports, should use, via coast station, any other available communication equipment (e.g. MF, HF or INMARSAT) on which communication might be established.
- 5.4 The language used for communication shall be English, using the IMO Standard Marine Communications Phrases, where necessary.

6 RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

- 6.1 The International Regulations for Preventing Collisions at Sea (COLREGs) are applicable through the whole area covered by the system.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

- .1 Brindisi Coast Guard (Italy)
- telephone and telefax communication facilities;
 - VHF communication equipment.

- .2 MRCC Bar (Yugoslavia)
 - telephone and telefax communication facilities;
 - VHF, MF and HF communication equipment.
- .3 MRCC Rijeka (Croatia)
 - telephone and telefax communication facilities;
 - VHF, MF, HF and INMARSAT-C communication equipment.
- .4 MRSC Ancona (Italy)
 - telephone and telefax communication facilities;
 - VHF, MF and HF communication equipment.
- .5 MRSC Venezia (Italy)
 - telephone and telefax communication facilities;
 - VHF, MF and HF communication equipment.
- .6 MRSC Trieste (Italy)
 - telephone and telefax communication facilities;
 - VHF, MF and HF communication equipment.
- .7 MRCC Koper (Slovenia)
 - telephone and telefax communication facilities;
 - VHF communication equipment.

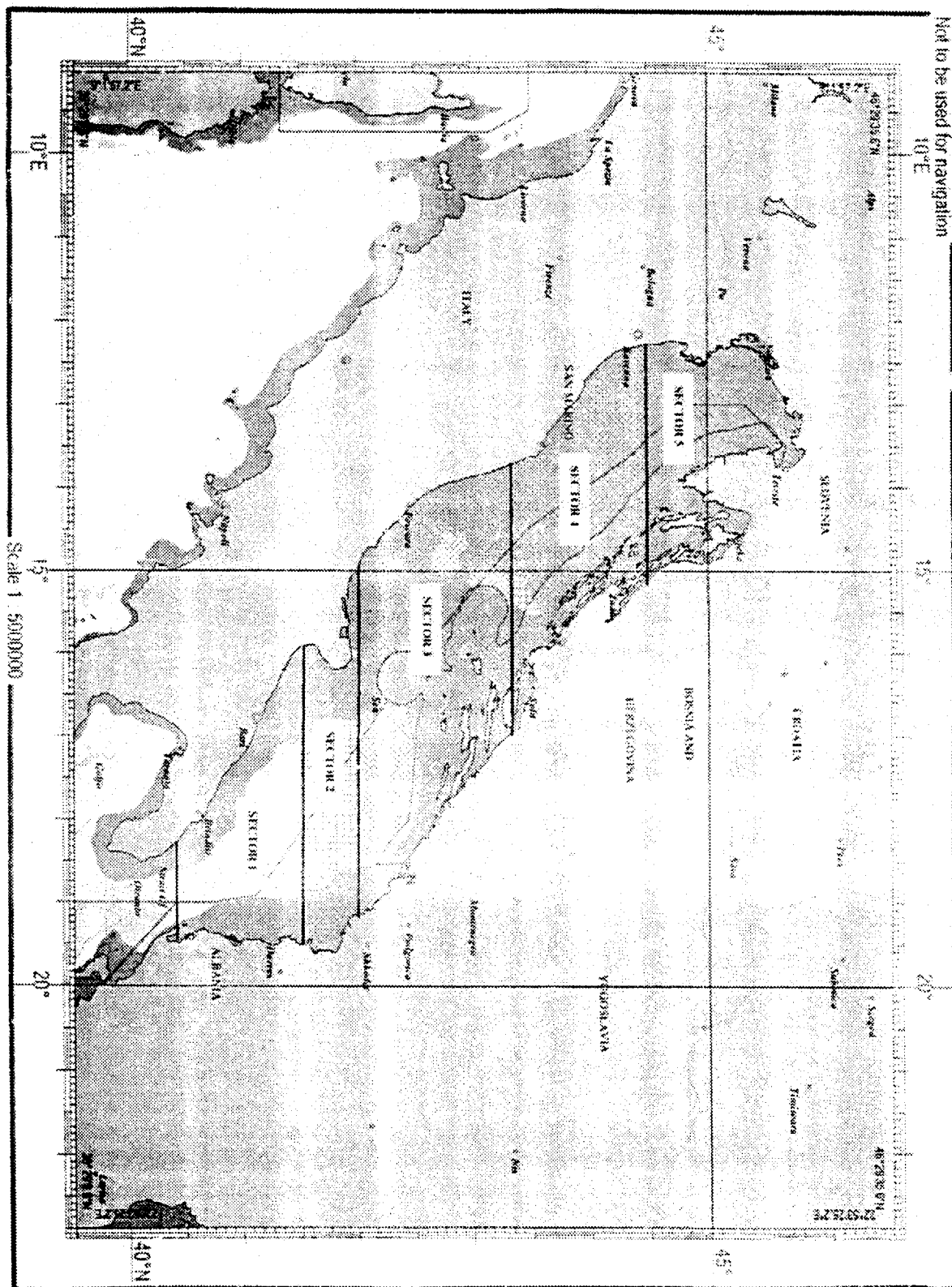
8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE BASED AUTHORITIES FAIL

- 8.1 ADRIATIC TRAFFIC is planned with a sufficient system redundancy to cope with normal equipment failure. Since that the system is based on the VHF voice communication, each shore based facility has got at least two VHF transmitters/receivers; in addition to that, in case of failing contacts by VHF, the shore based authorities can operate and be contacted through phone, fax, INMARSAT-C and MF/HF facilities. In order to ensure the continuous 24-hour activity, the shore based facilities have been located and manned with properly trained and dedicated personnel in the respective national MRCCs/MRSCs. Should a shore based authority suffer an irretrievable breakdown and call off itself from the system until the failure is repaired, it could be relieved by one of the adjacent shore based authorities.

9 MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

- 9.1 The primary objective of the system is to support the safe navigation and the protection of the marine environment through the exchange of information between the ship and the shore. If a ship does not submit reports and can be positively identified, then information will be passed to the competent Flag State authorities for investigation and possible prosecution in accordance with national legislation. Information will be passed also to Port State Control inspectors.

ANNEX 1



ANNEX 2

SECTOR	SOUTHERN BORDERLINE	NORTHERN BORDERLINE	COMPETENT AUTHORITY	VHF FREQUENCIES
1	Latitude 40° 25'.00 N	Latitude 41° 30'.00 N	Brindisi Coast Guard (Italy)	Channel 10
2	Latitude 41° 30'.00 N	Latitude 42° 00'.00 N	Bar MRCC (Yugoslavia)	Channel 12
3	Latitude 42° 00'.00 N	Latitude 43° 20'.00 N	Rijeka MRCC (Croatia)	Channel 10
4	Latitude 43° 20'.00 N	Latitude 44° 30'.00 N	Ancona MRSC (Italy)	Channel 10
5	Latitude 44° 30'.00 N	Coastline	Venezia MRSC (Italy)	Channel 10
5	Latitude 44° 30'.00 N	Coastline	Trieste MRSC (Italy)	Channel 10
5	Latitude 44° 30'.00 N	Coastline	Koper MRCC (Slovenia)	Channel 12

ANNEX 3

FORMAT OF “ADRIATIC TRAFFIC” SHIP REPORTING SYSTEM FIRST REPORT

	Message identifier:	- ADRIREP
	Type of report	- 01/FR (first report)
A	Ship	- Name, call sign, IMO identification number and flag of the vessel
B	Date/time (UTC)	- A 6 – digit group giving date of month (first two digits), hours and minutes (last 4 digits)
C	Present position	- A 4-digit group giving latitude in degrees and minutes suffixed with “N” or “S” and a five-digit group giving longitude in degrees and minutes suffixed with “E” or “W”
E	Course	- a three digit group giving the course in degrees
F	Speed	- a three digit group giving a speed in Knots
G	Departure	- port of departure
I	Destination and estimated time of arrival	- ETA in UTC expressed as in B above, followed by port of destination
N	Estimated time of arrival at the next check point	- Date/time group expressed by a 6-digit group, as in B above, followed by the parallel of the check point
O	Draught of the vessel	- draught expressed by a four digit group indicating centimetres
P	Cargo information	- the general category of hazardous cargo as defined by the IMDG, IBC, IGC Codes and MARPOL Annex I.
T	Agent	- ship’s representative and/or owner available on 24-hour basis
U	Size and type	- type, DWT, GT, and length overall in meters
W	Total number of persons on board	- The total number of crew and other persons on board
X	Miscellaneous	- Any other relevant information

ANNEX 4

**FORMAT OF "ADRIATIC TRAFFIC" SHIP REPORTING SYSTEM POSITION
 REPORT/ FINAL REPORT**

	Message identifier:	- ADRIREP
	Type of report	- 01/PR (position report) - 02/PR - 03/PR - ER (final report)
A	Ship	- Name, call sign, IMO identification number and flag of the vessel
B	Date/time (UTC)	- A 6 – digit group giving date of month (first two digits), hours and minutes (last 4 digits)
C	Present position	- A 4-digit group giving latitude in degrees and minutes suffixed with "N" or "S" and a five-digit group giving longitude in degrees and minutes suffixed with "E" or "W"
E	Course	- a three digit group giving the course in degrees
F	Speed	- a three digit group giving a speed in Knots
G	Departure	- port of departure
I	Destination and estimated time of arrival	- ETA in UTC expressed as in B above, followed by port of destination
N	Estimated time of arrival at the next check point	- Date/time group expressed by a 6-digit group, as in B above, followed by the parallel of the check point
X	Miscellaneous	- Any other relevant information

Note: The format of the position/final report shall contain in addition to this format any other field which differs from the information provided in the last report.

ANNEX 23**RESOLUTION MSC.161(78)****(adopted on 17 May 2004)****AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM
“THE TORRES STRAIT AND INNER ROUTE OF THE GREAT BARRIER REEF”**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT of the amendments to the existing Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolution MSC.111(73),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-ninth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system “the Torres strait and inner route of the Great Barrier Reef” (REEFREP), as described in the Annex to the present resolution;
2. DECIDES that the said amendments to the existing mandatory ship reporting system will enter into force at 0000 hours UTC on 1 December 2004;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.

ANNEX

AMENDMENTS TO EXISTING MANDATORY SHIP REPORTING SYSTEM “THE TORRES STRAIT AND INNER ROUTE OF THE GREAT BARRIER REEF”

AMENDMENTS TO ANNEX 1 OF RESOLUTION MSC.52(66)

1 Replace sections 3, 4, 5 and 7 of resolution MSC.52(66) with the following new text and add a new section 9 as follows:

3 FORMAT AND CONTENT OF REPORT TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

The ship report short title "REEFREP" will be made to the REEFREP VTS centre (REEFCENTRE) located at Hay Point in Queensland. Examples of the format and content of all required reports are shown at appendix 2. A ship may elect, for reasons of commercial confidentiality, to communicate that section of the REEFREP ENTRY report, which provides information on cargo (line P) by non-verbal means prior to entering the system. This can be achieved by including cargo information in the AUSREP Sailing Plan (SP) message.

3.1 Entry and exit reports

Ships will be required to provide a full REEFREP Position Report (PR) at least two hours prior to entering the REEFREP area from seaward or when sailing from a port within the area.

Ships will also be encouraged to provide a passage plan as described below when providing an Entry Report. However, it is recognized that at this stage in their passage, they are unlikely to have a pilot on board and are therefore unable to provide a detailed passage plan.

When finally departing the REEFREP area, or entering a port within the area, the REEFREP system will associate the required PR and the designated reporting point and automatically recognize this report as an exit message.

3.2 Passage plan reports

Ships will be required to provide a passage plan, including information such as vessel details, pilot information, route/waypoint information within one hour of entering the REEFREP area. The provision of accurate passage plans is critical to the dissemination of accurate ship traffic information and can be provided by one of the following means:

- .1 Nominating the route using the chartlets which will be provided by pilots
- .2 Nominating the waypoints, or
- .3 Using the existing Mandatory Reporting Points as listed on the charts.

3.3 Intermediate position reports

Automated Position Reporting via Inmarsat-C will be the primary mechanism for ships to provide position reports while transiting the REEFREP region. REEFCENTRE will generally carry out APR remotely without any intervention by ships' crews. However, a small proportion of vessels are fitted with first generation Inmarsat-C terminals which do not support remote programming. Masters of ships fitted with these terminals, who choose to participate, will be required to program them onboard to send position reports automatically. Instructions relating to programming of these terminals can be obtained from REEFCENTRE.

Vessels can participate in Automated Position Reporting at any time by authorizing REEFCENTRE to download a Data Network Identifier (DNID) to the ship's Inmarsat-C terminal. Once the DNID is downloaded, REEFCENTRE is able to program the ship's Inmarsat-C terminal to transmit position reports automatically at regular intervals. Vessels can communicate authorization for DNID download either by Inmarsat-C or REEFREP VHF Voice Communication Channels as described in appendix 2.

Vessels providing Intermediate Position Reports via APR must still comply with the other VHF reporting requirements prescribed in section 2.4 (Entering and Leaving the REEFREP SRS), section 2.5 (Pilotage Reports) and section 2.6 (Special Reports) of the *AUSREP and REEFREP* booklet.

Where a ship is unable to provide Intermediate Position Reports via APR as required by REEFCENTRE they will be required to provide brief position reports as advised by the operator. The VHF position reports are limited to the identity of the vessel, position, any variation to the last reported speed and course and any further information the Master considers might be of value to the system.

3.4 Defect reports

The following information is to be provided when a ship within the REEFREP area suffers damage, failure or breakdown affecting the safety of the ship, makes a marked deviation from a route, course or speed previously advised or requires to report safety related information and reports of incidents involving Dangerous Goods (DG) Harmful Substances (HS) or Marine Pollutants (MP).

- (a) Ship name and call sign.
- (b) Position (latitude and longitude) and time.
- (c) Name of next Mandatory Reporting Point or Course if not tracking between reporting points.
- (d) Estimated time of arrival (ETA) at next Mandatory Reporting Point or Speed (ship's anticipated average speed until next report in knots & tenths of a knot).
- (e) Description and details of any damage, failure or breakdown suffered:
 - (i) collision, grounding, fire, explosion, structural failure, flooding, cargo shifting.

- (ii) failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipborne navigational aids.
- (f) Details of any Safety Messages (navigational safety, abnormal weather, unserviceable aids to navigation) or DG HS MP incident reports using the recognized IMO reporting formats.

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

REEFCENTRE will provide information to shipping on potentially conflicting traffic movements from the analysis of incoming position reports, passage plans and other data sources.

The key information to be provided to shipping includes:

- .1 Ship Traffic Information
- .2 Navigational Assistance
- .3 Maritime Safety Information

4.1 Ship Traffic Information: The REEFREP VTS centre will provide information to shipping on potentially conflicting traffic movements resulting from the analysis of incoming reports.

4.2 Certain sections of the route in the Torres Strait and the far northern sector of the inner route of the GBR present a particular navigational hazard in situations where large ships might be passing or overtaking, especially deeper draught ships. When the REEFREP VTS centre considers that ships are approaching such sections, any relevant traffic information held by the centre will be passed to them. Because of the extensive size of the REEFREP area it is not intended to routinely broadcast traffic information across the whole area but to advise individual ships as necessary.

4.3 Traffic information, including other advice received from ships or local maritime authorities which impacts on navigational safety will be passed to ships in relevant areas. Examples include concentrations of fishing vessels, unusual weather conditions, etc.

4.4 Navigational Assistance: In circumstances where information available to REEFCENTRE may assist on-board decision making REEFREP may initiate interaction with an individual ship to provide this information. This may include circumstances where information available suggests a ship may be standing into shallow water (eg. in areas of restricted navigation where there is radar coverage) or deviating from a recommended route. The types of assistance that may be provided are described further in NAV 49/INF.4.

4.5 Maritime safety information (MSI) in the form of navigational warnings (AUSCOAST Warnings) will continue to be issued in the appropriate broadcasts from MRCC AUSTRALIA. The REEFREP VTS centre will maintain details of MSI for the REEFREP area for the information of participating ships.

5 COMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

5.1 The system will be based on both Inmarsat-C communications and VHF voice communications. While the use of Inmarsat-C is expected to become the main mechanism for ships to meet their position reporting requirements and to provide other mandatory reports such as entry reports and passage plans, VHF voice communications provides an interactive mechanism for the interchange of data between ships and the REEFREP VTS centre.

5.2 VHF channels 5, 18 and 19 in the international maritime mobile band have been allocated for the reporting points in the system.

5.3 Information of commercial confidentiality may be transmitted by non-verbal means.

5.4 The language used for reports in the system will be English, using the IMO *Standard Marine Communications Phrases* where necessary.

5.5 Communications associated with reporting in accordance with the requirements of this system will be free of charge

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

7.1 REEFCENTRE is located at Hay Point, on the central Queensland coast. The centre is manned 24 hours per day, 365 days per year, and is equipped with a sophisticated traffic information management tool that integrates and assists in analysing all VHF communications, radar, AIS and APR data that is relayed to REEFCENTRE. The radar coverage is provided at the key entry and exit points to Torres Strait and the Inner Route.

7.2 The VTS centre equipped to provide a high standard of service to meet the system requirements and will be operated by trained and experienced personnel. Operator standards will be in accordance with "*Guidelines on Recruitment, Qualification and Training of VTS Operators*" (resolution A.857(20), annex 2).

7.3 The system will be operated to quality standards with service levels being constantly monitored.

7.4 The entire area has full DGPS coverage redundancy, ensuring very high availability standards.

7.5 The REEFREP VTS centre is also interfaced with the AUSREP system operated by RCC AUSTRALIA.

9 MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

9.1 The primary objective of the system is to facilitate the exchange of information between the ship and the shore and so support safe navigation and the protection of the marine environment. All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted and the ship can be positively identified, then information will be passed to the relevant flag State for

investigation and possible prosecution in accordance with that State's legislation. A failure to report may also be investigated for breach of Australian laws relating to compulsory ship reporting.

2 Insert the following new appendix 3 after the existing appendix 2:

APPENDIX 3

Participating in APR via Inmarsat-C

APR information will only be used by the REEFREP system whilst the ship is in the REEFREP area. The DNID will remain downloaded until the Master or company advises REEFCENTRE that the ship is no longer a regular visitor. It is important that this information is passed during the final visit to Australia, as the DNID has to be deleted whilst the Inmarsat-C terminal is logged into the particular satellite region.

A ship is deemed to be a regular visitor if it operating on the Australian coastal trade or revisiting Australia from overseas within eighteen months. Infrequent visitors will have the DNID deleted from their terminals after sending a Final Report.

Vessels can communicate authorization for DNID download either by Inmarsat-C or REEFREP VHF Voice Communication Channels as described below:

i. Inmarsat**

By forwarding an APR message via Inmarsat to REEFCENTRE the Master authorizes download of a DNID into the Inmarsat-C terminal, and provides the following details for each Inmarsat-C installation:

- Vessel Name, Callsign, Inmarsat-C Mobile Number (IMN), Manufacturer, and Model. (Example at Table 1).

ID	Message type	REEFREP/APR//
A	Ship Name/Callsign	A/REEF CHAMPION/VJVJ//
B	Primary Inmarsat-C terminal details (Inmarsat-C Mobile Number (IMN), Manufacturer, and Model)	B/450309919/ THRANE & THRANE/3020B//
C	Secondary Inmarsat-C terminal details (Inmarsat-C Mobile Number (IMN), Manufacturer, and Model), where applicable.	C/450309920/ FURUNO/FELCOM12//

Table 1 – Inmarsat -C Data Network identifier (DNID)

** APR messages sent to REEFCENTRE using Special Access Code (SAC) 861 via Perth LES using Inmarsat-C access code '222' will be reverse charged to the SRS.

While reporting to REEFREP, masters must ensure that their INMARSAT equipment remains active in the "LOGIN" mode (Pacific Ocean Region (POR)) at all times.

ii. REEFREP VHF Voice Communication Channels

For example, at the first Reporting Point, the Master (or his representative) verbally authorizes the DNID download and provides the following details for each Inmarsat-C installation:

- Inmarsat-C Mobile Number (IMN), Manufacturer, and Model. e.g.: 450306909, JRC, JUE75C

ANNEX 24

**RESOLUTION MSC.162(78)
(adopted on 17 May 2004)**

**AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM
“OFF CAPE FINISTERRE”**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT of the amendments to the existing Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolution MSC.111(73),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-ninth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system “Off Cape Finisterre”, as described in the Annex to the present resolution;
2. DECIDES that the said amendments to the existing mandatory ship reporting system will enter into force at 0000 hours UTC on 1 December 2004;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Member Governments and Contracting Governments to the SOLAS Convention.

ANNEX

AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM “OFF CAPE FINISTERRE”

AMENDMENTS TO ANNEX 3 OF RESOLUTION MSC.63(67)

1 In Annex 3

Replace paragraphs 2.1 and 2.2 with the following new text:

GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The reporting system will cover the area (Appendix 1) between the coast and the following lines:

- .1 a bearing of 130°(T) to Cape Villano lighthouse;
- .2 a bearing of 075°(T) to Cape Finisterre lighthouse; and
- .3 the meridian of longitude 010°15' W.

This area includes the traffic separation scheme “Off Finisterre” and the associated inshore traffic zones adopted by resolution A.767(18), as amended by resolution A.957(23).

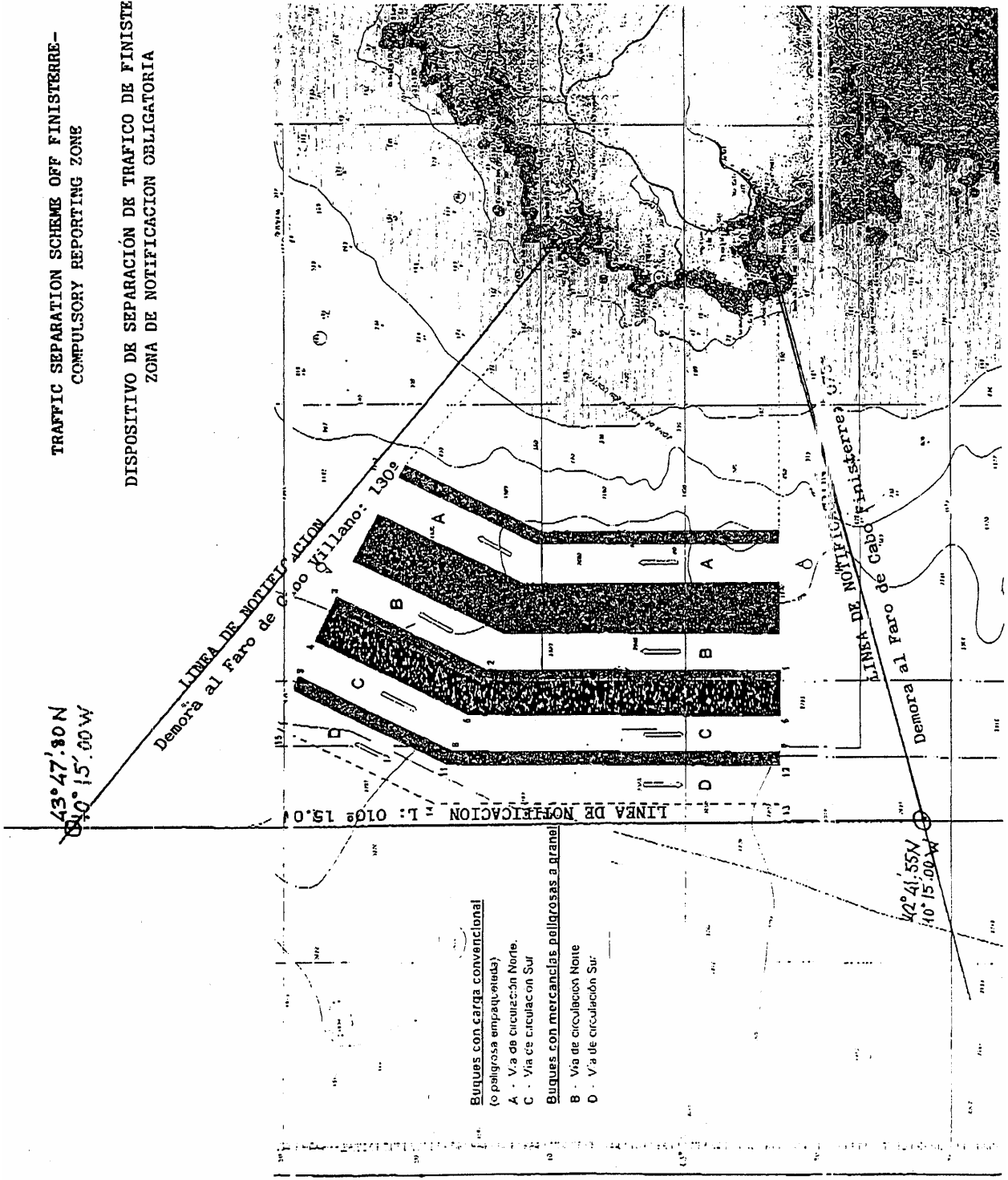
2.2 The reference chart which includes all the area of coverage for the system is number 41 of the Catalogue of Nautical Charts of the Spanish Hydrographic Office, European Edition (Potsdam) published in April 1978, 6th impression June 2002 and corrected by Notices to Mariners of November 2002, including Cape Estaca de Bares to Rio Lima.

2 Replace existing Appendix 1 chartlet with the following new chartlet:

(New chartlet as attached)

TRAFFIC SEPARATION SCHEME OFF FINISTERRE-
COMPULSORY REPORTING ZONE

DISPOSITIVO DE SEPARACION DE TRAFICO DE FINISTERRE
ZONA DE NOTIFICACION OBLIGATORIA



Buques con carga convencional
(o peligrosa empaquetada)
A - Via de circulación Norte.
C - Via de circulación Sur

Buques con mercancías peligrosas a granel
B - Via de circulación Norte
D - Via de circulación Sur

ANNEX 32

**RESOLUTION MSC.190(79)
(adopted on 6 December 2004)**

**ADOPTION OF MANDATORY SHIP REPORTING SYSTEM IN THE WESTERN
EUROPEAN PARTICULARLY SENSITIVE SEA AREA**

THE MARITIME SAFETY COMMITTEE,

RECALLING article 28(b) of the Convention related to the creation of the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 concerning the adoption by the Organization of ship-reporting systems,

RECALLING FURTHER resolution A.858(20), which authorizes the Committee to perform the function of adopting ship-reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship-reporting systems, adopted by resolution MSC.43(64), as amended by resolution MSC.111(73),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fiftieth session,

HAVING ALSO NOTED that the Marine Environment Protection Committee, at its fifty-second session, endorsed the recommendations of the Sub-Committee on Safety of Navigation at its fiftieth session and designated the Western European Waters as a Particularly Sensitive Sea Area (PSSA) by resolution MEPC.121(52),

1. ADOPTS, in accordance with SOLAS regulation V/11, the ship-reporting system in the Western European Particularly Sensitive Sea Area as described in the Annexes to this resolution;
2. DECIDES that this mandatory ship-reporting system will enter into force at 0000 hours UTC on 1 July 2005;
3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization who are not parties to the Convention.

ANNEX 1

**DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM FOR THE
WESTERN EUROPEAN PARTICULARLY SENSITIVE SEA AREA**

The West European Tanker Reporting System (WETREP) is established in the Western European Particularly Sensitive Sea Area.

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

1.1 Ships required to participate in the mandatory ship reporting system WETREP:

Every kind of oil tanker of more than 600 tonnes deadweight, carrying a cargo of:

- heavy crude oil, meaning crude oils with a density at 15°C of higher than 900 kg/m³;
- heavy fuel oils, meaning fuel oils with a density at 15°C of higher than 900 kg/m³, or a kinematic viscosity at 50°C of higher than 180 mm²/s;
- bitumen and tar and their emulsions.

1.2 Pursuant to SOLAS, the mandatory ship reporting system WETREP does not apply to any warship, naval auxiliary or other vessel owned or operated by a contracting government and used, for the time being, only on government non-commercial service.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM, AND NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The area covered by the reporting system WETREP is defined within the following co-ordinates and are also shown in the chartlet attached at appendix 3:

Number	Latitude	Longitude
1 (UK)	58° 30' N	UK coast
2 (UK)	58° 30' N	000° W
3 (UK)	62° N	000° W
4 (UK)	62° N	003° W
5 (UK+ Irl)	56° 30' N	012° W
6 (Irl)	54° 40'40".91 N	015° W
7 (Irl)	50° 56'45".36 N	015° W
8 (Irl+UK+F)	48° 27' N	006° 25' W
9 (F)	48° 27' N	008° W
10 (F+S)	44° 52' N	003° 10' W
11 (S)	44° 52' N	010° W
12 (S)	44° 14' N	011° 34' W
13 (S)	42° 55' N	012° 18' W
14 (S+P)	41° 50' N	011° 34' W
15(P)	37° N	009° 49' W

16 (P)	36° 20' N	009° 00' W
17(P)	36° 20' N	007° 47' W
18 (P)	Guadiana River mouth 37° 10' N	007° 25' W
19 (B)	51° 22'25" N	003° 21'52".5 E (border between B and NL)
20 (UK)	52° 12' N	UK east coast
21 (IRL)	52° 10'.3" N	006° 21'.8" W
22 (UK)	52° 01'.52" N	005° 04'.18" W
23 (UK)	54° 51'.43" N	005° 08'.47" W
24 (UK)	54° 40'.39" N	005° 34'.34" W

2.2 The reference chart is Admiralty Chart No. 4011 (World Geodetic System 1984 Datum (WGS 84)).

3 FORMAT, CONTENTS OF REPORT, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORT. AUTHORITIES TO WHOM THE REPORTS MUST BE SENT AND AVAILABLE SERVICES

3.1 Format

3.1.1 WETREP reports shall be sent to the nearest participating coastal or communication station listed in annex 1, appendix 1 and shall be drafted in accordance with the format as shown in appendix 2.

3.1.2 The format of the report described below is in accordance with resolution A.851(20) – appendix, paragraph 2.

3.2 Contents of report

3.2.1 The report required from participating ships contains information that is essential to achieve the objectives of the system:

- .1 the ship's name, call sign, IMO number/MMSI number and position are needed for establishing the identity of the ship and its initial position (letters A, B and C);
- .2 the ship's course, speed and destination, are important in order to maintain track of the ship so as to be able to implement search and rescue measures if a report from a ship fails to appear; to be able to instigate measures for the safe navigation of the ship; and to prevent pollution in the areas where weather conditions are severe (letters E, F, G and I). Proprietary information obtained as a requirement of the mandatory ship reporting system WETREP will be protected under this system consistent with the Guidelines and Criteria for Ship Reporting Systems, as amended (resolution A.851(20));
- .3 the number of persons on board and other relevant information are important in relation to the allocation of resources in a search and rescue operation (letters P, T and W); and

- .4 in accordance with the provisions of the SOLAS and MARPOL conventions, ships will provide information on defects, damage, deficiencies or other limitations (under “Q”) as well as, additional information (under “X”).

3.3 Time and geographical position for submitting report

3.3.1 Ships must report:

- .1 on entry into the Reporting Area as defined in paragraph 2; or
- .2 immediately on departing from a port, terminal or anchorage within the Reporting Area; or
- .3 when they deviate from routing to their original declared destination port/terminal/anchorage or position “for orders” given at time of entry into Reporting Area; or
- .4 when deviation from planned route is necessary due to weather or equipment malfunction or a change in the navigational status; and
- .5 when finally exiting from Reporting Area.

3.3.2 Ships need not report if, while on normal passage routing during transit of Reporting Area, the boundary of the Reporting Area is crossed on other occasions apart from the initial entry and final exit.

3.4 Shore-based authorities to whom reports are sent

3.4.1 Upon entering the WETREP reporting area, ships will notify the co-ordination centre of the responsible authority of the Coastal State participating in the system. The vessel traffic services, RCC, coastal radio station or others facilities to whom the reports must be sent to are listed in appendix 1.

3.4.2 Should the ship be unable to send the report to the nearest coastal radio station or other facility, the report shall be sent to the next-nearest coastal radio station or other facility as listed in appendix 1.

3.4.3 Reports may be sent by any modern communication form, including Inmarsat-C, telefax and e-mail as appropriate.

4 INFORMATION TO BE GIVEN TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

4.1 If requested, coastal States can provide ships with information of importance for the safety of navigation in the ship reporting area, from broadcasting devices set up in the coastal States.

4.2 If necessary, individual information can be provided to a ship in relation to the special local conditions.

5 COMMUNICATIONS REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

5.1 The vessel traffic services, RCC, coastal radio station or others facilities to whom the reports must be sent to are listed in appendix 1.

5.2 The reports required from a ship entering and navigating in the reporting area shall begin with the word WETREP and shall contain a two-letter abbreviation for identification of the report (Sailing Plan, Final Report or Deviation Report). Telegrams so prefixed are dispatched free of charge to ships.

5.3 Dependent on the type of report, the following information shall be included as referred to under paragraph 6 of appendix 2:

- A : Ship identification (ship name, call sign, IMO identification number and MMSI Number)
- B : Date time group
- C : Position
- E : True course
- F : Speed
- G : Name of last port of call
- I : Name of next port of call with the ETA
- P : Oil cargo type(s), quantity, grade(s) and density. If those tankers carry other hazardous cargo simultaneously: the type, quantity and IMO class of that cargo, as appropriate
- Q : To be used in cases of defects or deficiency affecting normal navigation
- T : Address for the communication of cargo information
- W : Number of persons on board
- X : Various information applicable for those tankers:
 - characteristics and estimated quantity of bunker fuel, for tankers carrying more than 5,000 tonnes of bunker fuel
 - navigational status, (for example, under way with engines, restricted in ability to manoeuvre, etc.)

5.4 Reports shall be in a format consistent with IMO resolution A.851(20).

5.5 Reports shall be free of charge for reporting ships.

6 RELEVANT RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

6.1 Regulations for the Preventing Collisions at Sea

The International Regulations for Preventing Collisions at Sea, 1972 (COLREGs), as amended, apply throughout the area covered by the system.¹

6.2 Traffic separation schemes and other routeing measures

6.2.1 The following IMO adopted Traffic Separation Schemes:

- West of the Scilly Isles
- South of the Scilly Isles
- Off Land's End, between Seven Stones and Longships
- South of the Scilly Isles
- West of the Scilly Isles
- Off Ushant
- Off Casquets
- In the Strait of Dover and adjacent waters
- Off Fastnet Rock
- Off Smalls
- Off Tuskar Rock
- Off Skerries
- In the North Channel
- Off Finisterre
- Off Cape Roca
- Off Cape S. Vicente

6.2.2 The following IMO adopted Deep-Water Routes:

- Deep-water route leading to the Port of Antifer
- Deep-water route forming part of the north-eastbound traffic lane of the Strait of Dover and adjacent waters traffic separation scheme
- Deep-water route west of the Hebrides

6.2.3 The following IMO adopted Areas to be Avoided:

- In the region of the Rochebonne Shelf
- In the English Channel and its approaches
- In the Dover Strait
- Around the F3 station within the separation scheme "In the Strait of Dover and adjacent waters"
- In the region of the Orkney Islands
- In the region of the Fair Isle
- In the region of the Shetland Islands
- Between the Smalls Lighthouse and Grassholme Island
- In the region of the Berlengas Islands

¹ Ships carrying dangerous or polluting goods coming from or bound for a port within the reporting area must comply with the European Community Directive on *Vessel Traffic Monitoring* (2002/59/EC).

6.2.4 The following other IMO adopted Routeing Measures:

Recommended directions of traffic flow in the English Channel
Recommended routes in the Fair Isle Channel
Recommendations on navigation around the United Kingdom coast

6.2.5 The following IMO adopted Mandatory Ship Reporting Systems:

Off "Les Casquets" and the adjacent coastal area
In the Dover Strait/Pas-de-Calais
Off Ushant
Off Finisterre

6.2.6 The following Coastal Vessel Traffic Services (VTS):

Corsen VTS
Dover, Channel Navigation Information Service (CNIS)
Finisterre VTS
Gris-Nez VTS

7 SHORE-BASED FACILITIES TO SUPPORT THE OPERATION OF THE SYSTEM

7.1 The vessel traffic services, RCC, coastal radio stations or others facilities to whom the reports must be sent to are listed in appendix 1.

7.2 The vessel traffic services, RCC, coastal radio stations or others facilities that form a part of the service, will at all times be manned.

7.3 All communications facilities

7.3.1 All IMO approved communication methods are accepted and available as detailed in appendix 1.

7.4 Staff training and qualification

7.4.1 Personnel are trained according to national and international recommendations. The training of personnel comprises an overall study of the navigation safety measures, the relevant international (IMO) and national provisions with respect to the safety of navigation.

8 PROCEDURES TO BE FOLLOWED IF SHORE BASED COMMUNICATIONS FAIL

Should the ship be unable to send the report to the nearest coastal radio station or other facility, the report shall be sent to the next-nearest coastal radio station or other facility as listed in appendix 1.

9 MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

The objectives of the system are to initiate SAR and measures to prevent pollution as fast and effective as possible if an emergency is reported or a report from a ship fails to appear, and it is impossible to establish communication with the ship. All means will be used to obtain the full participation of ships required to submit reports. If reports are not submitted and the offending ship can be positively identified, then information will be passed on to the relevant flag State Authorities for investigation and possible prosecution in accordance with national legislation. The mandatory ship reporting system WETREP is for the exchange of information only and does not provide any additional authority for mandating changes in the vessel's operations. This reporting system will be implemented consistent with UNCLOS, SOLAS and other relevant international instruments so that the reporting system will not provide the basis to impinge on a transiting vessel's passage through the reporting area.

Appendix 1

Vessel Traffic Services, RCC, coast radio station or other facilities to whom the reports must be submitted (Geographical positions refer to the World Geodetic System 1984 (WGS 84))

Position co-ordinates

BELGIUM

MRCC – SAR Oostende

51° 14' N 002° 55' E

Tel: +32 59 70 10 00

Tel.: +32 59 70 11 00

Fax: +32 59 70 36 05

Telex: 82125

VHF : 9, 16, 67, 70

MF: 2182

MMSI: 00 205 99 81

FRANCE

MRCC Gris-Nez

50° 52' N 001° 35' E

Tel.: +33 3 21 87 21 87

Fax: +33 3 21 87 78 55

Telex: 130680

Inmarsat-C: 422799256

VHF: 16, 70

MMSI: 002275100

MRCC Corsen

48° 25' N 004° 47' W

Tel.: +33 2 98 89 31 31

Fax: +33 2 98 89 65 75

Telex: 940086

Inmarsat-C: Nil

VHF: 16, 70

MMSI: 002275300

IRELAND

MRCC Dublin

Tel: +353 1 6620922/23

Fax: +353 1 6620795

e-mail: mrccdublin@irishcoastguard.ie

Communications may be sent to MRCC Dublin via:

MRSC Valentia (EJK)

51° 56' N 010° 21' W

MRSC Malin Head (EJM)

55° 22' N 007° 21' W

PORTUGAL

MRCC Lisbon 38° 40' N 009° 19' W
Tel: +351 21 4401950, or
+351 21 4401919 (for emergency only)
Fax: +351 21 4401954
Telex: 60747 P.
e-mail: mrcclisboa@netc.pt.

SPAIN

MRCC Madrid 40° 24' N 003° 43' W
Tel: +34 91 7559133
Fax: +34 91 5261440
Telex: +5241210, +5241224
e-mail: cncs@sasemar.es

MRCC Finisterre 42° 42' N 008° 59' W 002240993 (MMSI)
Tel: +34 981 767500
Fax: +34 981 767740
Telex: +5282268, +5286207
e-mail: finister@sasemar.es
VHF: 16 & 11
MF: 2182

MRCC Bilbao 43° 20'.8 N 003° 01' W 002241021 (MMSI)
Tel: +34 944 839286
Fax: +34 944 839161
e-mail: bilbao@sasemar.es
VHF: 16 & 10

UNITED KINGDOM

MRCC Falmouth
Tel: +(0)1326 317575
Fax: +(0)1326 318342
Telex: +51 42981
Inmarsat-A and Inmarsat-C
e-mail: falmouthcoastguard@mcga.gov.uk

Sea Area A2 – MF DSC Coast Stations

		(MMSI)
MRCC Aberdeen	57° 25' N 001° 51' W	002320004
MRCC Clyde	55° 58' N 004° 48' W	002320022
MRCC Falmouth	50° 08' N 005° 07' W	002320014
MRSC Holyhead	53° 19' N 004° 38' W	002320018
MRSC Humber	54° 05' N 001° 10' W	002320007
Cullercoats	55° 04' N 001° 28' W	(sub-station)
MRSC Milford Haven	51° 41' N 005° 03' W	002320017
MRCC Shetland	60° 09' N 001° 08' W	002320001
MRSC Stornoway	58° 13' N 006° 20' W	002320024

Appendix 2

Western European Ship Reporting System (WETREP)

Rules for Drafting of Reports

- 1 Ships on voyage to and from the Western European Reporting Area shall send reports:
 - .1 on entry into the Reporting Area; or
 - .2 immediately on departing from a port, terminal or anchorage within the Reporting Area; or
 - .3 when they deviate from routeing to their original declared destination port/terminal/anchorage or position “for orders” given at time of entry into Reporting Area; or
 - .4 when deviation from planned route is necessary due to weather or equipment malfunction or where information under entry “Q” is necessary ; and
 - .5 when finally exiting from Reporting Area.
- 2 Ships need not report if, while on normal passage routeing during transit of Reporting Area, the boundary of the Reporting Area is crossed on other occasions apart from the initial entry and final exit.
- 3 Upon entering the WETREP reporting area, ships will notify the co-ordination centre of the responsible authority of the Coastal State participating in the system. The vessel traffic services, RCC, coastal radio station or others facilities to whom the reports must be sent to are listed in appendix 1.
- 4 Should the ship be unable to send the report to the nearest coastal radio station or other facility, the report shall be sent to the next-nearest coastal radio station or other facility as listed in appendix 1.
- 5 Each report shall begin with the word WETREP and a 2-letter abbreviation for identification of the report. Messages so prefixed are dispatched free of charge to ships.
- 6 The reports shall be drawn up in accordance with the following table. The designators A, B, C, E, F, G, I, P, T, W and X are mandatory for a sailing plan report, A, B, C, E and F for a final report, A, B, C, E, F, and I for a deviation report. The designator Q shall also be included at any time where defects including breakdown, damage, deficiencies, circumstances affecting normal navigation should occur within the reporting area.

Designator	Function	Text
Name of system	Code word	“WETREP”
	Type of report: Sailing Plan Final Report Deviation Report	One of the following 2-letter identifiers: “SP” (Sailing Plan) “FR” (Final Report - on <u>final</u> leaving the Reporting Area) containing only A, B, C, E & F “DR” (Deviation Report) containing only A, B, C, E, F, and I
A	Ship	Name and call sign (ship name, call sign, IMO identification number and MMSI Number) (e.g.: NONESUCH/KTOI)
B	Date Time Group corresponding to the position under designator C given in UTC (Co-ordinated Universal Time)	A 6-digit group followed by a Z. The first 2 digits giving date of month, the next 2 digits giving hours and the last 2 digits minutes. The Z indicates that the time is given in UTC (e.g.: 081340Z).
C	Position by latitude and longitude	A 4-digit group giving latitude in degrees and minutes suffixed with N, and a 5-digit group giving longitude in degrees and minutes suffixed with W. (e.g.: 5512N 03420W).
E	Course	True course A 3-digit group (e.g.: 083).
F	Speed	Speed in knots A 2-digit group (e.g.: 14).
G	Name of last port of call	The name of the last port of call (e.g.: New York).
I	Destination and ETA (UTC)	The name of the destination followed by expected time of arrival, expressed as under designator B. (e.g.: Milford Haven 181400Z).
P	Cargo	Oil cargo type(s), quantity, grade(s) and density of heavy crude oil, heavy fuel oil and bitumen and tar. If those tankers carry other hazardous cargo simultaneously: the type, quantity and IMO class of that cargo, as appropriate.
Q	Defect, damage, deficiency, limitations	Brief details of defects including breakdown, damage, deficiencies or other circumstances affecting normal navigation.
T	Address for the communication of cargo information	Name, telephone number and either: facsimile, e-mail address or URL.
W	Total number of persons on board	State the number.
X	Various information	Various information applicable for those tankers: <ul style="list-style-type: none"> - characteristics and estimated quantity of bunker fuel, for tankers carrying more than 5,000 tonnes of bunker fuel, - navigational status (for example, under way with engines, at anchor, not under command, restricted in ability to manoeuvre, constrained by draught, moored, aground, etc.).

- 7 **Sailing Plan** (“SP”) to be sent as a first report:
- a On entering the Reporting Area as defined in paragraph 2.1.
 - b Immediately on departing from a port located within the Reporting Area.

Example:

Name of station to which the report is being sent

WETREP– SP

A. NONESUCH/KTOI

B. 161520Z

C. 4105N1115W

E. 026

F. 15

G. RAS TANNURAH

I. ROTTERDAM 230230Z

P. 56,000 TONNES HEAVY FUEL OILS

T. J. Smith, 00 47 22 31 56 10, Facsimile 00 47 22 31 56 11

W. 23

X. NONE, NONE

- 8 **Final Report** (“FR”) to be sent:
- a On leaving the Reporting Area.
 - b On arrival in a port situated within the Reporting Area.

Example:

Name of station to which the report is being sent

WETREP– FR

A. NONESUCH/KTOI

B. 201520Z

C. 5145N0238E

E. 044

F. 16

- 9 **Deviation Report** (“DR”) to be sent:
- a When they deviate from routing to their original declared destination/port/terminal/anchorage or position "for orders" given at time of entry into the Reporting Area.
 - b When deviation from planned route is necessary due to weather or equipment malfunction or a change in navigational status.

Example:

Name of station to which the report is being sent

WETREP– FR

A. NONESUCH/KTOI

B. 201520Z

C. 4957N0207W

E. 073

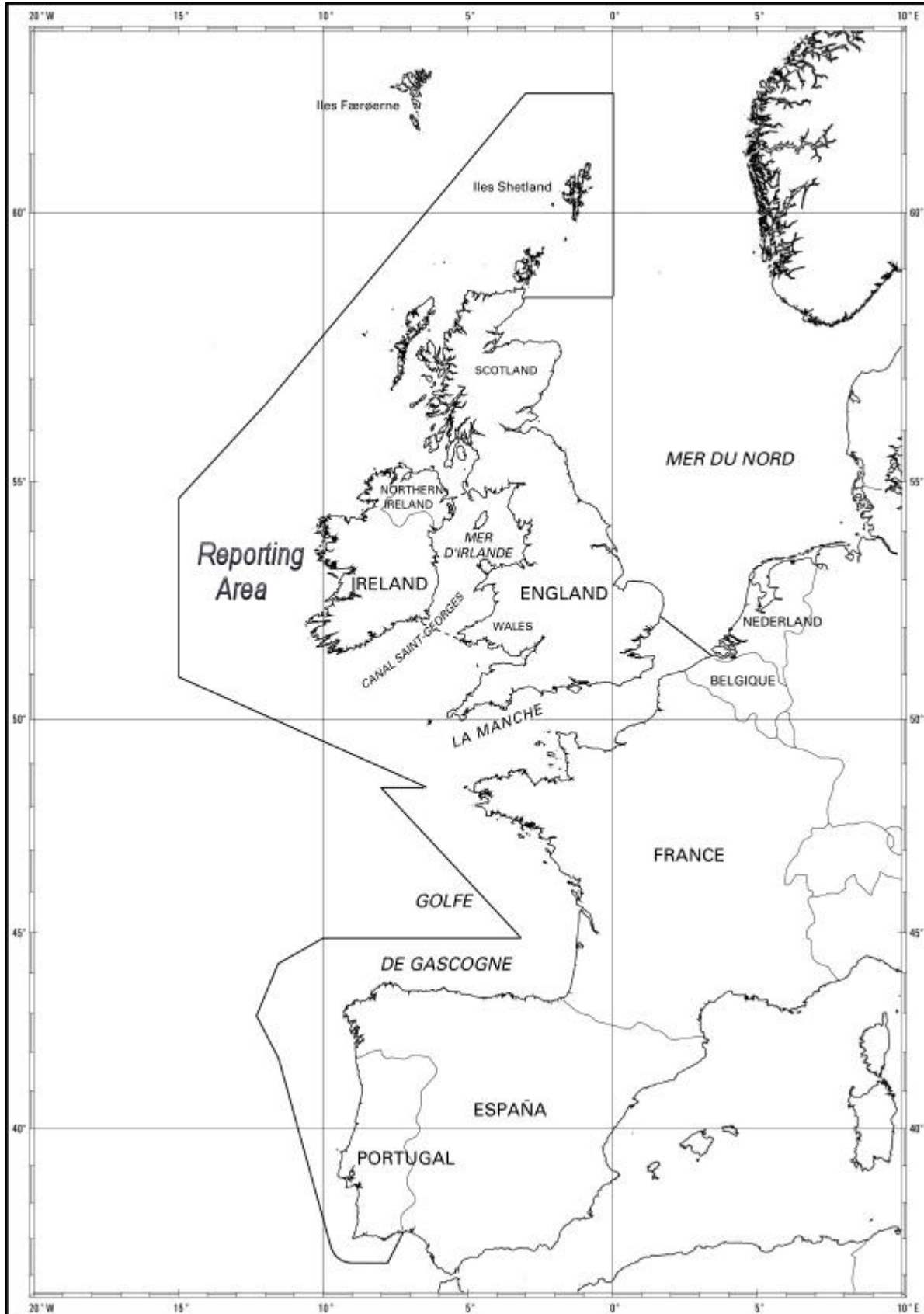
F. 14

I. ROTTERDAM 270230Z

X. NONE, SATISFACTORY

Appendix 3

Chartlet



ANNEX 2

SUMMARY

1 Ships required to report

In the reporting system WETREP, every kind of oil tanker of more than 600 tonnes deadweight, carrying a cargo of:

- heavy crude oil, meaning crude oils with a density at 15°C of higher than 900 kg/m³;
- heavy fuel oils, meaning fuel oils with a density at 15°C of higher than 900 kg/m³, or a kinematic viscosity at 50°C of higher than 180 mm²/s;
- bitumen and tar and their emulsions.

2 Position for submitting reports

Ships on voyage to and from the Western European Reporting Area shall send reports:

- .1 on entry into the Reporting Area; or
- .2 immediately on departing from a port, terminal or anchorage within the Reporting Area; or
- .3 when they deviate from routeing to their original declared destination port/terminal/anchorage or position “for orders” given at time of entry into the Reporting Area; or
- .4 when deviation from planned route is necessary due to weather or equipment malfunction or a change in the navigational status; and
- .5 when finally exiting from the Reporting Area.

Ships need not report if, while on normal passage routeing during transit of the Reporting Area, the boundary of the Reporting Area is crossed on other occasions apart from the initial entry and final exit.

3 Reference chart

United Kingdom Hydrographic Office chart No. 4011. (World Geodetic System 1984 Datum (WGS 84)).

4 Reporting format

System identifier: WETREP

Data to be transmitted in WETREP:

- A : Ship identification (ship name, call sign, IMO identification number and MMSI Number)
- B : date time group
- C : Position
- E : True course
- F : Speed
- G : Name of last port of call
- I : Name of next port of call with ETA
- P : Oil cargo type(s), quantity, grade(s) and density (If those tankers carry other hazardous cargo simultaneously: the type, quantity and IMO class of that cargo, as appropriate)
- Q : To be used in cases of defects or deficiency affecting normal navigation
- T : Address for the communication of cargo information
- W : Number of persons on board
- X : Various information applicable for those tankers:
- characteristics and estimated quantity of bunker fuel, for tankers carrying more than 5,000 tonnes of bunker fuel
 - navigational status (for example, under way with engines, restricted in ability to manoeuvre, etc.)

5 Authority receiving the report

5.1 Upon entering the WETREP reporting area, ships will notify the coordination centre of the responsible authority of the Coastal State participating in the system. The vessel traffic services, RCC, coastal radio station or others facilities to whom the reports must be sent to are listed in appendix 1.

5.2 Should the ship be unable to send the report to the nearest coastal radio station or other facility, the report shall be sent to the next-nearest coastal radio station or other facility as listed in appendix 1.

6 Communication

Reports may be sent by any modern communication form, including Inmarsat-C, telefax and e-mail as appropriate.

ANNEX 29

**RESOLUTION MSC.213(81)
(adopted on 12 May 2006)**

MANDATORY SHIP REPORTING SYSTEM FOR THE CANARY ISLANDS

THE MARITIME SAFETY COMMITTEE,

RECALLING article 28 (b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems, adopted by resolution MSC.43(64) and amended by resolutions MSC.111(73) and MSC.181(79),

HAVING CONSIDERED the recommendation of the Sub-Committee on Safety of Navigation at its fifty-first session,

1. ADOPTS, in accordance with the provisions of SOLAS regulation V/11, the mandatory ship reporting system for the Canary Islands, as described in the Annex to the present resolution;
2. DECIDES that this mandatory ship reporting system shall enter into force at 0000 hours UTC on 1 December 2006;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of SOLAS Contracting Governments and Members of the Organization that are not parties to the Convention.

ANNEX 1

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM FOR THE CANARY ISLANDS

A mandatory reporting system for ships in the Canary Islands (CANREP) is established in the Canary Islands.

1 Types of ship required to take part in the system

1.1 Ships required to take part in the CANREP system:

Tankers of 600 tonnes deadweight and upwards, either transiting the Canary Islands or sailing to or from Canarian ports or involved in inter-island navigation, carrying the following:

- .1 heavy-grade crude oils with a density greater than 900 kg/m³ at 15°C;
- .2 heavy fuel oils with a density greater than 900 kg/m³ at 15°C or kinematic viscosity greater than 180 mm²/s at 50°C; and
- .3 bitumen, coal tar and their emulsions.

2 Geographical limits of the Canary Islands reporting area

2.1 The proposed maritime area is bounded by a polygonal line connecting points along the outer limit of the territorial sea (12 nautical miles) that surrounds the archipelago, and having the following inflection points (see chartlet in appendix 3):

Point	Latitude	Longitude
A	28° 56' N	018° 13' W
B	29° 04' N	017° 47' W
C	28° 48' N	016° 04' W
D	28° 22' N	015° 19' W
E	28° 19' N	014° 36' W
F	29° 37' N	013° 39' W
G	29° 37' N	013° 19' W
H	29° 17' N	013° 06' W
I	27° 57' N	013° 48' W
J	27° 32' N	015° 35' W
K	27° 48' N	016° 45' W
L	27° 48' N	017° 11' W
M	27° 23' N	017° 58' W

N	27° 36' N	018° 25' W
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2.2 The reference chart is No.209 of the Spanish Navy Hydrographical Institute (WGS 84 Datum).

3 Format and content of reports; time and geographical position for submitting reports; authority to which they must be sent; available services

3.1 Format

3.1.1 CANREP reports must be sent to one of the Maritime Rescue Co-ordination Centres listed in appendix 1 and drafted in accordance with the format described in appendix 2.

3.1.2 The reporting format conforms with paragraph 2 of the appendix to resolution A.851(20).

3.2 Content

3.2.1 The reports to be submitted by participating ships must contain the information needed to achieve the system's aims:

- .1 the ship's name, call sign, IMO or MMSI number and position are necessary in order to establish its identity and initial position (A, B and C);
- .2 the ship's course, speed and destination are important for monitoring its track and launching search and rescue measures should information about it fail to appear on the screen, for ensuring safe navigation, and for preventing pollution in areas where weather conditions are extreme (E, F, G and I);
- .3 the number of people on board, and other relevant information, are important factors when it comes to assigning the resources for a search and rescue operation (P, T and W);
- .4 in accordance with the relevant provisions of the SOLAS and MARPOL Conventions, ships are required to supply information on defects, damage, deficiencies and other limitations (under Q), as well as other information (under X).

3.3 Time and geographical position for submitting reports

3.3.1 Ships must submit a report:

- .1 on entering the reporting area as defined in paragraph 2; or

- .2 immediately after leaving a port, terminal or anchorage situated in the reporting area; or
- .3 when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position “for orders” given on entry into the reporting area; or
- .4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or a change in navigational status; and
- .5 on finally leaving the reporting area.

3.3.2 Ships are not required to send a report if, during normal sailing through the reporting area, they cross the area’s boundary on other occasions apart from initial entry or final departure.

3.4 Land-based authorities to which reports must be sent

3.4.1 On entering the CANREP reporting area, ships must report the fact to one of the MRCCs listed in appendix 1, according to the following criteria:

- (i) Ships that enter the CANREP reporting area at a position east of the meridian of longitude 015° 30′ W should notify the Las Palmas MRCC.
- (ii) Ships that enter the reporting area at a position west of the meridian of longitude 015° 30′ W should notify the Tenerife MRCC.

3.4.2 On leaving the CANREP reporting area, ships must report the fact to the same MRCC to which they reported on entry.

3.4.3 Reports must be completed in accordance with the format shown in appendix 2.

3.4.4 Reports may be sent by any means capable of being received by the media indicated in appendix 1.

4 Information to be provided to participating ships and procedures to be observed

4.1 When requested, the MRCCs listed in appendix 1 should provide ships with information vital to navigational safety in the ship’s reporting area, using their broadcasting equipment.

4.2 If necessary, any ship may ask for information on its own behalf about specific local conditions.

5 Requirements regarding radiocommunications for the system, reporting frequencies and information to be reported

5.1 The Maritime Rescue Co-ordination Centres to which reports must be sent are listed in appendix 1.

5.2 The reports completed by a ship on entering and passing through the reporting area must begin with the word CANREP and include a two-letter abbreviation to indicate their type (sailing plan, final report or deviation report). Reports with these prefixes may be sent free of cost.

5.3 Depending on the type of report, the following information must be included, as described in paragraph 6 of appendix 2:

- A: Ship's identity (name, call sign, IMO No. and MMSI No.);
- B: Date and time;
- C: Position;
- E: True course;
- F: Speed;
- G: Name of last port of call;
- I: Name of next port of call and estimated time of arrival;
- P: Type(s) of cargo, quantity and IMO classification if carrying potentially dangerous goods;
- Q: Used in the event of defects or deficiencies that impair normal navigation;
- T: Address for communication of cargo information;
- W: Number of people on board;
- X: Miscellaneous information relating to tankers:
 - estimated quantity and characteristics of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes;
 - navigational status (e.g., moving under own propulsion, limited manoeuvrability, etc.).

5.4 The reporting format must be consistent with resolution A.851(20).

6 Regulations in force in the area covered by the system

6.1 Regulations on collision prevention

The International Regulations for Preventing Collisions at Sea (COLREG), 1972, as amended, applies throughout the area covered by the system.

7 Shore-based establishments responsible for operation of the system

7.1 The MRCCs to which these reports must be sent are listed in appendix 1.

7.2 The MRCCs or any other establishment forming part of the service are to be manned constantly.

7.3 The training given to MRCC staff must comply with the national and international recommendations and include a general study of navigational safety measures and the relevant national and international (IMO) provisions.

7.4 All means of communication that can be received by the media indicated in Appendix 1 are acceptable.

8 Action to take in the event of a ship's non-compliance with system requirements

8.1 The system's objectives are to initiate maritime search and rescue and anti-pollution measures as quickly and effectively as possible if an emergency is reported or if a ship that is supposed to report does not and no contact can be established with it. All possible means will be deployed to obtain the participation of the ships required to send in reports. Should these fail to materialize and the offending ship can be identified beyond doubt, the competent authorities in the relevant flag State will be informed with a view to their investigating the situation and possibly starting legal proceedings under their national legislation. The CANREP mandatory ship reporting system exists only for the exchange of information, and does not confer additional powers to impose change in a ship's operations. The reporting system will be implemented in accordance with the provisions of UNCLOS, the SOLAS Convention and other relevant international instruments, and the reporting system will not constitute a basis for preventing the passage of a ship in transit through the reporting area.

APPENDIX 1

**INSTALLATIONS TO WHICH REPORTS MUST BE SENT
(POSITIONS SENT TO WGS 84 DATUM)**

MRCC Tenerife 28° 28' N
016° 14' W

Tel.: +34 900 202 111.

E-mail: canrep.tenerife@sasemar.es

VHF channels: 16 and 70

MF channels: 2182

Automatic identification system (AIS)

MRCC Las Palmas 28° 09' N
015° 25' W

Tel.: +34 900 202 112.

E-mail: canrep.laspalmas@sasemar.es

VHF channels: 16 and 70

MF channels: 2182

Automatic identification system (AIS)

APPENDIX 2

MANDATORY SHIP REPORTING SYSTEM FOR THE CANARY ISLANDS (CANREP)

Instructions for reports

- 1 Ships heading for the reporting area of the Canary Islands must send a report:
 - .1 on entering the reporting area; or
 - .2 immediately after leaving a port, terminal or anchorage situated in the reporting area; or
 - .3 when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position “for orders” given on entry into the reporting area; or
 - .4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or when information under Q is required; and
 - .5 on finally leaving the reporting area.
- 2 Ships are not required to send a report if, during normal sailing through the reporting area, they cross the area’s boundary on other occasions apart from initial entry or final departure.
- 3 On entering the CANREP reporting area, ships must report the fact to one of the MRCCs listed in Appendix 1, according to the following criteria:
 - (i) Ships that enter the CANREP reporting area at a position east of the meridian of longitude 015° 30’ W should notify the Las Palmas MRCC.
 - (ii) Ships that enter the reporting area at a position west of the meridian of longitude 015° 30’ W should notify the Tenerife MRCC.
- 4 On leaving the CANREP reporting area, ships must report the fact to the same MRCC to which they reported on entry.
- 5 Every report must begin with the word CANREP and a two-letter abbreviation enabling the type of report to be identified. Messages with this prefix will be sent free of charge and treated as URGENT.

6 Reports must be in accordance with the following table. Sections A, B, C, E, F, G, I, P, T, W and X are compulsory for sailing plans, A, B, C, E and F for final reports, and A, B, C, E, F and I for deviation reports. The Q designation is included whenever a problem arises in the reporting area, be it defects, damage, deficiencies or circumstances, that affects normal navigation.

Designator	Function	Text
Name of system	Code word	CANREP
	Type of report: Sailing plan: Final report: Deviation report	One of the following 2-letter identifiers SP FR (on <u>finally</u> leaving reporting area) to include only A, B, C, E and F . DR to include only A, B, C, E, F and I .
A	Ship	Name and call sign (Name of ship, call sign, IMO No. and MMSI No.), (e.g., NONESUCH/KTOI)
B	Date and time corresponding to position at C, expressed as UTC.	A six-digit group followed by a Z. The first two digits indicate day of the month, the second two the hours and the last two the minutes. The Z indicates that the time is given in UTC (e.g., 081340Z).
C	Position (latitude and longitude)	A 4-digit group giving latitude in degrees and minutes, with the suffix N, and a 5-digit group giving longitude in degrees and minutes, with the suffix W (e.g., 2836N or 01545W).
E	Course	True course. A 3-digit group (e.g., 210).
F	Speed	Speed in knots. A 2-digit group (e.g., 14).
G	Name of last port of call	Name of the last port of call (e.g., Strait of Gibraltar)
I	Destination and ETA (UTC)	Name of destination and date and time group as expressed in B (e.g., Cape Town 181400Z)
P	Cargo	Type(s) of cargo, and quantity and IMO classification if carrying potentially dangerous goods.
Q	Defects, damage, deficiencies, limitations.	Brief details of defects, including damage, deficiencies and other circumstances that impair normal navigation.
T	Address for the communication of cargo information	Name, tel No. and fax, e-mail or URL.
W	Total number of people on board	State number

X	Miscellaneous	Miscellaneous information concerning those tankers: Characteristics and approximate quantity of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes Navigational status (e.g., moving under own propulsion, at anchor, no steering, limited manoeuvrability, depth restriction, moored, aground, etc.)
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7 The sailing plan (SP) is sent as an initial report:

- (a) When entering the reporting area, as defined in paragraph 2.1.
- (b) On leaving the last port of call located in the reporting area.

Example:

Name of station to which report must be sent: CANREP – SP

- A. GOLAR STIRLING/9001007
- B. 261520Z
- C. 2836N01545W
- E. 210
- F. 15
- G. STRAIT OF GIBRALTAR
- I. CAPE TOWN 230230Z
- P. 56,000 TONNES HEAVY FUEL OILS
- T. J Smith, 00 47 22 31 56 10, Fax 00 47 22 31 56 11
- W. 23
- X. NONE, NONE

8 The final report (FR) is sent:

- (a) When leaving the reporting area.
- (b) On arrival at a port of destination located in the reporting area.

Example:

Name of station to which report must be sent: CANREP – FR

- A. GOLAR STIRLING/9001007
- B. 261805Z
- C. 2802N01614W
- E. 175
- F. 16

9 The deviation report (DR) is sent:

- (a) When deviating from the route leading to the originally declared destination, port, terminal, anchorage or position “for orders” given on entry into reporting area.
- (b) When it is necessary to deviate from the planned route owing to weather conditions, damage to equipment or a change in navigational status.

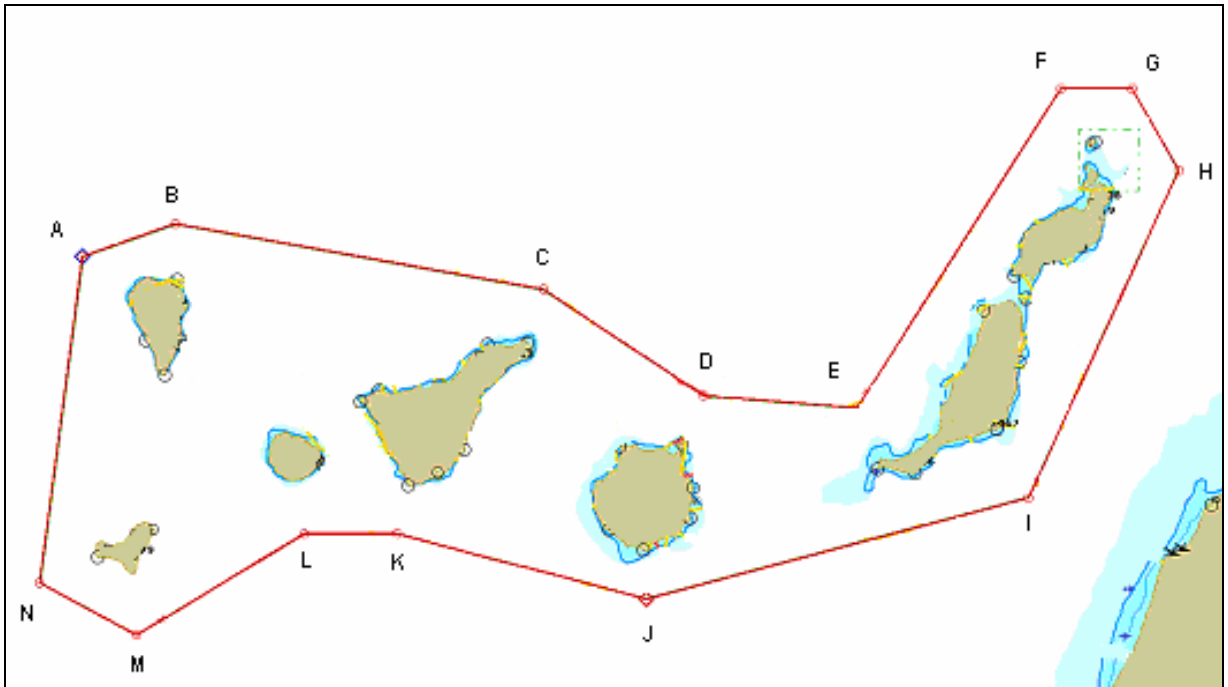
Example: Name of station to which report must be sent: CANREP – FR

- A. GOLAR STIRLING/9001007
- B. 261605Z
- C. 2821N01557W

- E. 280
- F. 14
- I. SANTA CRUZ DE TENERIFE 261645Z
- X. NONE, SATISFACTORY.

APPENDIX 3

CHARTLET



ANNEX 2

SUMMARY

1 Types of ship required to participate in the system

1.1 Ships required to take part in the CANREP mandatory ship reporting system:

Tankers of 600 tonnes deadweight and upwards, either transiting the Canary Islands or sailing to or from Canarian ports or involved in inter-island navigation, carrying the following:

- .1 heavy-grade crude oils with a density greater than 900 kg/m³ at 15°C;
- .2 heavy fuel oils with a density greater than 900 kg/m³ at 15°C or kinematic viscosity greater than 180 mm²/s at 50°C; and
- .3 bitumen, coal tar and their emulsions.

2 Geographical position for submitting reports

Ships travelling towards the Canary Island reporting area or leaving it must report:

- .1 on entering the reporting area; or
- .2 immediately after leaving a port, terminal or anchorage located in the reporting area; or
- .3 when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position “for orders” given on entry into the reporting area; or
- .4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or a change in navigational status; and
- .5 on finally leaving the reporting area.

Reference charts

The reference chart is No.209 of the Spanish Navy Hydrographic Institute (WGS 84 Datum).

3 Reporting format

- A: Ship's identity (name, call sign, IMO No. and MMSI No.);
- B: Date and time;
- C: Position;
- E: True course;
- F: Speed;
- G: Name of last port of call;
- I: Name of next port of call and estimated time of arrival;
- P: Type(s) of cargo, quantity and IMO classification if carrying potentially dangerous goods;
- Q: Used in the event of defects or deficiencies that affect normal navigation;
- T: Address for communication of information on cargo;
- W: Number of people on board;
- X: Various particulars relating to tankers:
 - estimated quantity and characteristics of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes;
 - navigational status (e.g., moving under own propulsion, limited manoeuvrability, etc.).

4 Shore-based authorities to which reports must be sent

4.1 On entering the CANREP reporting area, ships must report the fact to one of the MRCCs listed in appendix 1, according to the following criteria:

- (i) Ships entering the CANREP reporting area at a position east of the meridian of longitude 015° 30' W should notify the Las Palmas MRCC.
- (ii) Ships entering the reporting area at a position west of the meridian of longitude 015° 30' W should notify the Tenerife MRCC.

4.2 On leaving the CANREP reporting area, ships must report the fact to the same MRCC to which they reported on entry.

5 Telecommunications

Reports may be sent cost-free by any means capable of being received by the media indicated in appendix 1.

ANNEX 21

RESOLUTION MSC.229(82)

(adopted on 5 December 2006)

**ADOPTION OF A NEW MANDATORY SHIP REPORTING SYSTEM
“IN THE GALAPAGOS PARTICULARLY SENSITIVE SEA AREA (PSSA) (GALREP)”**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems, adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety on Navigation at its fifty-second session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the new mandatory ship reporting system “In the Galapagos Particularly Sensitive Sea Area (PSSA) (GALREP)”, set out in the Annex to the present resolution;
2. DECIDES that the mandatory ship reporting system “In the Galapagos Particularly Sensitive Sea Area (PSSA) (GALREP)” will enter into force at 0000 hours UTC on 1 July 2007;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974 SOLAS Convention.

ANNEX

**MANDATORY SHIP REPORTING SYSTEM
“IN THE GALAPAGOS PARTICULARLY SENSITIVE SEA AREA (PSSA) (GALREP)”**

1 Categories of ships required to participate in the system

1.1 All ships are required to participate in the mandatory ship reporting system.

2 Geographical coverage of the system and the number and edition of the reference chart used for delineation of the system

2.1 The operational area of GALREP covers the Galapagos Area to be Avoided and the Particularly Sensitive Sea Area as shown on the chartlet given in appendix 1.

2.1.1 The co-ordinates of the mandatory ship reporting system are as follows:

Point	Latitude	Longitude
A	02° 30' N	092° 21' W
D1	01° 26' N	089° 03' W
E1	00° 01' S	088° 06' W
F1	00° 12' S	088° 01' W
G1	00° 35' S	087° 54' W
H1	01° 02' S	087° 53' W
I1	02° 34' S	088° 48' W
J1	02° 46' S	089° 30' W
K1	02° 42' S	090° 42' W
L1	02° 05' S	092° 18' W
M1	01° 32' S	092° 44' W
L	01° 49' N	092° 40' W

2.2 The reference chart is I.O.A 20 (2nd edition 1992, updated and reprinted in 2006), issued by the Ecuadorean Navy Oceanography Institute (INOCAR), based on WGS 84 Datum.

3 Format and content of report, times and geographical positions for submitting reports, Authority to whom reports should be sent and available services

3.1 Reports may be sent by any modern means of communication, including Inmarsat C, telephone, fax and e-mail, and other available means as described in appendix 2.

3.2 *Format*

3.2.1 The ship report shall be drafted in accordance with the format shown in appendix 3. The information requested from ships is derived from the Standard Reporting Format shown in paragraph 2 of the appendix to IMO resolution A.851(20).

3.3 *Content*

3.3.1 A full report from a ship should contain the following information:

- A: Ship identification (name, call sign, IMO number, MMSI number or registration number)
- B: Date/time group
- C: Position
- E: True course
- F: Speed
- G: Name of last port of call
- I: Destination and expected time of arrival
- P: Type(s) of oil cargo, and quantity, quality and density. If these tankers are also carrying other hazardous material, the type, quantity and IMO classification should be stated, as appropriate.
- Q: Used in the event of defects or deficiencies which affect normal navigation
- T: Address for communication of information concerning cargo
- W: Number of persons on board
- X: Miscellaneous information concerning ships:
 - estimated quantity and characteristics of liquid fuel
 - navigational status (*e.g.*, moving under own propulsion, limited manoeuvrability, etc.)

3.3.2 Every reporting message must begin with the word GALREP and include a two-letter prefix to enable identification, *i.e.*, sailing plan “SP”, final report “FR” or deviation report “DR”. Messages using these prefixes will be cost-free to ships.

3.3.3 The reports must be written in accordance with the following table:

- .1 Designators A, B, C, E, F, G, I, P, T, W and X are compulsory for sailing plans;
- .2 Designators A, B, C, E and F must be used for final reports;
- .3 Designators A, B, C, E, F and I must be used for deviation reports; and
- .4 Designator Q is included whenever a problem arises in the reporting area, whether defects, damage, deficiencies or circumstances that affect normal navigation in the reporting area.

3.4 *Geographical position for submitting reports*

3.4.1 A ship must give a full report at the following positions:

- .1 on entering the reporting area;
- .2 immediately after leaving a port or anchorage located in the Galapagos PSSA (the co-ordinates of which are at appendix 4);
- .3 when deviating from the route leading to the port of destination or anchorage reported originally;

- .4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or a change in navigational status; and
- .5 on finally leaving the reporting area.

3.5 *Authority*

3.5.1 On entering the GALREP mandatory reporting area, ships must send a message to notify the Santa Cruz Maritime Rescue Sub-Centre via Puerto Ayora Radio or Baquerizo Moreno Radio. The Maritime Rescue Sub-Centres and coastal radio stations to which reports must be sent are shown in appendix 2.

3.5.2 If a ship is not able to send a message to Puerto Ayora Radio, it must send one to Baquerizo Moreno Radio, in accordance with the information given in appendix 2.

4 Information to be provided to ships and procedures to be followed

4.1 Ships are required to keep a continuous listening watch in the area.

4.2 The Puerto Ayora Maritime Rescue Sub-Centre will provide ships with the information necessary for safe navigation in the reporting area as required, using the radio transmission resources available in the area.

4.3 If necessary, a specific ship may be informed individually about particular local weather conditions.

5 Communication required for the system, frequencies on which reports should be transmitted and information reported

5.1 Radiocommunications required for the system is as follows:

The reports can be made by any modern means of communication, including Inmarsat C, telephone, fax, and email, and other available means as described in appendix 2.

5.2 Information of commercial confidential nature may be transmitted by non-verbal means.

5.3 The languages of communication used in this system are Spanish or English, using IMO Standard Marine Communication Phrases, where necessary.

6 Rules and regulations in force in the area of the system

6.1 *Vessel Traffic Services (VTS)*

Vessel traffic services are available at Puerto Ayora through Puerto Ayora Radio, which provides information for shipping in the Galapagos Particularly Sensitive Sea Area.

6.2 *SAR Plan*

6.2.1 The national maritime SAR plan establishes the Coast Guard Command as the maritime rescue co-ordination centre and DIGMER as the SAR co-ordination centre, with its headquarters under the supervision of the Director General for the Merchant Marine. The Galapagos PSSA comes under the jurisdiction of the Galapagos Archipelago administrative area, at the SAR co-ordination sub-centre for the island region, which is responsible for deploying coast guard units operating in that area.

6.2.2 The National Maritime Authority is responsible for prevention and control of pollution produced by oil and other harmful substances in Ecuador's waters and along its coasts. Given the extent of the damage that can be caused by oil spills, there is a national contingency plan to deal with them, whether at sea or along the coasts or rivers. The plan covers the mainland waters, the Galapagos island waters and the rivers of the western region. With regards to planning, implementation and control, geographical areas have been established corresponding to the maritime section of the island region, which includes the Galapagos PSSA, under the responsibility of the island naval operations command in co-ordination with the harbour masters' offices at Puerto Ayora, Puerto Baquerizo Moreno, Puerto Villamil and Seymour, and supported by the fleet air arm, the coast guard and the Galapagos National Park.

7 Shore-based facilities to support the operation of the system

7.1 *System capability*

7.1.1 The VTS, Maritime Rescue Sub-Centres, and coastal radio stations are shown in appendix 2; all have skilled personnel constantly on duty.

7.1.2 The accepted means of radiocommunication that are available are listed in appendix 2.

8 Information concerning the applicable procedures if the communication facilities of shore based Authority fail

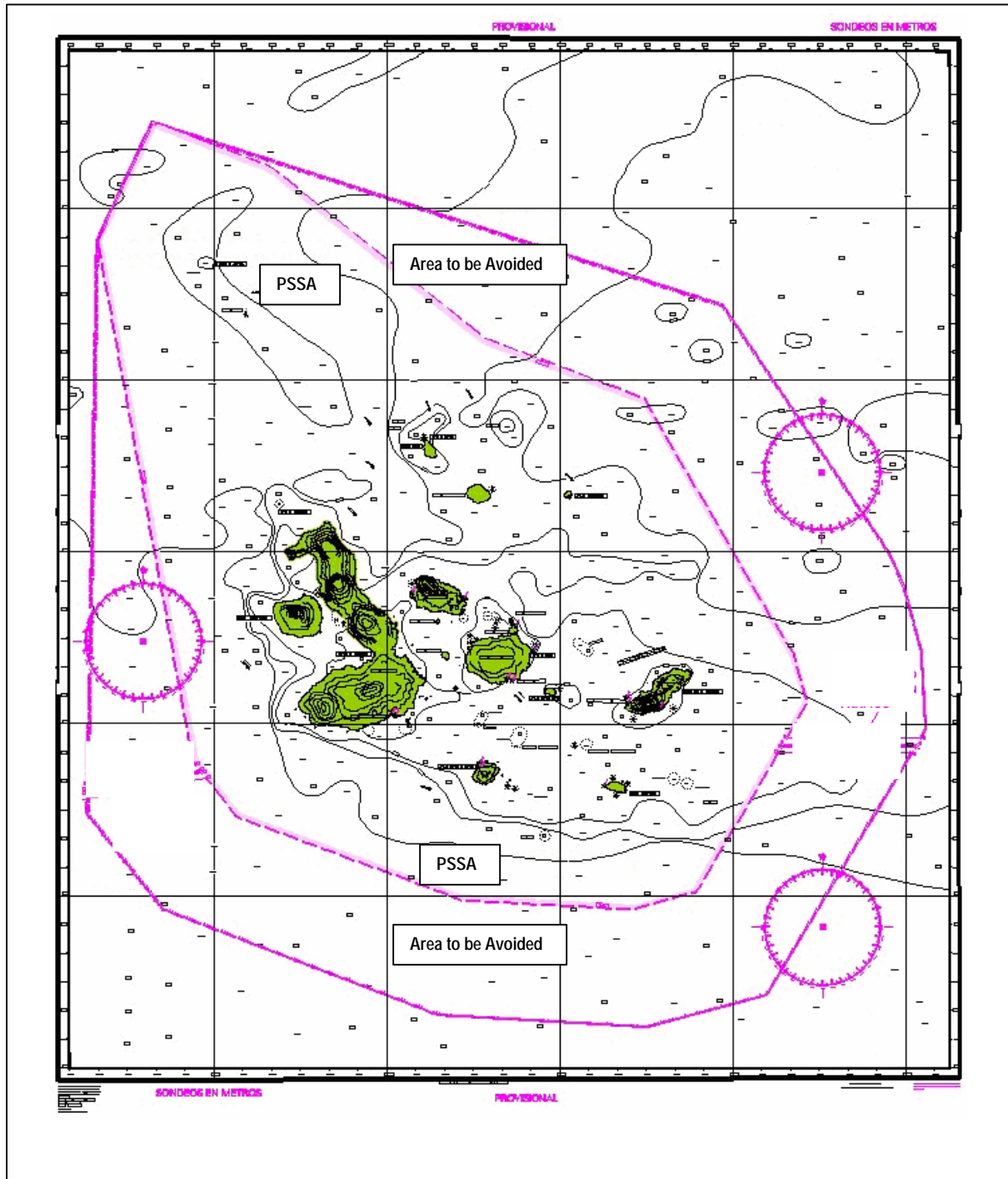
If a ship is not able to send a message to Puerto Ayora Radio, it must send one to Baquerizo Moreno Radio, in accordance with the information given in appendix 2.

9 Measures to be taken if a ship fails to comply with the requirements of the system

If a ship in breach of the mandatory ship reporting system can be identified, any enforcement actions taken shall not be incompatible with international law.

APPENDIX 1

Chart of area covered by the mandatory ship reporting system



APPENDIX 2

Vessel traffic services, maritime rescue sub-centres, coastal radio stations and other establishments to which reports must be sent.

ECUADOR – GALAPAGOS ISLANDS

SANTA CRUZ: PUERTO AYORA RADIO

Name: HCY

Geographical co-ordinates: 00° 44'.59 S, 090° 28'.29 W

MRSC – SAR Puerto Ayora: 00° 44'.59 S, 090° 28'.29 W

Tel. : + 593 5 2527473

Fax : + 593 5 2527473

E-mail: ayoraradio@islasantacruz.com

Inmarsat-C: 473575713

Inmarsat Mini – M:

Voice : 761609548

Fax : 761609549

Data : 761609550

VHF channels:

156.800 MHZ H-24 SIMPLEX C-16

156.525 MHZ H-24 SIMPLEX C-70

MF channels:

4125.0 KHZ H-24 SIMPLEX C-421

2182.0 KHZ H-24 SIMPLEX

2187.5 KHZ H-24 DSC SIMPLEX

MMSI: 007354757.

PUERTO BAQUERIZO MORENO: BAQUERIZO MORENO RADIO

Name: HCW

Geographical co-ordinates: 00° 54' S, 089° 37' W

MRSC – SAR Puerto Baquerizo Moreno: 00° 54' S, 089° 37' W

Tel. : +593 5 2520346

Fax : +593 5 2520346

E-mail : capbaq@digmer.org

VHF channels :

156.800 MHZ H-24 SIMPLEX C-16

156.525 MHZ H-24 SIMPLEX C-70

MF channels:

4125.0 KHZ H-24 SIMPLEX C-421

2182.0 KHZ H-24 SIMPLEX

2187.5 KHZ H-24 DSC SIMPLEX

MMSI: 007350090

APPENDIX 3

Designator	Function	Text
System name	Code word	GALREP
	Type of report: Sailing plan: Final report: Deviation report	One of the following 2-letter identifiers: SP FR (on <u>finally</u> leaving reporting area) to include only A, B, C, E and F . DR to include only A, B, C, E, F and I .
A	Ship	Name and call sign (Name of ship, call sign, IMO No. and MMSI No.), (e.g., TAURUS/HC4019/T-04-0561)
B	Date and time corresponding to position at C, expressed as UTC.	A six-digit group followed by a Z. The first two digits indicate day of the month, the second two the hours and the last two the minutes. The Z indicates that the time is given in UTC (e.g., 081340Z).
C	Position (latitude and longitude)	A 4-digit group giving latitude in degrees and minutes, with the suffix N or S, and a 5-digit group giving longitude in degrees and minutes, with the suffix W (e.g., 0030S 08805W).
E	Course	True course. A 3-digit group (e.g., 270).
F	Speed	Speed in knots. A 2-digit group (e.g., 14).
G	Name of last port of call	Name of the last port of call (e.g., Guayaquil)
I	Destination and ETA (UTC)	Name of destination and date and time group as expressed in B (e.g., Puerto Ayora 082200Z)
P	Cargo	Type(s) of oil cargo, quantity, quality and density of heavy crude, heavy fuel, asphalt and coal tar. If the ships are carrying other potentially hazardous cargoes, indicate type, quantity and IMO classification (e.g., 10,000 TN DIESEL OIL).
Q	Defects, damage, deficiencies, limitations.	Brief details of defects, including damage, deficiencies and other circumstances that impair normal navigation.
T	Address for the communication of cargo information	Name, telephone no., and either fax or e-mail
W	Total no. of people on board	State how many
X	Miscellaneous	Miscellaneous information concerning these ships: Characteristics and approximate quantity of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes. Navigational status (e.g., at anchor, moving under own propulsion, no steering, limited manoeuvrability, depth restriction, moored, aground, etc.)

APPENDIX 4

Particularly Sensitive Sea Area (PSSA)

Point	Latitude	Longitude
A	02° 30' N	092° 21' W
B	02° 14' N	091° 40' W
C	01° 14' N	090° 26' W
D	00° 53' N	089° 30' W
E	00° 35' S	088° 38' W
F	00° 52' S	088° 34' W
G	01° 59' S	089° 13' W
H	02° 05' S	089° 34' W
I	02° 01' S	090° 35' W
J	01° 32' S	091° 52' W
K	01° 13' S	092° 07' W
L	01° 49' N	092° 40' W

ANNEX 22

RESOLUTION MSC.230(82)

(adopted on 5 December 2006)

**ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP
REPORTING SYSTEM “IN THE STOREBÆLT (GREAT BELT) TRAFFIC AREA”**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems, adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety on Navigation, at its fifty-second session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system “In the Great Belt Traffic Area”, set out in the Annex to the present resolution;
2. DECIDES that the said amendments to the existing mandatory ship reporting system “In the Storebælt (Great Belt) Traffic Area (BELTREP)” will enter into force at 0000 hours UTC on 1 July 2007;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974 SOLAS Convention.

ANNEX

MANDATORY SHIP REPORTING SYSTEM “IN THE STOREBÆLT (GREAT BELT) TRAFFIC AREA (BELTREP)”

1 Categories of ships required to participate in the system

1.1 Ships required to participate in the ship reporting system:

- 1.1.1 ships with a gross tonnage of 50 and above; and
- 1.1.2 all ships with an air draught of 15 m or more.

2 Geographical coverage of the system and the number and edition of the reference chart used for delineation of the system

2.1 The operational area of BELTREP covers the central and northern part of the Storebælt (Great Belt) and the Hatter Barn area north of Storebælt (Great Belt) as shown below and on the chartlet given in Appendix 1. The area includes the routeing systems in the Storebælt (Great Belt) area and at Hatter Barn.

2.1.1 Northern borderlines

Fyn: 55° 36'.00 N, 010° 38'.00 E (Korshavn)
Samsø: 55° 47'.00 N, 010° 38'.00 E (East coast of Samsø)
56° 00'.00 N, 010° 56'.00 E (At sea near Marthe Flak)
Sjælland: 56° 00'.00 N, 011° 17'.00 E (Sjællands Odde)

2.1.2 Southern borderlines

Stignæs: 55° 12'.00 N, 011° 15'.40 E (Gulf Oil's Pier)
Omø: 55° 08'.40 N, 011° 09'.00 E (Ørespids, Omø)
55° 05'.00 N, 011° 09'.00 E (At sea South of Ørespids)
Langeland E: 55° 05'.00 N, 010° 56'.10 E (Snøde Øre)

Langeland W: 55° 00'.00 N, 010° 48'.70 E (South of Korsebølle Rev)
Thurø Rev: 55° 01'.20 N, 010° 44'.00 E (Thurø Rev Light buoy)

2.1.3 The area is divided into two sectors at latitude 55° 35'.00 N; each sector has an assigned VHF channel as shown in appendix 2.

2.2 The reference charts which include the operational areas of BELTREP are Danish charts Nos. 112 (11th edition 2005), 128 (8th edition 2005) 141 (18th edition 2006), 142 (15th edition 2006), 143 (16th edition 2005) and 160 (6th edition 2006) (Datum: World Geodetic System 1984, WGS 84), which provide large-scale coverage of the VTS area.

3 Format, content of reports, times and geographical positions for submitting reports, Authority of whom reports should be sent and available services

3.1 Reports to the VTS authority should be made using VHF voice transmissions. However ships equipped with AIS (automatic identification system) can fulfil certain reporting requirements of the system through the use of AIS approved by the Organization.

3.2 A ship must give a full report when entering the mandatory ship reporting area. The full report may be combined by voice or by non-verbal means. A ship may select, for reason of commercial confidentiality, to communicate that section of the report, which provides information on next port of call by non-verbal means prior to entering the ship reporting area.

3.3 Format

3.3.1 The ship report shall be drafted in accordance with the format shown in appendix 3. The information requested from ships is derived from the Standard Reporting Format shown in paragraph 2 of the appendix to IMO resolution A.851(20).

3.4 Content

3.4.1 A full report from a ship to the VTS Authority by voice or by non-verbal means should contain the following information:

- A Name of the ship, call sign and IMO identification number (if available)
- C Position expressed in latitude and longitude
- I Next port of call
- L Route information on the intended track through the Storebælt (Great Belt) area.
- O Maximum present draught
- Q Defects and deficiencies
- U Deadweight tonnage and air draught

3.4.2 A short report by voice from a ship to the VTS authority should contain the following information:

- A Name of the ship, call sign and IMO identification number (if available)
- C Position expressed in latitude and longitude

Note: On receipt of a report, operators of the VTS Authority will establish the relation to the ship's position and the information supplied by the facilities available to them. Information on position will help operators to identify a ship. Information on current in specific parts of the VTS area will be provided to the ship.

3.5 Geographical position for submitting reports

3.5.1 Ships entering the VTS area shall submit a full report when crossing the lines mentioned in paragraph 2.1, 2.1.1 and 2.1.2 or on departure from a port within the VTS area.

3.5.2 Ships passing the reporting line between sector 1 and sector 2 at latitude 55° 35'.00 N. shall submit a short report.

3.5.3 Further reports should be made whenever there is a change in navigational status or circumstance, particularly in relation to item Q of the reporting format.

3.6 *Crossing traffic*

3.6.1 Recognizing that ferries crossing Samsø Bælt from Århus, Ebeltoft and Samsø to Odde and Kalundborg generally operate in accordance with published schedules special reporting arrangements can be made on a ship-to-ship basis.

3.7 *Authority*

3.7.1 The VTS Authority for the BELTREP is Great Belt VTS.

4 Information to be provided to ships and procedures to be followed

4.1 Ships are required to keep a continuous listening watch in the area.

4.2 BELTREP provides information to shipping about specific and urgent situations, which could cause conflicting traffic movements as well as other information concerning safety of navigation for instance, information about weather, current, ice, water level, navigational problems or other hazards.

4.2.1 Information of general interest to shipping in the area will be given by request or will be broadcasted by BELTREP on VHF channel as specified by the VTS operator. A broadcast will be preceded by an announcement on VHF channel 16. All ships navigating in the area should listen to the announced broadcast.

4.2.2 If necessary BELTREP can provide individual information to a ship particularly in relation to positioning and navigational assistance or local conditions.

4.3 If a ship needs to anchor due to breakdown, low visibility, adverse weather, changes in the indicated depth of water, etc. BELTREP can recommend suitable anchorages and place of refuge within the VTS area. The anchorages are marked on the nautical charts covering the area and are shown on the chartlet in appendix 1.

5 Communication required for the system, frequencies on which reports should be transmitted and information reported

5.1 *Radio communications required for the system is as follows:*

5.1.1 The reports to the VTS authority can be made by voice on VHF radio using:

- In sector 1: Channel 74
- In sector 2: Channel 11

5.1.2 Information of commercial confidential nature may be transmitted by non-verbal means.

5.1.3 Broadcast by BELTREP and individual assistance to ships will be made on channel 10 or on any other available channel as assigned by BELTREP.

5.2 BELTREP is monitoring VHF channels 10, 11, 74 and 16.

5.3 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, where necessary.

6 Rules and regulations in force in the area of the system

5.1 Regulations for preventing collisions at sea

5.1.1 The International Regulations for Preventing Collisions at sea are applicable throughout the operational area of BELTREP.

5.2 Traffic separation scheme “Between Korsoer and Sprogøe”

5.2.1 The Traffic separation scheme “Between Korsoer and Sprogøe”, situated in the narrows of the Eastern Channel between the islands of Fyn and Sjælland, has been adopted by IMO, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

5.3 Traffic separation scheme “At Hatter Barn”

5.3.1 The separation scheme “At Hatter Barn” situated north of the Storebælt (Great Belt) between the islands of Sjælland and Samsø, has been adopted by IMO, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

5.3.2 The minimum depth in the traffic separation scheme is 15 metres at mean sea level. Ships with a draught of more than 13 meters should use the deep-water route, which lies west of the traffic separation scheme.

5.4 The Great Belt Bridges

5.4.1 Passage through the marked spans at the West Bridge is allowed only for ships below 1,000 tonnes deadweight and with an air draught of less than 18 metres.

5.4.2 Passage through the traffic separation scheme under the East Bridge is allowed only for ships with an air draught of less than 65 metres. There is a recommended speed limit of 20 knots in the traffic separation scheme.

5.5 IMO resolution MSC.138(76)

5.5.1 IMO resolution MSC.138(76) on Recommendation on Navigation through the entrances to the Baltic Sea, adopted on 5 December 2002, recommends that ships with a draught of 11 metres or more or ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF-cargoes) should use the pilotage services locally established by the coastal States.

5.6 Mandatory pilotage

6.6.1 Harbours within the BELTREP area are covered by provisions about mandatory pilotage for certain ships bound for or coming from Danish harbours.

7 Shore based facilities to support the operation of the system

7.5.1 System capability

7.1.1 The control centre is situated at the Naval Regional Centre at Korsør. The VTS system comprises several remote sensor sites. The sites provide surveillance of the VTS area using a combination of radar, radio direction finding, Automatic Identification System (AIS) and electro-optic sensors. An integrated network of seven radar systems integrated with AIS provides surveillance of the VTS area.

7.1.2 All the sensors mentioned will be controlled or monitored by the VTS operators.

7.1.3 There are five operator consoles in the control centre, one of which is intended for system maintenance and diagnostic purposes, which allows these activities to be carried out without disruption of the normal operations. The operator can from each of the consoles control and display the status of the sensors. The VTS centre will at all times be manned with a duty officer and three operators.

7.1.4 Recording equipment automatically stores information from all tracks, which can be replayed. In case of incidents the VTS authority can use records as evidence. VTS operators have access to different ship registers, pilot information and hazardous cargo data.

7.2 Radar, electro-optic facilities and other sensors

7.5.2 Information necessary to evaluate the traffic activities within the operational area of BELTREP is compiled via VTS area remote controlled sensors comprising:

- High-resolution radar systems;
- infra-red sensor systems;
- daylight TV systems;
- VHF communications systems; and
- DF systems.

7.3 Radio communication facilities

7.5.3 Radio communication equipment in the control centre consists of six VHF radios including DSC facilities. The VHF channels used are:

- Channel 74 Working channel
- Channel 11 Working channel
- Channel 10 Broadcast channel and reserve channel

7.4 AIS facilities

7.4.1 BELTREP is linked to the national shore based AIS network and can continually receive messages broadcast by ships with transponders to gain information on their identity and position. The information is displayed as part of the VTS system and is covering the VTS area.

7.5 *Personnel qualifications and training*

7.5.4 The VTS centre is staffed with civilian personnel all experienced as officers at a competency level required in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers chapter II, section A-II/1 or A-II/2.

7.5.2 Training of personnel will meet the standards recommended by IMO. Furthermore it will comprise an overall study of the navigation safety measures established in Danish waters and in particular the operational area of BELTREP including a study of relevant international and national provisions with respect to safety of navigation. The training also includes real-time training in simulators.

7.5.5 Refresher training is carried out at least every third year.

8 Information concerning the applicable procedures if the communication facilities of shore-based Authority fail

8.1 The system is designed with sufficient system redundancy to cope with normal equipment failure.

8.2 In the event that the radio communication system or the radar system at the VTS centre breaks down, the communications will be maintained via a standby VHF system. To continue the VTS operation in order to avoid collisions in the bridge area, Great Belt VTS has two options. Either to man the VTS emergency centre at Sprogø or to hand over the responsibility to the VTS Guard vessel, which at all times is stationed in the BELTREP operational area.

8.3 The VTS emergency centre is equipped with radar, VHF radio sets and CCTV cameras.

8.4 The VTS Guard vessel is equipped with VHF and radars with ARPA and AIS. Furthermore, it is equipped with ECDIS, which displays radar targets.

9 Measures to be taken if a ship fails to comply with the requirements of the system

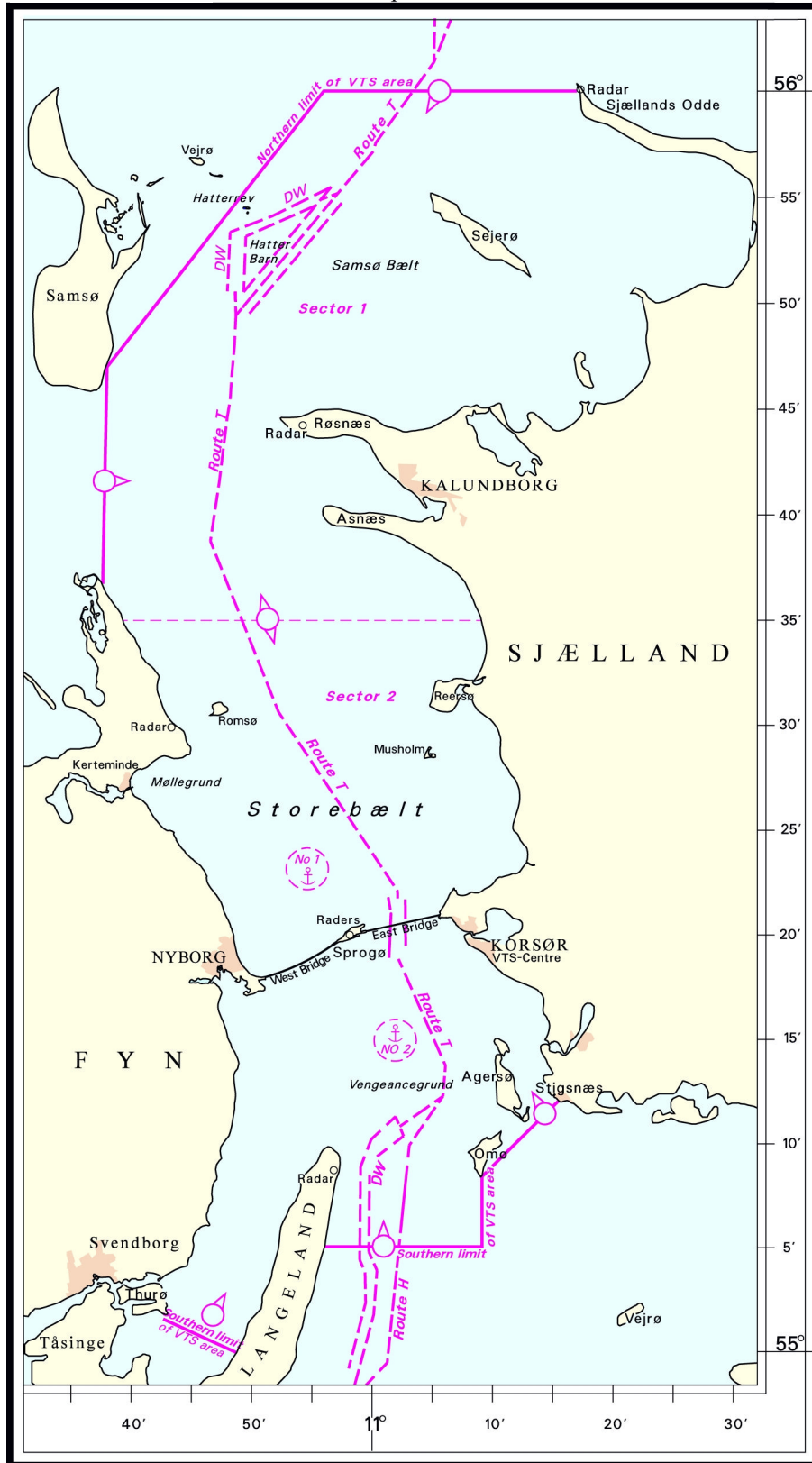
9.1 The objective of the VTS Authority is to facilitate the exchange of information between the shipping and the shore in order to ensure safe passages of the bridges, support safety of navigation and protection of the marine environment.

9.2 The VTS Authority seeks to prevent collisions with the bridges crossing Storebælt (Great Belt). When a ship appears to be on a collision course with one of the bridges, the VTS guard vessel will be sent out to try to prevent such a collision.

9.3 All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted and the offending ship can be positively identified, then information will be passed to the relevant Flag State Authority for investigation and possible prosecution in accordance with national legislation. Information will also be made available to Port State Control inspectors.

Appendix 1

BELTREP Operational Area



Appendix 2

Assigned VHF channels for sectors in the mandatory reporting system

IN THE STOREBÆLT (GREAT BELT) AREA (BELTREP)

Sector	VHF Channel	Authority receiving the report
Sector 1	VHF Channel 74	Great Belt VTS
Sector 2	VHF Channel 11	Great Belt VTS

Appendix 3

Drafting of radio reports to the mandatory ship reporting system
In the Storebælt (Great Belt) Area (BELTREP)

Designator	Function	Information required
A	Ship	Name of the ship, call sign and IMO identification number (if available)
C	Position	A 4-digit group giving latitude in degrees and minutes suffixed with N and a 5-digit group giving longitude in degrees and minutes suffixed with E
I	Next port of call	The name of the expected destination
L	Route	A brief description of the intended route as planned by the master (see below)
O	Draught	A 2 or 3-digit group giving the present maximum draught in metres (E.g.: 8.7 metres or 10.2 metres)
Q	Defects and deficiencies	Details of defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability
U	Deadweight tonnage and air draught	

Examples of routes as given under designator L

Example 1. A southbound ship with a draught of 13.2 metres:

DW route at Hatter Barn

Route T

DW route off east coast of Langeland

Example 2. A northbound ship with a draught of 5.3 metres:

Route H

Route T at Agersø Flak

TSS at Hatter Barn

Example 3. A small southbound ship:

Coastal east of Fyn

West Bridge

Between Fyn and Langeland

ANNEX 23

RESOLUTION MSC.231(82)

(adopted on 5 December 2006)

**ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP
REPORTING SYSTEM “IN THE GULF OF FINLAND”**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems, adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety on Navigation, at its fifty-second session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system “In the Gulf of Finland”, set out in the Annex to the present resolution;
2. DECIDES that the said amendments to the existing mandatory ship reporting system “In the Gulf of Finland Traffic Area ” will enter into force at 0000 hours UTC on 1 July 2007;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974 SOLAS Convention.

ANNEX

**AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM
“IN THE GULF OF FINLAND”**

Amend sub-section 1.1 to read as follows:

1.1 Ships of 300 gross tonnage and over are required to participate in the mandatory ship reporting system. Ships under 300 gross tonnage should make reports in circumstances where they:

- .1 are not under command or at anchor in the TSS;
- .2 are restricted in their ability to manoeuvre; and
- .3 have defective navigational aids.

Amend sub-section 2.1 to read as follows:

2.1 The mandatory ship reporting system in the Gulf of Finland covers the international waters in the Gulf of Finland. In addition, Estonia and Finland have implemented mandatory ship reporting systems to their national water areas outside VTS areas. These reporting systems provide same services and make same requirements to shipping as the system operating in the international waters. The mandatory ship reporting system and the Estonian and Finnish national mandatory ship reporting systems are together referred as the GOFREP and their area of coverage respectively as the GOFREP area.

Amend sub-section 2.2 to read as follows:

2.2 The reference charts are:

- .1 Finnish Maritime Administration chart 901 (2006 edition, scale 1:200 000), Geodetic datum is the national geodetic chart coordinate system (KKJ). WGS 84 latitude correction is $-0^{\circ}.01$ and the longitude correction $+0^{\circ}.19$. Finnish Maritime Administration charts 952 (2004 edition, scale 1:250 000) and 953 (2004 edition, scale 1:250 000). Geodetic datum for charts 952 and 953 is WGS 84.
- .2 Head Department of Navigation and Oceanography RF Ministry of Defence charts 22060-INT1213 (edition 2000, scale 1:250000). Geodetic datum of year 1942 (Pulkovo). For obtaining position in WGS 84 datum such positions should be moved 0,12' westward. 22061-INT1214 (edition 2002, scale 1:250000). For obtaining position in WGS 84 datum such positions should be moved 0,14' westward.
- .3 Estonian Maritime Administration updated charts 502, 504, 507, 509, 511 (all charts in scale 1:100 000, WGS 84 Datum).

Borderline point by point of the Gulf of Finland ship reporting area

(The co-ordinates below are in WGS 84 Datum)

1)	59° 33'.30 N	022° 30'.00 E	26)	60° 08'.50 N	026° 57'.50 E
2)	59° 36'.50 N	022° 38'.10 E	27)	60° 08'.20 N	026° 54'.50 E
3)	59° 38'.10 N	022° 51'.40 E	28)	60° 05'.00 N	026° 49'.00 E
4)	59° 39'.40 N	023° 21'.10 E	29)	60° 08'.90 N	026° 49'.00 E
5)	59° 47'.00 N	024° 12'.40 E	30)	60° 06'.50 N	026° 38'.00 E
6)	59° 47'.80 N	024° 19'.90 E	31)	60° 06'.10 N	026° 32'.20 E
7)	59° 49'.00 N	024° 29'.30 E	32)	60° 05'.00 N	026° 30'.00 E
8)	59° 53'.50 N	024° 47'.10 E	33)	59° 57'.00 N	026° 30'.00 E
9)	59° 55'.30 N	024° 55'.80 E	34)	59° 56'.30 N	026° 26'.10 E
10)	59° 56'.60 N	025° 10'.20 E	35)	59° 54'.00 N	026° 09'.10 E
11)	59° 55'.90 N	025° 28'.30 E	36)	59° 48'.90 N	026° 01'.20 E
12)	59° 55'.70 N	025° 35'.00 E	37)	59° 49'.60 N	025° 34'.60 E
13)	59° 55'.90 N	025° 37'.20 E	38)	59° 42'.20 N	024° 28'.80 E
14)	59° 58'.60 N	026° 01'.00 E	39)	59° 34'.60 N	023° 57'.10 E
15)	60° 00'.80 N	026° 04'.50 E	40)	59° 28'.90 N	023° 31'.20 E
16)	60° 02'.30 N	026° 11'.30 E	41)	59° 29'.00 N	023° 11'.40 E
17)	60° 02'.80 N	026° 17'.70 E	42)	59° 28'.20 N	023° 08'.50 E
18)	60° 09'.20 N	026° 29'.50 E	43)	59° 27'.40 N	023° 06'.40 E
19)	60° 09'.70 N	026° 36'.70 E	44)	59° 17'.50 N	022° 43'.90 E
20)	60° 11'.40 N	026° 44'.50 E	45)	59° 17'.70 N	022° 36'.10 E
21)	60° 12'.00 N	026° 45'.90 E	46)	59° 16'.20 N	022° 23'.80 E
22)	60° 12'.00 N	027° 13'.40 E	47)	59° 14'.70 N	022° 18'.40 E
23)	60° 12'.00 N	027° 17'.60 E	48)	59° 03'.40 N	021° 50'.90 E
24)	60° 10'.30 N	027° 10'.90 E	49)	59° 02'.10 N	021° 49'.00 E
25)	60° 08'.50 N	027° 04'.20 E	50)	59° 10'.0 N	021° 30'.00 E

Amend section 3 to read as follows:

Short report is always reported verbally on VHF. The short title for ship report is GOFREP. Vessels are urged to update their AIS information before entering the Gulf of Finland since they may fulfil the Full Report reporting requirements through the use of AIS. In cases where it is not possible to transmit the report fully with AIS additional information may be reported by other means.

Amend sub-section 3.2.1 to read as follows:

3.2.1 A short report by voice from a ship to the shore-based Authorities should contain the following information:

- A Vessel's name, call sign and IMO identification. MMSI may be reported.
- C Geographical position by two 6-digit groups; or
- D Bearing and distance in nautical miles from a clearly identified landmark and
- E True course in three (3) digit group.

Amend sub-section 3.2.2 to read as follows:

3.2.2 A full report from a ship to the shore-based Authorities by voice or by non-verbal means should contain the following information:

- A Vessel's name, call sign and IMO identification. MMSI may be reported.
- C Geographical position by two 6-digit groups; or
- D Bearing and distance in nautical miles from a clearly identified landmark and
- E True course in three (3) digit group.
- F Speed in knots with one decimal.
- H Time (UTC) and point of entry into the GOFREP area.
- I Destination and ETA.
- O Vessel's present draught in metres with one decimal.
- P Dangerous goods on board, main classes and total quantity in metric tons with up to two decimals. The amount of classes 1 and 7, if any, shall be reported separately.^{*)}
- Q Brief details of defects or restrictions of manoeuvrability.
- R Description of pollution or dangerous goods lost overboard.
- T Address for the communication of cargo information.
- U Ship's type and length in meters.
- W Total number of persons onboard.
- X Characteristics and estimated quantity of bunker fuel for ships carrying more than 5,000 tons of bunker and navigational status.

^{*)} In addition to designator P report, information on cargo other than dangerous goods is collected from all ships entering or leaving the ports of European Union countries in the Gulf of Finland. Ships are not required to report the information on cargo other than dangerous goods. Information is asked from ships only if it can not be obtained by other means.

All VHF, telephone, radar, AIS and other relevant information will be recorded and the records stored for 30 days.

Amend sub-section 3.3 to read as follows:

3.3.1 The Gulf of Finland mandatory Ship Reporting System area is divided into three areas of monitoring responsibility with a borderline. This borderline is referred as Central Reporting Line and it consists of two parts.

The western part is drawn through the midpoints of the separation zones of the traffic separation schemes off Kõpu, Hankoniemi, Porkkala and Kalbådagrund to 59° 59'.15 N 026°30'.00 E.

The eastern part of the Central Reporting Line is drawn from the point 59° 57'.0 N 026° 30'.00 E to 60° 05'.00 N 026° 30'.00 E and further through the borderline of the Russian territorial sea and the outer limit of the Finnish Exclusive Economic Zone eastwards until the point 60° 08'.90 N 026° 49'.00 E. From this point the Central Reporting Line continues through the limit of the Exclusive Economical Zone (EEZ) of Finland and the EEZ of Russia further to the point 60° 10'.30 N 026° 57'.50 E to 60° 10'.30 N 027° 10'.90 E and to 60° 12'.00 N 027°17'.60 E.

Monitoring of the GOFREP area north of the Central Reporting Line is the responsibility of the Helsinki Traffic and, south of the Central Reporting Line in the area west of longitude 26° 30'.00 E is the monitoring area of the Tallinn Traffic and east of the longitude 26° 30'.00 E south of the Central Reporting Line is the monitoring area of St. Petersburg Traffic. Thus,

- the vessels entering the mandatory ship reporting area north of the Central Reporting Line report to Helsinki Traffic,
- south of the Central Reporting Line east of longitude 26° 30'.00 E report to St. Petersburg Traffic, and
- south of the Central Reporting Line west of longitude 26° 30'.00 E or from Väinameri report to Tallinn Traffic.

3.3.2 Ships shall submit a Full Report:

1. when entering the GOFREP area from the west or from Väinameri,
2. on departure from a port or latest before entering the reporting area,
3. on departure from a port if it shall not enter the reporting area at all,
4. before departing from Russian Port areas.

A Full Report on departure from a port is given to the Traffic Centre of the country whose port the vessel is departing in the Gulf of Finland traffic area.

3.3.3 Ships that are registered in domestic traffic navigating exclusively inside the inner territorial waters are not required to make a Full Report when departing from a port in the Gulf of Finland.

3.3.4 Ships shall submit a Short Report:

1. on entering the GOFREP area from the Estonian or Finnish VTS areas in the Gulf of Finland,
2. on crossing the Western or Väinameri Reporting Line inward-bound to Gulf of Finland,
3. on crossing the Central Reporting Line,
4. whenever there is a change in the vessel's navigational status excluding the change of status when berthing or unberthing.

Short Report is given on VHF when crossing the Central Reporting Line to the Traffic Centre of the country to which monitoring area the vessel is proceeding.

Amend sub-section 4.1.1 to read as follows:

4.1.1 Each Authority provides information to shipping about specific and urgent situations which could cause conflicting traffic movements and other information concerning safety of navigation, for instance information about weather, ice, water level, navigational problems or other hazards. Information is broadcast on the following frequencies when necessary or on request.

Station	Frequency	Times	Additional broadcasts in wintertime
Tallinn	Main channel 61 Reserve channel 81	on request or when needed	on request or when needed

Helsinki	Main channel 60 Reserve channel 80	on request or when needed	on request or when needed
St. Petersburg	Main channel 74 Reserve channel 10	on request or when needed	on request or when needed

Amend sub-section 5.4 to read as follows:

5.4 The reports can be made verbally on VHF, by AIS or by facsimile as follows:

- Full Report in advance is to be sent by facsimile or e-mail.
- Short Report is to be made verbally on VHF.
- Full Report is made by non-verbal means (facsimile, AIS or e-mail) or verbally on VHF.

Delete sub-section 5.5.

Replace term “working channel” with term “reserve channel” in sub-sections 7.1.3.1 and 7.3.3.1.

Amend sub-section 7.2.1.1 to read as follows:

7.2.1.1 The system is managed from the Tallinn VTS Centre. There are two operator’s positions with expansion capabilities and equipment for technical supervision of the systems.

Amend sub-section 7.2.3.1 to read as follows:

7.2.3.1 VHF radio transceivers cover all the TALLINN TRAFFIC area of responsibility. The working channels are as follows:

- Channel 61 main channel
- Channel 81 reserve channel

Delete sub-section 7.2.3.2.

Amend sub-section 7.2.4 to read as follows:

7.2.4 *AIS facilities*

7.2.4.1 AIS system covers all the TALLINN TRAFFIC area of responsibility. The relevant information can be displayed at the operators working positions on the screens and database.

Add a new sub-section 7.2.5:

7.2.5 Personnel qualifications and training

7.2.5.1 TALLINN TRAFFIC is staffed with personnel trained according to national and international recommendations.

7.2.5.2 The training of the personnel comprises an overall study of the navigation safety measures, the relevant international (IMO) and national provisions with respect to safety of navigation. The training also includes thorough real-time simulations.

Delete sub-section Summary of Ship reporting System in the Gulf of Finland.

Amend Appendix 1 to read as follows:

Designators used in the Gulf of Finland mandatory ship reporting system and the format of the reports

Designator	Function	Information required
A	Ship	Vessel's name, call sign and IMO identification. MMSI may be reported.
C	Position	Geographical position by two 6 digit groups; or
D	Position	Bearing and distance in nautical miles from a clearly identified landmark
E	Course	True course in three (3) digit group
F	Speed	Speed in knots with one decimal
H	Entry	Time (UTC) and point of entry into the GOFREP area
I	Destination and ETA	Destination and expected time of arrival
O	Draught	Vessel's present draught in metres with one decimal
P	Cargo	Dangerous goods on board, main classes and total quantity in metric tons with up to two decimals. The amount of classes 1 and 7, if any, shall be reported separately. ^{*)}
Q	Deficiencies	Brief details of defects or restrictions of manoeuvrability
R	Pollution	Description of pollution or dangerous goods lost overboard
T	Owner or agent	Contact information of agent in the Gulf of Finland
U	Size and type	Ship's type and length in meters
W	Persons	Total number of persons onboard
X	Bunkers and navigational status	Characteristics and estimated quantity of bunker fuel for ships carrying more than 5,000 tons of bunker and navigational status

^{*)} In addition to designator P report, information on cargo other than dangerous goods is collected from all ships entering or leaving the ports of European Union countries in the Gulf of Finland. Ships are not required to report the information on cargo other than dangerous goods. Information is asked from ships only if it can not be obtained by other means.

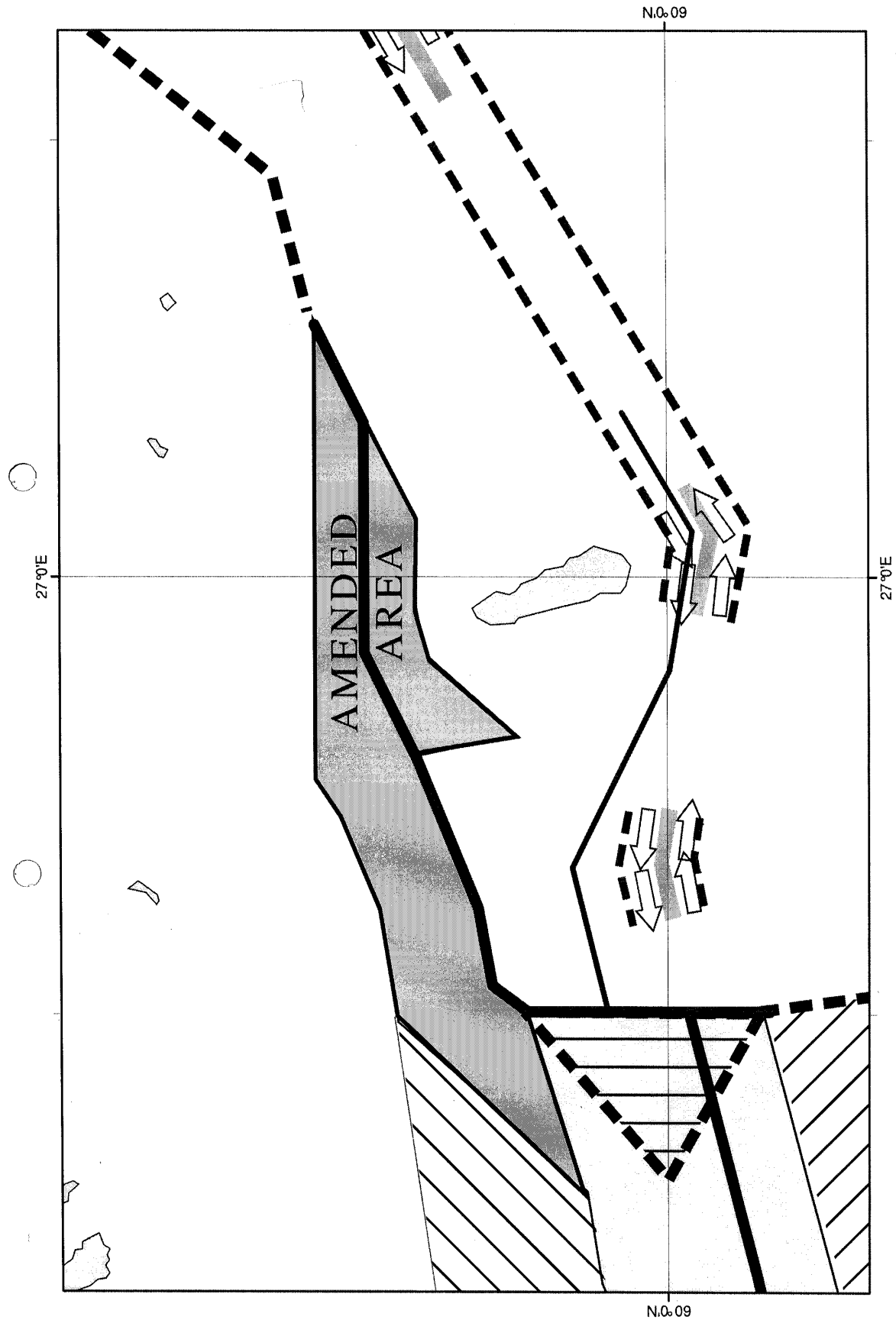
A Short Report consists of designators A, C or D and E. Vessels may additionally be requested to report designator F.

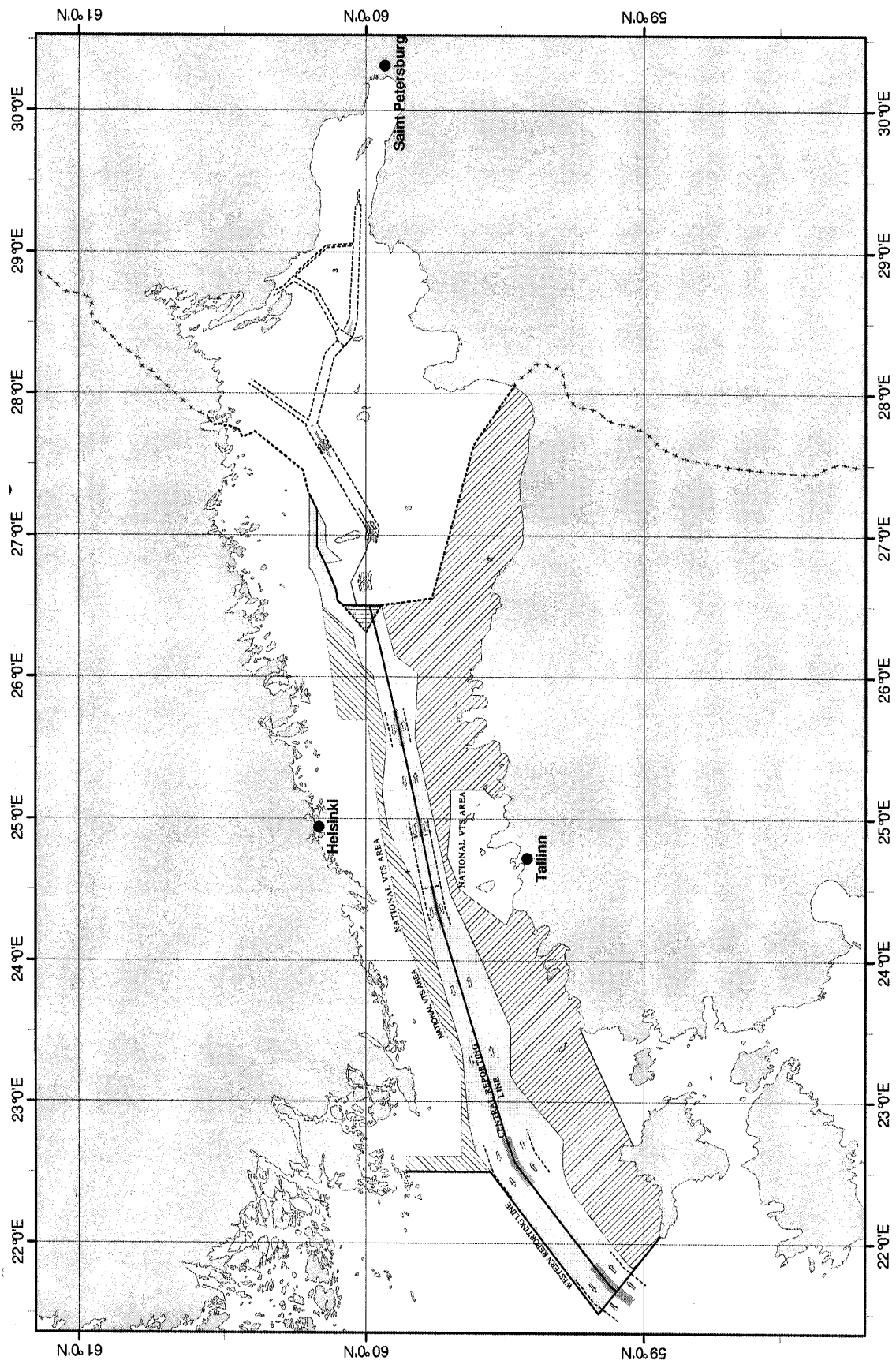
A Full Report consists of designators A, C or D, E, I, O, P, T, U, W and X. Vessels may additionally be requested to report designators F or H.

Vessels not equipped with AIS entering the GOFREP area from the Northern Baltic or Väinameri, are recommended to give a Full Report to the relevant Traffic Centre by fax or e-mail at least one hour before entering the area. In any case, a Full Report shall be given prior to entering the GOFREP area.

If there are any circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions, the Master of the vessel in question is obliged to report designator Q or R, whichever is relevant under the prevailing circumstances. This report shall be made without delay.

Appendix 2







ANNEX 26

RESOLUTION MSC.248(83)

(adopted on 8 October 2007)

**ADOPTION OF A NEW SHIP REPORTING SYSTEM
“THE PAPAĀNAUMOKUĀKEA MARINE NATIONAL MONUMENT”
PARTICULARLY SENSITIVE SEA AREA (PSSA)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fifty-third session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the new ship reporting system for “The Papahānaumokuākea Marine National Monument” Particularly Sensitive Sea Area (PSSA);
2. DECIDES that the ship reporting system for “The Papahānaumokuākea Marine National Monument” Particularly Sensitive Sea Area (PSSA) – (CORAL SHIPREP) – will enter into force at 0000 hours UTC on 1 May 2008; and
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974 SOLAS Convention.

ANNEX

SHIP REPORTING SYSTEM FOR “THE PAPAĀNAUMOKUĀKEA MARINE NATIONAL MONUMENT” PARTICULARLY SENSITIVE SEA AREA (PSSA) (CORAL SHIPREP)¹

A ship reporting system (CORAL SHIPREP) is established in “The Papahānaumokuākea Marine National Monument” Particularly Sensitive Sea Area (PSSA)

1 Categories of ships

1.1 Ships required to participate in the system

1.1.1 As a condition of entry to a United States port or place, all ships 300 gross tonnage or greater, and all ships in the event of a developing emergency, and that are in transit through the reporting area are required to participate in CORAL SHIPREP, except for sovereign immune vessels which are exempt under SOLAS regulation V/1.

1.2 Ships recommended to participate in the system

1.2.1 All ships 300 gross tonnage or greater, fishing vessels, and all ships in the event of a developing emergency, and that are in transit through the reporting area are recommended to participate in CORAL SHIPREP.

2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system

2.1 The geographical coverage of CORAL SHIPREP is depicted by the geographical positions in the appendix.

2.2 The reference charts that include the ship reporting area are United States 19016, 2007 edition, 19019, 2007 edition, and 19022, 2007 edition. These charts are based on World Geodetic System 1984 Datum (WGS-84) and astronomic datum.

3 Format, content of reports, times and geographical positions for submitting reports, authorities to whom reports should² be sent, available services

3.1 *Format*

3.1.1 The ship report should be drafted in accordance with the format shown in paragraph 2 of the appendix to resolution A.851(20).

3.2 *Content*

¹ This ship reporting system was prepared based on the in-principle approval of PSSA in question by MEPC 56 and pending the final designation of the PSSA by MEPC 57 to be held in March 2008.

² For those ships that are required to report the use of the word “should” in this annex is to be read as “shall”.

3.2.1 The report for a ship entering the system should contain the following information:

System identifier: CORAL SHIPREP

A	Name of the ship, call sign, or IMO identification number
B	Date and Time (UTC)
C or D	Position
E or F	Course and speed of ship
I	Destination
L	Intended route through the reporting area
O	Vessel draft
P	General categories of hazardous cargo on board
Q or R	Defects or deficiencies, if relevant
T	Contact information of ship's agent or owner
U	Ship size and type (<i>e.g.</i> , length, tonnage, and type)
W	Total number of persons on board

3.2.2 The report for a ship leaving the system should contain the following information:

System identifier: CORAL SHIPREP

A	Name of the ship, call sign, or IMO identification number
B	Date and Time (UTC)
C or D	Position

3.2.3 A ship may elect, for reasons of commercial confidentiality, to communicate that section of the report which provides information on general categories of hazardous cargo by non-verbal means prior to entering the reporting area.

3.3 *Geographical positions for submitting reports*

3.3.1 Each ship should submit a full report in accordance with paragraph 3.2.1 as soon as it crosses the boundary to enter the ship reporting system.

3.3.2 Each ship should submit a report in accordance with paragraph 3.2.2 as soon as it crosses the boundary to leave the ship reporting system.

3.3.3 Further reports should be made whenever there is a change in navigation status or circumstances, particularly in relation to item Q of the reporting format.

3.4 *Authority to whom reports should be sent*

3.4.1 The shore-based Authority is the United States Coast Guard's Communication Area Master Station Pacific (CAMSPAC). For ships 300 gross tonnage and greater, an e-mail address to be used for reporting through INMARSAT-C will be provided in advance of implementation

of this system through Notices to Mariners. In the event of a developing emergency, ships are urged to call the United States Coast Guard 14th District. Vessels unable to report in through INMARSAT-C should report to nwhi.notification@noaa.gov.

4 Information to be provided to ship and procedures to be followed

4.1 The CORAL SHIPREP shore-based Authority will provide critical alerts and information to shipping about specific and urgent situations and other information that may affect safety of navigation within the IMO-adopted Areas To Be Avoided and “The Papahānaumokuākea Marine National Monument” Particularly Sensitive Sea Area, as well as remind ships about the existence of the IMO-adopted Areas To Be Avoided and necessity of navigating with extreme caution through the Particularly Sensitive Sea Area.³

4.2 Navigational warnings and emergency broadcasts will be issued as NAVTEX messages or specifically directed at GMDSS equipped vessels using INMARSAT-C.

5 Radio Communication required for the system and frequencies on which reports should be transmitted

5.1 This system will be based on INMARSAT-C and an e-mail and ships equipped with such capabilities should report through INMARSAT-C.

5.2 In the event of a developing emergency, a ship is urged to call the United States Coast Guard 14th District at 001-808-541-2500 to request a response and assistance.

5.3 For vessels unable to communicate through INMARSAT-C, reports should be made prior to, during, or after transiting through the reporting area to nwhi.notification@noaa.gov.

5.4 Commercially sensitive information will be kept confidential and should be transmitted prior to entry into the reporting system. Such information may be sent to nwhi.notification@noaa.gov.

5.5 The language used for reports to the system should be English, employing the IMO *Standard Marine Communications Phrases*, where necessary.

5.6 Communications associated with CORAL SHIPREP are, in accordance with SOLAS regulation V/11, free of charge to affected vessels.

6 Relevant rules and regulations in force in the area of the system

6.1 International actions

6.1.1 The United States has taken appropriate action to implement the international conventions to which it is party.

6.1.2 In recognition of the fragile environment in this area and potential hazards to navigation, the IMO has adopted several Areas To Be Avoided to protect the Northwestern Hawaiian Islands and has designated the area as a Particularly Sensitive Sea Areas where mariners should navigate with extreme caution.³

³ Pending the final decision of MEPC 57 on the designation of this PSSA.

6.1.3 The United States applies its laws in accordance with international law, which includes navigational rights under customary international law as reflected in the United Nations Convention on the Law of the Sea. No restrictions shall apply to or be enforced against foreign flagged vessels unless in accordance with such law.

6.2 *Domestic Actions*

6.2.1 The United States has taken considerable action to ensure maritime safety and to protect the fragile environment and cultural resources and areas of cultural importance significant to Native Hawaiians in the NWHI. This area has been the subject of a variety of protective measures, including designation of this area as the Northwestern Hawaiian Islands Marine National Monument (subsequently renamed the Papahānaumokuākea Marine National Monument) in recognition of its fragility and to protect the many species of coral, fish, birds, marine mammals, and other flora and fauna, as well as to protect historical and archaeological heritage resources, including cultural resources and areas of significant importance to Native Hawaiians.

6.2.2 Regulations in this area, *inter alia*, prohibit taking, possessing, injuring, or disturbing any resource; altering the seabed; anchoring or deserting a vessel; and possessing fishing gear unless stowed. All of these activities may be allowed by permit; however, permits cannot be issued for such things as releasing an introduced species. Activities such as discharging or depositing any material into the Monument, or discharging or depositing any material outside the Monument that subsequently injures Monument resources, except discharges incidental to vessel use, such as approved marine sanitation device effluent, cooling water, and engine exhaust are also prohibited. The United States strictly regulates entry into the Monument and, for those vessels subject to United States jurisdiction, requires the mandatory use of vessel monitoring systems on those vessels that may be allowed into the Monument for specific purposes.

7 **Shore-based facilities to support operation of the system**

7.1 The shore-based Authority is the United States Coast Guard's Communications Area Master Station Pacific (CAMSPAC). CAMSPAC provides maritime distress communication services and safety and weather broadcasts to commercial and recreational mariners, and also provides secure voice communications and record message delivery services for all United States Coast Guard cutters, aircraft, and shore units. Additionally, CAMSPAC is one of the United States Coast Guard's Pacific Area's (PACAREA) Continuity of Operations sites. CAMSPAC delivers contingency and interagency communication services for Incident Commanders by deploying a state-of-the-art transportable communications center. CAMSPAC is the Operational Commander of the United States Coast Guard's Pacific Area Communications System, consisting of communication stations in Honolulu Hawaii, Kodiak Alaska, and remote facilities in Guam. There are approximately 150 people assigned to CAMSPAC.

7.2 CORAL SHIPREP will use INMARSAT-C communications equipment. A computer server handles and sorts incoming reports and sends the return message. Incoming reports are text messages that arrive via either internet e-mail or telex. When the ship reporting system server receives a report, the server sends the ship a specific return message. Area co-ordinators will monitor and update the information to the server for inclusion in the outgoing message.

8 Alternative communication if the shore-based facilities fail

8.1 NAVTEX Broadcast Notice to Mariners may be used to notify mariners of the temporary failure of the system and can provide mariners with basic information necessary to navigate safely through this area.

8.2 For those ships reporting through INMARSAT-C, the standard protocol now used for such systems will be used to re-route incoming and outgoing communications through an alternative address and it is expected that this will minimize the system's downtime, though a short delay may occur.

9 Measures to be taken if a ship does not report

9.1.1 All means will be used to encourage and promote the full participation of the ships recommended to submit reports.

9.1.2 If reports are not submitted by those ships required to report and the ship can be positively identified, appropriate action will be taken – including interaction with the flag State – in accordance with customary international law as reflected in the 1982 United Nations Convention on the Law of the Sea.

APPENDIX

GEOGRAPHICAL CO-ORDINATES

SHIP REPORTING SYSTEM

(Reference chart: United States 19016 (2007 edition; 19019, 2007 edition; 19022, 2007 edition.)
These charts are based on World Geodetic System 1984 Datum (WGS-84) and astronomic datum.)

1 Outer Boundary

Point	LATITUDE	LONGITUDE
1	29°25'.47 N	178°16'.97 W
2	28°43'.73 N	175°13'.84 W
3	27°00'.77 N	173°25'.78 W
4	26°44'.91 N	171°28'.07 W
5	26°24'.23 N	170°20'.59 W
6	25°56'.43 N	167°32'.10 W
7	24°50'.20 N	165°58'.69 W
8	24°05'.52 N	161°56'.86 W
9	24°05'.29 N	161°56'.62 W
10	24°04'.37 N	161°51'.53 W
11	24°03'.44 N	161°46'.45 W
12	24°02'.41 N	161°41'.39 W
13	24°01'.31 N	161°36'.35 W
14	23°59'.68 N	161°31'.55 W
15	23°57'.85 N	161°26'.85 W
16	23°55'.54 N	161°22'.31 W
17	23°52'.96 N	161°17'.92 W
18	23°50'.12 N	161°13'.72 W
19	23°46'.94 N	161°10'.08 W
20	23°43'.49 N	161°06'.47 W
21	23°39'.71 N	161°03'.09 W
22	23°35'.72 N	161°00'.14 W
23	23°31'.59 N	160°57'.46 W
24	23°27'.32 N	160°55'.23 W
25	23°22'.74 N	160°53'.71 W
26	23°18'.29 N	160°52'.17 W
27	23°13'.57 N	160°51'.04 W
28	23°08'.68 N	160°50'.46 W
29	23°03'.70 N	160°50'.17 W
30	22°58'.67 N	160°50'.35 W
31	22°53'.84 N	160°51'.04 W
32	22°49'.11 N	160°52'.20 W
33	22°44'.46 N	160°53'.56 W
34	22°40'.03 N	160°55'.52 W
35	22°35'.73 N	160°57'.68 W
36	22°31'.54 N	161°00'.25 W
37	22°27'.57 N	161°03'.23 W

38	22°23'.76 N	161°06'.64 W
39	22°20'.24 N	161°10'.23 W
40	22°17'.02 N	161°14'.13 W
41	22°14'.04 N	161°18'.34 W
42	22°11'.35 N	161°22'.80 W
43	22°09'.19 N	161°27'.45 W
44	22°07'.29 N	161°32'.11 W
45	22°05'.87 N	161°36'.94 W
46	22°04'.62 N	161°41'.89 W
47	22°03'.94 N	161°47'.09 W
48	22°03'.41 N	161°52'.36 W
49	22°03'.41 N	161°57'.51 W
50	22°03'.82 N	162°02'.83 W
51	22°04'.49 N	162°08'.04 W
52	22°05'.43 N	162°13'.12 W
53	22°05'.97 N	162°16'.41 W
54	22°06'.29 N	162°16'.85 W
55	22°34'.57 N	164°47'.27 W
56	22°47'.60 N	166°38'.23 W
57	24°03'.82 N	168°27'.91 W
58	24°25'.76 N	170°45'.39 W
59	24°46'.54 N	171°53'.03 W
60	25°07'.60 N	174°28'.71 W
61	27°05'.82 N	176°35'.51 W
62	27°27'.32 N	178°38'.66 W
63	27°28'.93 N	178°43'.56 W
64	27°30'.64 N	178°48'.40 W
65	27°32'.74 N	178°52'.96 W
66	27°35'.06 N	178°57'.30 W
67	27°37'.89 N	179°01'.49 W
68	27°40'.90 N	179°05'.60 W
69	27°44'.17 N	179°09'.41 W
70	27°47'.74 N	179°12'.85 W
71	27°51'.45 N	179°16'.00 W
72	27°55'.32 N	179°18'.82 W

73	27°59'.33 N	179°21'.13 W
74	28°03'.49 N	179°23'.15 W
75	28°07'.82 N	179°24'.76 W
76	28°12'.31 N	179°26'.18 W
77	28°16'.95 N	179°27'.05 W
78	28°21'.61 N	179°27'.63 W
79	28°26'.18 N	179°27'.77 W
80	28°30'.87 N	179°27'.48 W
81	28°35'.61 N	179°26'.95 W
82	28°40'.09 N	179°25'.75 W
83	28°44'.46 N	179°24'.31 W
84	28°48'.70 N	179°22'.50 W
85	28°52'.81 N	179°20'.43 W
86	28°56'.71 N	179°17'.77 W

87	29°00'.58 N	179°14'.92 W
88	29°04'.18 N	179°11'.69 W
89	29°07'.62 N	179°08'.20 W
90	29°10'.86 N	179°04'.37 W
91	29°13'.76 N	179°00'.21 W
92	29°16'.24 N	178°55'.78 W
93	29°18'.51 N	178°51'.26 W
94	29°20'.45 N	178°46'.50 W
95	29°22'.26 N	178°41'.67 W
96	29°23'.52 N	178°36'.64 W
97	29°24'.53 N	178°31'.54 W
98	29°25'.16 N	178°26'.31 W
99	29°25'.42 N	178°20'.92 W
100	29°25'.29 N	178°16'.70 W

2 Inner Boundary Around Kure Atoll, Midway Atoll, and Pearl and Hermes Atoll

Point	LATITUDE	LONGITUDE
1	27°14'.76 N	176°29'.87 W
2	27°24'.95 N	177°33'.31 W
3	27°35'.87 N	178°29'.90 W
4	27°36'.64 N	178°33'.93 W
5	27°37'.53 N	178°37'.32 W
6	27°38'.60 N	178°40'.65 W
7	27°39'.85 N	178°43'.90 W
8	27°41'.28 N	178°47'.05 W
9	27°42'.89 N	178°50'.10 W
10	27°44'.66 N	178°53'.03 W
11	27°46'.59 N	178°55'.83 W
12	27°48'.67 N	178°58'.49 W
13	27°50'.89 N	179°01'.00 W
14	27°53'.22 N	179°03'.39 W
15	27°55'.69 N	179°05'.61 W
16	27°58'.29 N	179°07'.61 W
17	28°01'.01 N	179°09'.47 W
18	28°03'.81 N	179°11'.10 W
19	28°06'.71 N	179°12'.53 W
20	28°09'.67 N	179°13'.75 W
21	28°12'.70 N	179°14'.75 W
22	28°15'.78 N	179°15'.54 W
23	28°18'.91 N	179°16'.11 W
24	28°22'.04 N	179°16'.45 W
25	28°24'.72 N	179°16'.56 W
26	28°25'.20 N	179°16'.57 W
27	28°25'.81 N	179°16'.56 W
28	28°28'.35 N	179°16'.44 W
29	28°31'.49 N	179°16'.10 W
30	28°34'.61 N	179°15'.54 W

31	28°37'.69 N	179°14'.75 W
32	28°40'.71 N	179°13'.74 W
33	28°43'.68 N	179°12'.54 W
34	28°46'.58 N	179°11'.13 W
35	28°49'.39 N	179°09'.52 W
36	28°52'.11 N	179°07'.70 W
37	28°54'.72 N	179°05'.70 W
38	28°57'.21 N	179°03'.51 W
39	28°59'.58 N	179°01'.15 W
40	29°01'.81 N	178°58'.62 W
41	29°03'.90 N	178°55'.93 W
42	29°05'.83 N	178°53'.10 W
43	29°07'.60 N	178°50'.13 W
44	29°09'.21 N	178°47'.04 W
45	29°10'.64 N	178°43'.84 W
46	29°11'.89 N	178°40'.54 W
47	29°12'.95 N	178°37'.16 W
48	29°13'.82 N	178°33'.71 W
49	29°14'.50 N	178°30'.21 W
50	29°14'.99 N	178°26'.66 W
51	29°15'.28 N	178°23'.08 W
52	29°15'.36 N	178°19'.49 W
53	29°15'.25 N	178°15'.90 W
54	29°14'.94 N	178°12'.32 W
55	29°14'.43 N	178°08'.78 W
56	29°03'.47 N	177°12'.07 W
57	29°02'.55 N	177°07'.29 W
58	28°38'.96 N	175°35'.47 W
59	28°38'.67 N	175°34'.35 W

60	28°34'.91 N	175°19'.74 W
61	28°26'.24 N	175°10'.65 W
62	28°24'.61 N	175°08'.95 W
63	28°24'.53 N	175°09'.04 W
64	28°20'.09 N	175°04'.91 W
65	28°16'.05 N	175°01'.92 W
66	28°11'.78 N	174°59'.33 W
67	28°07'.29 N	174°57'.23 W
68	28°02'.63 N	174°55'.68 W
69	27°57'.84 N	174°54'.62 W
70	27°53'.01 N	174°54'.05 W
71	27°48'.12 N	174°54'.05 W
72	27°43'.28 N	174°54'.62 W
73	27°38'.48 N	174°55'.71 W
74	27°33'.81 N	174°57'.32 W
75	27°29'.30 N	174°59'.43 W
76	27°25'.00 N	175°02'.03 W
77	27°20'.93 N	175°05'.07 W

78	27°17'.18 N	175°08'.59 W
79	27°13'.73 N	175°12'.47 W
80	27°10'.59 N	175°16'.67 W
81	27°07'.88 N	175°21'.25 W
82	27°05'.57 N	175°26'.09 W
83	27°03'.66 N	175°31'.15 W
84	27°02'.22 N	175°36'.40 W
85	27°01'.29 N	175°41'.78 W
86	27°00'.73 N	175°47'.22 W
87	27°00'.68 N	175°52'.74 W
88	27°01'.09 N	175°58'.16 W
89	27°01'.99 N	176°03'.53 W
90	27°03'.34 N	176°08'.81 W
91	27°05'.12 N	176°13'.91 W
92	27°07'.37 N	176°18'.79 W
93	27°09'.98 N	176°23'.40 W
94	27°13'.02 N	176°27'.74 W
95	27°13'.77 N	176°28'.70 W

3 Inner Boundary Around Lisianski Island, Laysan Island, Maro Reef, and Raita Bank

Point	LATITUDE	LONGITUDE
1	26°50'.89 N	173°30'.79 W
2	26°36'.00 N	171°37'.70 W
3	26°35'.49 N	171°33'.84 W
4	26°35'.10 N	171°30'.84 W
5	26°34'.07 N	171°27'.50 W
6	26°33'.35 N	171°25'.16 W
7	26°14'.26 N	170°23'.04 W
8	26°08'.69 N	169°48'.96 W
9	26°08'.36 N	169°49'.03 W
10	26°07'.62 N	169°45'.83 W
11	26°06'.03 N	169°40'.57 W
12	26°03'.97 N	169°35'.64 W
13	26°01'.51 N	169°30'.91 W
14	25°58'.65 N	169°26'.45 W
15	25°55'.32 N	169°22'.34 W
16	25°51'.67 N	169°18'.60 W
17	25°47'.78 N	169°15'.19 W
18	25°43'.54 N	169°12'.34 W
19	25°39'.05 N	169°09'.93 W
20	25°34'.37 N	169°08'.08 W
21	25°29'.54 N	169°06'.76 W
22	25°24'.61 N	169°05'.93 W
23	25°19'.63 N	169°05'.64 W
24	25°14'.65 N	169°05'.93 W

25	25°09'.69 N	169°06'.66 W
26	25°04'.85 N	169°08'.02 W
27	25°00'.17 N	169°09'.96 W
28	24°55'.66 N	169°12'.35 W
29	24°51'.35 N	169°15'.14 W
30	24°47'.37 N	169°18'.48 W
31	24°43'.69 N	169°22'.22 W
32	24°40'.34 N	169°26'.31 W
33	24°37'.42 N	169°30'.78 W
34	24°35'.00 N	169°35'.64 W
35	24°33'.02 N	169°40'.66 W
36	24°31'.34 N	169°45'.88 W
37	24°30'.31 N	169°51'.08 W
38	24°29'.68 N	169°56'.53 W
39	24°29'.56 N	170°01'.81 W
40	24°29'.61 N	170°04'.57 W
41	24°35'.77 N	170°44'.39 W
42	24°36'.29 N	170°47'.58 W
43	24°37'.18 N	170°50'.37 W
44	24°37'.76 N	170°52'.17 W
45	24°56'.23 N	171°50'.19 W
46	25°16'.61 N	174°24'.84 W
47	25°29'.56 N	174°38'.45 W
48	25°33'.28 N	174°42'.03 W
49	25°37'.33 N	174°45'.20 W

50	25°41'.68 N	174°47'.84 W
51	25°46'.23 N	174°50'.05 W
52	25°50'.93 N	174°51'.77 W
53	25°55'.80 N	174°52'.91 W
54	26°00'.71 N	174°53'.47 W
55	26°05'.67 N	174°53'.61 W
56	26°10'.59 N	174°53'.07 W
57	26°15'.46 N	174°52'.08 W
58	26°20'.20 N	174°50'.57 W
59	26°24'.75 N	174°48'.44 W
60	26°29'.15 N	174°45'.94 W
61	26°33'.26 N	174°42'.96 W
62	26°37'.11 N	174°39'.49 W
63	26°40'.60 N	174°35'.63 W
64	26°43'.75 N	174°31'.43 W

65	26°46'.49 N	174°26'.87 W
66	26°48'.90 N	174°22'.09 W
67	26°50'.79 N	174°17'.03 W
68	26°52'.20 N	174°11'.79 W
69	26°53'.21 N	174°06'.43 W
70	26°53'.74 N	174°00'.98 W
71	26°53'.74 N	173°55'.48 W
72	26°53'.29 N	173°50'.02 W
73	26°52'.56 N	173°44'.58 W
74	26°51'.85 N	173°39'.14 W
75	26°51'.13 N	173°33'.69 W
76	26°50'.75 N	173°30'.87 W

4 Inner Boundary Around Gardner Pinnacles, French Frigate Shoals, and Necker Island

Point	LATITUDE	LONGITUDE
1	25°49'.64 N	167°52'.66 W
2	25°49'.70 N	167°52'.65 W
3	25°48'.99 N	167°48'.35 W
4	25°47'.09 N	167°36'.72 W
5	25°39'.84 N	167°26'.48 W
6	25°35'.10 N	167°19'.79 W
7	25°10'.43 N	166°45'.00 W
8	24°40'.91 N	166°03'.36 W
9	24°35'.64 N	165°34'.99 W
10	24°23'.78 N	164°31'.12 W
11	24°23'.59 N	164°31'.14 W
12	24°23'.31 N	164°29'.74 W
13	24°21'.85 N	164°24'.52 W
14	24°20'.10 N	164°19'.39 W
15	24°17'.75 N	164°14'.56 W
16	24°14'.99 N	164°09'.97 W
17	24°11'.86 N	164°05'.69 W
18	24°08'.30 N	164°01'.80 W
19	24°04'.48 N	163°58'.23 W
20	24°00'.27 N	163°55'.22 W
21	23°55'.85 N	163°52'.59 W
22	23°51'.17 N	163°50'.56 W
23	23°46'.33 N	163°48'.98 W
24	23°41'.37 N	163°47'.99 W
25	23°36'.34 N	163°47'.56 W
26	23°31'.27 N	163°47'.60 W
27	23°26'.27 N	163°48'.28 W
28	23°21'.34 N	163°49'.50 W

29	23°16'.53 N	163°51'.14 W
30	23°11'.96 N	163°53'.47 W
31	23°07'.54 N	163°56'.15 W
32	23°03'.46 N	163°59'.38 W
33	22°59'.65 N	164°03'.01 W
34	22°56'.27 N	164°07'.10 W
35	22°53'.22 N	164°11'.49 W
36	22°50'.60 N	164°16'.18 W
37	22°48'.48 N	164°21'.16 W
38	22°46'.73 N	164°26'.28 W
39	22°45'.49 N	164°31'.60 W
40	22°44'.83 N	164°37'.03 W
41	22°44'.65 N	164°42'.51 W
42	22°44'.92 N	164°47'.99 W
43	22°45'.11 N	164°49'.52 W
44	22°45'.39 N	164°51'.48 W
45	22°45'.17 N	164°51'.53 W
46	22°50'.26 N	165°34'.99 W
47	22°55'.50 N	166°19'.63 W
48	22°55'.93 N	166°23'.32 W
49	22°57'.41 N	166°36'.00 W
50	23°03'.75 N	166°45'.00 W
51	23°05'.48 N	166°47'.45 W
52	24°12'.70 N	168°22'.86 W
53	24°12'.88 N	168°22'.78 W
54	24°16'.05 N	168°27'.28 W
55	24°19'.15 N	168°31'.66 W

56	24°22'.27 N	168°35'.95 W
57	24°25'.71 N	168°39'.94 W
58	24°29'.51 N	168°43'.55 W
59	24°33'.67 N	168°46'.63 W
60	24°38'.06 N	168°49'.29 W
61	24°42'.68 N	168°51'.46 W
62	24°47'.45 N	168°53'.12 W
63	24°52'.34 N	168°54'.28 W
64	24°57'.32 N	168°54'.82 W
65	25°02'.32 N	168°54'.95 W
66	25°07'.30 N	168°54'.43 W
67	25°12'.19 N	168°53'.32 W
68	25°16'.99 N	168°51'.76 W

69	25°21'.57 N	168°49'.60 W
70	25°25'.94 N	168°46'.93 W
71	25°30'.09 N	168°43'.86 W
72	25°33'.89 N	168°40'.42 W
73	25°37'.37 N	168°36'.52 W
74	25°40'.49 N	168°32'.24 W
75	25°43'.24 N	168°27'.68 W
76	25°45'.57 N	168°22'.82 W
77	25°47'.43 N	168°17'.76 W
78	25°48'.79 N	168°12'.47 W
79	25°49'.72 N	168°07'.09 W
80	25°50'.11 N	168°01'.62 W
81	25°50'.18 N	168°00'.09 W

5 Inner Boundary Around Nihoa Island

Point	LATITUDE	LONGITUDE
1	23°52'.82 N	161°44'.54 W
2	23°52'.10 N	161°41'.20 W
3	23°51'.18 N	161°37'.92 W
4	23°50'.08 N	161°34'.71 W
5	23°48'.79 N	161°31'.58 W
6	23°47'.33 N	161°28'.55 W
7	23°45'.69 N	161°25'.62 W
8	23°43'.88 N	161°22'.81 W
9	23°41'.92 N	161°20'.13 W
10	23°39'.80 N	161°17'.60 W
11	23°37'.54 N	161°15'.21 W
12	23°35'.14 N	161°12'.99 W
13	23°32'.62 N	161°10'.93 W
14	23°29'.99 N	161°09'.05 W
15	23°27'.25 N	161°07'.35 W
16	23°24'.42 N	161°05'.85 W
17	23°21'.51 N	161°04'.54 W
18	23°18'.52 N	161°03'.43 W
19	23°15'.48 N	161°02'.53 W
20	23°12'.39 N	161°01'.84 W
21	23°09'.27 N	161°01'.35 W
22	23°06'.13 N	161°01'.09 W
23	23°02'.97 N	161°01'.03 W
24	22°59'.82 N	161°01'.19 W
25	22°56'.69 N	161°01'.57 W
26	22°53'.58 N	161°02'.15 W
27	22°50'.51 N	161°02'.95 W
28	22°47'.50 N	161°03'.95 W
29	22°44'.55 N	161°05'.15 W
30	22°41'.67 N	161°06'.54 W

31	22°38'.88 N	161°08'.13 W
32	22°36'.19 N	161°09'.90 W
33	22°33'.61 N	161°11'.85 W
34	22°31'.14 N	161°13'.97 W
35	22°28'.81 N	161°16'.25 W
36	22°26'.61 N	161°18'.69 W
37	22°24'.56 N	161°21'.26 W
38	22°22'.66 N	161°23'.97 W
39	22°20'.92 N	161°26'.80 W
40	22°19'.35 N	161°29'.74 W
41	22°17'.95 N	161°32'.78 W
42	22°16'.73 N	161°35'.90 W
43	22°15'.70 N	161°39'.10 W
44	22°14'.85 N	161°42'.37 W
45	22°14'.20 N	161°45'.68 W
46	22°13'.73 N	161°49'.03 W
47	22°13'.47 N	161°52'.41 W
48	22°13'.40 N	161°55'.80 W
49	22°13'.53 N	161°59'.18 W
50	22°13'.85 N	162°02'.55 W
51	22°14'.31 N	162°05'.45 W
52	22°14'.37 N	162°05'.89 W
53	22°14'.59 N	162°06'.88 W
54	22°15'.87 N	162°12'.18 W
55	22°17'.70 N	162°17'.31 W
56	22°19'.97 N	162°22'.20 W
57	22°22'.73 N	162°26'.84 W
58	22°25'.88 N	162°31'.15 W
59	22°29'.41 N	162°35'.09 W

60	22°33'.28 N	162°38'.61 W
61	22°37'.47 N	162°41'.72 W
62	22°41'.93 N	162°44'.34 W
63	22°46'.63 N	162°46'.47 W
64	22°51'.48 N	162°48'.05 W
65	22°56'.46 N	162°49'.09 W
66	23°01'.50 N	162°49'.58 W
67	23°06'.58 N	162°49'.49 W
68	23°11'.61 N	162°48'.89 W
69	23°16'.57 N	162°47'.70 W
70	23°21'.36 N	162°45'.98 W
71	23°26'.02 N	162°43'.75 W
72	23°30'.40 N	162°41'.01 W
73	23°34'.51 N	162°37'.83 W

74	23°38'.26 N	162°34'.18 W
75	23°41'.69 N	162°30'.18 W
76	23°44'.72 N	162°25'.79 W
77	23°47'.36 N	162°21'.11 W
78	23°49'.55 N	162°16'.16 W
79	23°51'.24 N	162°10'.99 W
80	23°52'.44 N	162°05'.63 W
81	23°53'.14 N	162°00'.25 W
82	23°53'.36 N	161°54'.75 W
83	23°53'.09 N	161°49'.28 W
84	23°52'.82 N	161°47'.09 W
85	23°52'.39 N	161°44'.67 W

ANNEX 27

RESOLUTION MSC.249(83)

(adopted on 8 October 2007)

ADOPTION OF A NEW MANDATORY SHIP REPORTING SYSTEM “ON THE APPROACHES TO THE POLISH PORTS IN THE GULF OF GDAŃSK”

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fifty-third session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the new mandatory ship reporting system “On the approaches to the Polish ports in the Gulf of Gdańsk”;
2. DECIDES that the ship reporting system, “On the approaches to the Polish ports in the Gulf of Gdańsk (GDANREP)”, will enter into force at 0000 hours UTC on 1 May 2008; and
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974 SOLAS Convention.

ANNEX

**MANDATORY SHIP REPORTING SYSTEM “ON THE APPROACHES TO THE
POLISH PORTS IN THE GULF OF GDAŃSK” (GDANREP)**

A ship reporting system (GDANREP) is established in the Gulf of Gdańsk in the territorial and internal waters of Poland.

1 Categories of ships required to participate in the system

1.1 Ships of the following categories are required to participate in the system proceeding to or from Polish ports or passing through the reporting area between Polish ports in the Gulf of Gdańsk, or ships visiting the area:

- all passenger ships as defined in Chapter 1 of 1974 SOLAS, as amended;
- ships of 150 gross tonnage and above;
- all vessels engaged in towing.

2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system

2.1 The operational area of the mandatory ship reporting system covers the territorial and internal waters of Poland in the Gulf of Gdańsk, south of parallel 54° 45' N, between Reporting Line and Polish coastline.

2.2 The reference chart is Polish chart No.151 (INT 1291) published by the Hydrographic Office of the Polish Navy (Edition 2004). Chart datum is World Geodetic System 1984 (WGS-84) Datum.

2.3 For the purpose of this system Reporting Line means the line joining the following geographical positions:

(1)	54° 45'.00 N	018° 32'.56 E
(2)	54° 45'.00 N	019° 06'.10 E
(3)	54° 36'.20 N	019° 24'.20 E
(4)	54° 27'.49 N	019° 38'.30 E

2.4 For the purpose of this system Reporting Points are situated at the following geographical positions:

(5)	54° 35'.58 N	018° 52'.82 E
(6)	54° 35'.23 N	018° 53'.76 E
(8)	54° 36'.76 N	019° 04'.67 E
(9)	54° 36'.66 N	019° 07'.51 E
(10)	54° 31'.70 N	018° 40'.70 E
(11)	54° 28'.10 N	018° 42'.90 E
(12)	54° 25'.30 N	018° 54'.80 E

3 Format, content of reports, times and geographical positions for submitting reports, authority to whom reports should be sent and available services

Reports should be made using VHF voice transmissions. A ship may elect, for reasons of commercial confidentiality, to communicate, in compliance with the relevant national regulations, that section of the report which provides information on cargo by non-verbal means prior to entering the ship reporting area.

3.1 *Format*

Designators to be used in the GDANREP area are derived from the format-type given in paragraph 2 of the appendix to resolution A.851(20).

System identifier: GDANREP (SP)(PR)(FR)

3.2 *Content*

A full report from a ship to the shore-based Authority by voice should contain the following information:

3.2.1 Sailing Plan (SP)

- | | |
|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A | Name of the ship, call sign, IMO identification number (if applicable), MMSI number, flag |
| C or D | Position (expressed in latitude and longitude or bearing to and distance from a landmark) |
| E and F | Course and speed of the ship |
| G | Name of last port of call |
| I | Destination, ETA and ETD |
| O | Maximum present draught |
| P | Cargo and, if dangerous or polluting goods present on board, quantity and UN numbers and IMO hazard classes or pollution category thereof, as appropriate |
| Q or R | Defects, damage, deficiencies or other limitations (vessels towing are to report length of tow and name of object in tow) or any other circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions |
| T | Contact information of ship's agent or owner |
| W | Total number of persons on board |
| X | Miscellaneous remarks, amount and nature of bunkers if over 5000 tons, navigational status |

3.2.2 Position Report (PR)

- A Name of the ship, call sign, IMO identification number (or MMSI for transponder reports)
- C or D Position (expressed in latitude and longitude or bearing to and distance from a landmark)

3.2.3 Final Report (FR)

- A Name of the ship, call sign, IMO identification number (or MMSI for transponder reports)
- C or D Position (expressed in latitude and longitude or bearing to and distance from a landmark)

3.2.4 Other Reports

When an incident or accident which can affect the safety of the ship, safety of navigation or any incident giving rise to pollution, or threat of pollution, to the marine environment occurs within the ship reporting system area, the vessel(s) shall immediately report to the shore-based Authority the type, time, and location of the incident, extent of damage or pollution, and whether assistance is needed. The vessel(s) shall provide without delay any additional information related to the incident or accident as requested by the shore-based Authority, given, when appropriate, in the format-type of detailed report as given in paragraph 3 of the appendix to resolution A.851(20).

Note:

On receipt of a position message, the system operators will establish the relationship between the ship's position and the information supplied by the position-fixing equipment available to them. Information on course and speed will help operators to identify one ship among a group of ships.

All VHF-, telephone-, radar-, AIS- and other relevant information are recorded and the records are stored for 30 days.

3.3 *Times and geographical position for submitting reports*

Participating vessels are to report to the shore-based authorities the information required in paragraph 3.2 in the following schedule:

- 3.3.1 The ship shall transmit the Sailing Plan (SP) on entry into the ship reporting system area by crossing Reporting Line.
- 3.3.2 The ship shall transmit the Position Report (PR) on passing the Reporting Points.
- 3.3.3 The ship shall transmit the Final Report (FR) when finally exiting from the ship reporting system area by crossing Reporting Line.

3.3.4 In the case of incidents or accidents as described in paragraph 3.2.4 the ship(s) shall transmit the Other Report(s) immediately to the shore-based Authority. The vessel(s) shall provide any additional information related to the incident or accident as requested by the shore-based Authority.

3.4 *Authority to whom reports should be sent and available services*

The shore-based Authority is Director of Maritime Office in Gdynia, Poland. The ships participating in the system shall transmit reports by radio to VTS Centre "Gulf of Gdańsk". The authority monitors shipping within the mandatory ship reporting area of the Gulf of Gdańsk by radar and AIS. This does not relieve ship masters of their responsibility for the navigation of their ship.

4 Information to be provided to participating ships and procedures to be followed

4.1 *Information provided*

4.1.1 Authority provides information to shipping about specific and urgent situations which could cause conflicting traffic movements and other information concerning safety of navigation, for instance:

- information on weather conditions, ice, water level;
- information on navigational conditions including navigational warnings (status of aids to navigation, presence of other ships and, if necessary, their position, etc.);
- recommended route to be followed and status of areas temporarily closed for navigation.

4.1.2 Information is broadcasted by VTS Centre "Gulf of Gdańsk" station on the working channel or on the reserve channel, following the announcement on the working channel in the form of routine bulletins or when necessary or on request. Scheduled times of the routine weather bulletins and navigational warnings broadcasts are available in the relevant nautical publications.

4.1.3 Participating ships shall maintain listening watch on the designated VTS working channel.

4.1.4 Information broadcasts will be preceded by an announcement on VHF channel 16 on which channel it will be made. All ships navigating in the area should listen to the announced broadcast.

4.1.5 If necessary, individual information can be provided to a ship on the working channel, particularly in relation to positioning and navigational assistance or local conditions. If a ship needs to anchor due to breakdown or emergency the operator can recommend suitable anchorage in the area.

4.2 *Ice routeing in winter*

During severe ice conditions the traffic separation schemes may be declared not valid. Mariners will be informed of the cancellation through Notices to Mariners and by

VHF broadcasts from the VTS Centre. Ships reporting to the Centre, will receive information on the recommended route through the ice and/or are requested to contact the regional ice-braking co-ordinator for further instructions.

4.3 *Deviations*

If a ship participating in the mandatory ship reporting system fails to appear on the radar screen or fails to communicate with the authority or an emergency is reported, MRCC in the area is responsible for initiating a search for the ship in accordance with the rules laid down for the search and rescue service, including the involvement of other participating ships known to be in that particular area.

5 Radiocommunication required for the system, frequencies on which reports should be transmitted and information to be reported

5.1 The radio communications equipment required for the system is that defined in the GMDSS for sea area A1.

5.2 Reports shall be made by voice on VHF radio using the primary VTS working channel.

5.3 When submitting reports the system identifier GDANREP can be omitted.

5.4 The voice call sign of the VTS Centre “Gulf of Gdańsk” is “VTS Zatoka”.

5.5 The VHF working channels of the VTS Centre “Gulf of Gdańsk” are:

Primary	channel 71	call and short report information
Reserve	channel 66	as designated by VTS
Other	channel 16	call and distress

5.6 Ships are required to maintain a continuous listening watch in the area on VTS working channel and to report and take any action required by the maritime Authorities to reduce risks.

5.7 Confidential information may be transmitted by other means, including electronically, in compliance with relevant national regulations.

5.8 The language used for communication shall be English or Polish, using the IMO Standard Marine Communications Phrases, where necessary.

6 Relevant rules and regulations in force in the area of the system

6.1 *Regulations for Preventing Collisions at Sea*

The International Regulations for Preventing Collisions at Sea, 1972, as amended, are applicable throughout the reporting area.

6.2 *Traffic Separation Schemes*

The Traffic Separation Schemes in the Gulf of Gdańsk have been adopted by IMO and rule 10 of the International Regulations for Preventing Collisions at Sea applies.

6.3 *Pilotage*

Pilotage is mandatory in national waters under national laws.

6.4 *National regulations*

Relevant local regulations issued under authority of Director of Maritime Office in Gdynia, including Port Regulations, are in force in the Polish internal waters and are promulgated in the nautical publications.

6.5 *Dangerous and polluting cargoes*

Ships carrying dangerous or polluting cargoes and bound to or from any port within the ship reporting area must comply with the international and national regulations. The ship reporting system does not relieve ships masters of their responsibility to give the nationally required reports and information to any other relevant authorities. Discharges of oil and ship-generated waste is monitored by the authority. Ships causing pollution within the area can be prosecuted and fined.

7 Shore-based facilities to support operation of the system

7.1 VTS “Gulf of Gdańsk” is equipped with radars network, VHF communications network, VHF-DF, Automatic Identification System (AIS) facilities, hydro-meteorological sensors and information processing and retrieval system. Its functions are data collection and evaluation, provision of information, navigation assistance, and provision of maritime safety-related information to allied services.

7.2 VTS Centre maintains a continuous 24-hour watch and is manned by two operators at all times. The VTS Centre is staffed with personnel trained according to national and international recommendations.

7.3 VTS Centre shares traffic image and ship reporting data with MRCC in Gdynia and other allied services.

8 Information concerning the applicable procedures if the communication facilities of the shore-based Authority fail

The system is designed with sufficient system redundancy to cope with normal equipment failure, with multiple receivers on each channel. Should a VTS Centre suffer an irretrievable breakdown and call off itself from the system until the failure is repaired, it could be relieved by one of the Harbour Master’s Traffic Control, which jointly use the VTS traffic image and reporting data and is operated by the shore-based Authority.

9 Description of plans for providing a response to an emergency that poses a risk to the safety of life at sea or threatens the marine environment

9.1 *SAR plan*

The national maritime SAR plan establishes the MRCC in Gdynia, which is responsible in the event of an emergency that poses risk to the safety of life at sea and for deploying SAR units operating in the reporting area.

9.2 *National contingency plan*

The Director of Maritime Office in Gdynia is the authority responsible for prevention and control of pollution produced by oil and other harmful substances in the reporting area waters. Given the extent of the damage that can be caused by oil spills, there is a National Contingency Plan to deal with them, upon which various authorities co-operate under operational co-ordination of MRCC.

10 Measures to be taken if a ship fails to comply with the requirements of the system

10.1 The primary objective of the system is to enhance the safe navigation and the protection of the marine environment through the exchange of information between the ship and the shore. All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11.

10.2 If reports are not submitted and the offending ship can be positively identified, then information will be passed to the relevant Flag State Authorities for investigation and possible prosecution in accordance with national legislation. Information will be passed also to Port State Control, while at the same time an investigation will be launched with a view to possible legal action being taken in accordance with national legislation.

ANNEX 28

RESOLUTION MSC.250(83)

(adopted on 8 October 2007)

**ADOPTION OF A NEW MANDATORY SHIP REPORTING SYSTEM
“OFF THE SOUTH AND SOUTHWEST COAST OF ICELAND (TRANSREP)”**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fifty-third session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the new mandatory ship reporting system “Off the southwest coast of Iceland”;
2. DECIDES that the ship reporting system, “Off the southwest coast of Iceland (TRANSREP)”, will enter into force at 0000 hours UTC on 1 July 2008; and
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974 SOLAS Convention.

ANNEX

**MANDATORY SHIP REPORTING SYSTEM “OFF THE SOUTH AND SOUTHWEST
COAST OF ICELAND (TRANSREP)”**

1 Categories of ships required to participate in the system

1.1 Ships of the following categories are required to participate in the system:

- .1 ships calling at ports located within the eastern ATBA off the south and southwest coast of Iceland; and
- .2 ships of less than 5,000 gross tonnage permitted to transit the eastern ATBA south of latitude 63° 45' N when engaged on voyages between Icelandic ports and not carrying dangerous or noxious cargoes in bulk or in cargo tanks.

Pursuant to SOLAS 1974, the mandatory ship reporting system does not apply to any warship, naval auxiliary, coast guard vessel, or other vessel owned or operated by a contracting government and used, for the time being, only on government non-commercial service. However, such ships are encouraged to participate in the reporting system. The mandatory ship reporting system does not apply to fishing vessels with fishing rights within Iceland's exclusive economic zone (EEZ) and research vessels.

2 Geographical coverage of the system and the number and edition of the reference charts used for the delineation of the system

The reporting system covers the proposed ATBA (the eastern area) off the south and southwest coast of Iceland located entirely within Icelandic territorial waters, and is bounded by lines connecting the following geographical positions:

(25)	Dyrhólaey Light	63° 24'.13 N	019° 07'.83 W
(24)	S of Surtsey Island	63° 10'.00 N	020° 38'.00 W
(23)	S of Reykjanes Point	63° 40'.90 N	022° 40'.20 W
(22)	SW of Reykjanes Point	63° 45'.80 N	022° 44'.40 W
(21)	Húllid Passage SE part	63° 47'.00 N	022° 47'.60 W
(20)	Húllid Passage NE part	63° 48'.00 N	022° 48'.40 W
(19)	SW of Litla Sandvik	63° 49'.20 N	022° 47'.30 W
(18)	Off Sandgerdi	64° 01'.70 N	022° 58'.30 W
(8)	NW of Gardskagi Point	64° 07'.20 N	022° 47'.50 W
(9)	N of Gardskagi Point	64° 07'.20 N	022° 41'.40 W
(17)	Gardskagi Light	64° 04'.92 N	022° 41'.40 W

(The reference chart, which includes all the area of coverage for the system is Icelandic Chart No.31, INT 1105 *Dyrhólaey – Snæfellsnes*, (new edition June 2004) based on Datum WGS-84.)

3 Format, contents of report, times and geographical positions for submitting reports, Authority to whom reports must be sent and available services

The ship report, short title “TRANSREP”, shall be made to the shore-based Authority, Icelandic Maritime Traffic Service (MTS), located in Reykjavík. Reports should be made using VHF voice transmissions.

3.1 Format

The ship report to the shore-based Authority shall be in accordance with the format shown in paragraph 5.5. The information requested from ships is derived from the standard reporting format and procedures set out in paragraph 2 of the appendix to resolution A.851(20).

3.2 Content

The report required from a ship to the shore-based Authority contains only information which is essential to meet the objectives of the system:

Information considered to be essential:

- A Name of ship, call sign and IMO number
- C or D Position (latitude and longitude or in relation to a landmark)
- E Course
- F Speed
- G Port of departure
- H Date, time and point of entry into system
- I Port of destination
- K Date, time and point of exit from system or departure from a harbour within the ATBA
- L Intended track within the ATBA

In the event of defect, pollution or goods lost overboard, additional information may be requested.

3.3 Geographical position for submitting reports

Ships entering the ATBA shall report to the MTS their estimated time of crossing the area limits, specified in paragraph 2, 4 hours prior to entering the area or when departing from harbours in Faxaflói Bay. Ships leaving harbours within the ATBA shall report on departure.

3.4 Authority

The shore-based Authority is the Icelandic Maritime Traffic Service (MTS), which is operated by the Icelandic Coast Guard.

4 Information to be provided to ships and procedures to be followed

Detected and identified ships are monitored by AIS, which in no way releases their master from his responsibility for safe navigation.

Following the reception of a report, the Maritime Traffic Service can, on request, provide:

- information on navigational conditions; and
- information on weather conditions.

5 Radiocommunication required for the system, frequencies on which reports should be transmitted and information to be reported

- .1 TRANSREP will be based on VHF voice radiocommunications.
- .2 The call to the shore-based Authority shall be made on VHF channel 70 (16).
- .3 However, a ship which cannot use VHF channel 70 (16) in order to transmit the reports should use MF DSC or INMARSAT.
- .4 The language used for communication shall be English, using the IMO Standard Marine Communication Phrases, where necessary.
- .5 Information to be reported:
 - A Name of ship, call sign and IMO number
 - C or D Position (latitude and longitude or in relation to a landmark)
 - E Course
 - F Speed
 - G Port of departure
 - H Date, time and point of entry into system
 - I Port of destination
 - K Date, time and point of exit from system or departure from a harbour within the ATBA
 - L Intended track within the ATBA

6 Rules and regulations in force in the areas of the system

Relevant laws in force include domestic legislation and regulations to implement the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the International Convention for the Safety of Life at Sea, 1974, and the International Convention for the Prevention of Pollution from Ships, 73/78.

7 Shore-based facilities to support operation of the system

The Icelandic Maritime Traffic Service (MTS).

- The MTS is equipped with AIS covering the whole of the ATBA;
- VHF, MF, HF and INMARSAT communication equipment;
- Telephone, telefax and e-mail communication facilities, and
- Personnel operating the system: The MTS is manned by Coast Guard personnel on a 24-hour basis.

8 Alternative communication if the communication facilities of the shore-based Authority fail

TRANSREP is planned with a sufficient system redundancy to cope with normal equipment failure.

ANNEX 29

RESOLUTION MSC.251(83)

(adopted on 8 October 2007)

**ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP
REPORTING SYSTEMS “OFF USHANT”, “OFF LES CASQUETS”
AND “DOVER STRAIT/PAS DE CALAIS”**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fifty-third session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting systems “Off Ushant” (OUESSREP), “Off Les Casquets” (MANCHEREP) and “Dover Strait/Pas de Calais” (CALDOVREP);
2. DECIDES that the said amendments to the existing mandatory ship reporting systems, “Off Ushant (OUESSREP)”, “Off Les Casquets (MANCHEREP)” and “Dover Strait/Pas de Calais (CALDOVREP)”, will enter into force at 0000 hours UTC on 1 May 2008; and
3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974 SOLAS Convention.

ANNEX

**AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEMS
“OFF USHANT (OUESSREP)”, “OFF LES CASQUETS (MANCHEREP)” AND “IN
DOVER STRAIT/PAS DE CALAIS (CALDOVREP)”****1 OFF USHANT (OUESSREP)**

Amend paragraph 3.1 “Content” and paragraph 1.4 “Reporting format” of the SUMMARY to read as follows: (see Appendix)

2 OFF LES CASQUETS (MANCHEREP)

Amend paragraph 3.1 “Content” to read as follows: (see Appendix)

3 IN DOVER STRAIT/PAS DE CALAIS (CALDOVREP)

Amend paragraph 3.2 “Content” and section 4 “Reporting format” of the SUMMARY to read as follows: (see Appendix)

Appendix

“The report required should include:

- A – Name, call sign, IMO No. (or MMSI No. for reporting by transponder);
- B – Date and time;
- C or D – Position in latitude and longitude or true bearing and distance from a clearly identified landmark;
- E – True course;
- F – Speed;
- G – Port of departure;
- I – Port of destination and expected time of arrival;
- O – Present draught;
- P – Cargo and, if dangerous goods are on board, IMO quantity and class;
- Q or R – Defect, damage and/or deficiencies affecting ship’s structure, cargo or equipment, or any other circumstance affecting normal navigation, in accordance with the SOLAS or MARPOL Conventions;
- T – Address for provision of information concerning a cargo of dangerous goods;
- W – Number of persons on board;
- X – Miscellaneous:
 - Estimated quantity of bunker fuel and characteristics for ships carrying over 5,000 tonnes bunker fuel;
 - Navigation conditions.”

ANNEX 16

**RESOLUTION MSC.278(85)
(adopted on 1 December 2008)**

**ADOPTION OF THE NEW MANDATORY SHIP REPORTING SYSTEM
“OFF THE COAST OF PORTUGAL – COPREP”**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fifty-fourth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the new mandatory ship reporting system “Off the coast of Portugal – COPREP”, set out in the Annex;
2. DECIDES that the mandatory ship reporting system, “COPREP”, will enter into force at 0000 hours UTC on 1 June 2009; and
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and Contracting Governments to the 1974 SOLAS Convention.

ANNEX

**MANDATORY SHIP REPORTING SYSTEM
“OFF THE COAST OF PORTUGAL – COPREP”**

1 Categories of ships required to participate in the system

The following vessels are required to participate in the COPREP System:

- (a) all vessels of 300 gross tonnage or above;
- (b) all vessels carrying dangerous, hazardous and/or potentially polluting cargo;
- (c) all passenger vessels;
- (d) vessels engaged in towing or pushing where the combined length of the vessel and tow or pushed vessel is more than 100 m LOA;
- (e) fishing vessels with an LOA of 24 m or above; and
- (f) any other type of vessel is invited to voluntarily participate in the System.

2 Geographical coverage of the proposed systems and the number and edition of the reference chart used for delineation of the system

2.1 Geographical coverage of the proposed systems

The Ship Reporting System area is bounded by the shore and:

- (a) In the North: latitude 39° 45' N
- (b) In the West and South: By a line joining the following geographical positions:
 - (i) 39° 45' N
010° 14' W
 - (ii) 38° 41' N
010° 14' W
 - (iii) 36° 30' N
009° 35' W
 - (iv) 36° 15' N
008° 30' W
- (c) In the East: longitude 008° 30' W

2.2 Reference chart

The reference chart is “Cabo Finisterra a Casablanca”, Number 21101, Catalogue of Nautical Charts of the Portuguese Hydrographic Office, 4th impression – April 2002 (Note: This chart is based on WGS 84 Datum).

3 Reports and Procedures (Format and content of reports, authority to which reports should be sent)

3.1 Format

The format of information required in the COPREP reports is derived from the format given in resolution A.851(20) – General Principles for Ship Reporting Systems and Reporting Requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants.

3.2 Content

Vessels required to participate in the System shall make a report, with the short title “COPREP”, to Roca Control and shall contain the following information, which is considered essential for the purpose of the System:

DESIGNATOR	INFORMATION REQUIRED
A	Ship's name and callsign IMO identification or MMSI number on request
C	Position (Latitude – Longitude), or
D	Distance and bearing from a landmark
E	True course in a three(3)-digit group
F	Speed in knots
G	Last port of call
H	Time (UTC) and point of entry in the reporting sector
I	Next port of call and ETA
P	Hazardous cargo, IMO class or UN number and quantity
Q or R	Breakdown, damage and/or deficiencies affecting, the structure, cargo or equipment of the vessel or any other circumstances affecting normal navigation, in accordance with the provisions of the SOLAS and MARPOL Conventions
W	Total number of persons on board (when requested)
X	Miscellaneous remarks (when requested)

Any vessel may elect, for reasons of commercial confidentiality, to communicate the information regarding cargo (designator P of the report), by non-verbal means prior to entering the System.

3.3 Time and geographical position for submitting reports

3.3.1 Ships must submit a report:

- (a) on entering the reporting area as defined in paragraph 2.1; or
- (b) immediately after leaving a port, terminal or anchorage situated in the reporting area; or

- (c) when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position “for orders” given on entry into the reporting area; or
- (d) when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or a change in navigational status; or
- (e) when something is detected that could affect safety of navigation in the area; or
- (f) on finally leaving the reporting area; or
- (g) when requested by COPREP operator.

3.3.2 Ships who have submitted a voluntary report with the same designator letters prior to entering the reporting area are only required to submit a mandatory report:

- (a) if there are any changes in previously submitted information;
- (b) with designator letters “A” and “H” when entering the reporting area.

3.4 *Shore-based authority*

The shore-based authority for COPREP mandatory ship reporting system, to which these reports should be sent, is ROCA CONTROL (identified in paragraph 7).

4 Information to be provided to the participating ship and the procedures to be followed:

ROCA CONTROL is an information service. Ships are provided with information broadcasts on weather, hazards affecting the safety of navigation and other traffic in the area.

These broadcasts include:

- (a) traffic information;
- (b) hampered vessels such as vessels not under command or vessels restricted in their ability to manoeuvre;
- (c) adverse weather conditions;
- (d) weather warnings and forecast;
- (e) displaced or defective aids to navigation;
- (f) radar assistance; and
- (g) information on local harbours.

Information is broadcast on request or whenever necessary. Information broadcasts on ROCA CONTROL VHF main channel are preceded by an announcement on VHF channel 16. Information may be more frequent on occasions of adverse weather conditions, reduced visibility and imminent incident or accident.

The VTS centre is linked to MRCC LISBON and pollution control authorities in order to allow a prompt response to any emerging distress or urgent situation.

5 Communication requirements for the system, including frequencies on which reports should be transmitted and information to be reported:

The communications required for the COPREP are as follows:

- (a) The call to the shore-based authority shall be made on the VHF channel assigned to Vessel Traffic Service in the Portuguese Coast, or by the other available means based on the following contact information:

CALL:	Roca Control
TELEPHONE:	351-214464830
FAX:	351-214464839
E-mail:	oper.vts@imarpor.pt
VHF CHANNELS	
Primary channels:	22 and 79 Secondary channel: 69
CALL SIGN:	CSG229
MMSI:	00 263 3030

- (b) The language used for communication shall be Portuguese or English, using the IMO Standard Marine Communications Phrases, where necessary.
- (c) Information of commercial confidentiality may be transmitted by non-verbal means.

6 Rules and regulations in force in the area of the proposed system

Portugal has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and international regulations such as:

- (a) International Regulations for Preventing Collisions at Sea (COLREGs), 1972, as amended;
- (b) International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended;
- (c) International Convention on the Prevention of Pollution from Ships (MARPOL 73/78); and
- (d) Directive 2002/59/CE.

7 Shore-based facilities and personnel qualifications and training required to support the operation of the proposed system

7.1 Shore-based facilities

ROCA CONTROL maintains a continuous 24-hour watch over the COPREP area. The facilities of the Roca Control are the following:

- (a) 8 Coastal Radars:
 - (i) Long-range SCANTER primary radars
 - (ii) Focus of long distance sea side coverage
 - (iii) Special high gain 21" antennas
 - (iv) Surveillance of all the continental Portuguese Coast
 - (v) Video from selected radar and combined radar data available to main centre's VTS operator;

- (b) 8 Harbour Radars:
 - (i) Short range primary radars (for 3 of those)
 - (ii) Surveillance of the harbours approach area (for 5 of those)
 - (iii) Video from selected radar and combined radar data available to main centre's VTS operator;

- (c) 11 AIS Sites:
 - (i) Automatic identification of ships:
 - IMO standards
 - 3 types of information: ship static, dynamic and voyage
 - (ii) Based on GPS positioning
 - (iii) AIS position data merged with radar data at operator display (TDS)
 - (iv) Ship identification correlated with National Maritime Ship Database;

- (d) 11 Voice Radio Communication Sites:
 - (i) VHF voice radio communication with ships and aeronautical emergency channel
 - (ii) Complete coverage of the continental Portuguese Coast
 - (iii) VTS operators are able to communicate within the coverage area
 - (iv) Telephone and electronic communication between harbours and VTS control centres;
- (e) 11 VHF Direction Finder Sites:
 - (i) Azimuthing of radio communication
 - (ii) Complete coverage of the continental Portuguese Coast
 - (iii) Data from all sites available for the VTS operators
 - (iv) RDF data is present on operator displays (TDS);
- (f) 6 Meteorological Sites with:
 - (i) Anemometer, Thermometer, Barometer, Hygrometer, Rainfall indicator, Visibility sensors
 - (ii) Meteorological data of all sites will be presented to the VTS operators.

7.2 *Personnel qualifications and training*

The training given to ROCA CONTROL staff complies with the national and international recommendations and include a general study of navigational safety measures and the relevant national and international (IMO) provisions/requirements to support the operation of the proposed system.

8 Alternative procedures if the communication facilities of the shore-based authority fail

The system is designed to avoid, as far as possible, any irretrievable breakdown of equipment which would hinder the functioning of the services normally provided by ROCA CONTROL.

The most important items of equipment and power sources are duplicated and the facilities are provided with emergency generating sets as well as with Uninterruptible Power Supply (UPS) units. A maintenance team is available 24 hours a day to attend to any breakdown.

The system is also designed in such a manner that if one station fails, the adjacent station can provide the necessary coverage.

9 Actions to take in the event of emergency or ship's non-compliance with the system requirements

The main objectives of the system are to improve ships' safety in and off the Portuguese coast waters, support the organization of search and rescue and protect and improve the marine environment in the coast, developing the actions as fast and effective as possible if an emergency is reported or a report from a ship fails to appear, and it is impossible to establish communication with the ship. All means will be used to obtain the full participation of ships required to submit reports.

The mandatory ship reporting system COPREP is for the exchange of information only and does not provide any additional authority for mandating changes in the ship's operations. This reporting system will be implemented consistent with UNCLOS, SOLAS and other relevant international instruments so that the reporting system will not constitute a basis for preventing the passage of a ship through the reporting area.

Infringements of these regulations shall be punishable under Portuguese law, or reported to the ship's flag State in accordance with IMO resolution A.432(XI) – Compliance with the Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended.

ANNEX 17

**RESOLUTION MSC.279(85)
(adopted on 1 December 2008)**

**ADOPTION OF AMENDMENTS TO THE EXISTING SHIP REPORTING SYSTEM
FOR THE “PAPAHĀNAUMOKUĀKEA MARINE NATIONAL MONUMENT”,
PARTICULARLY SENSITIVE SEA AREA, “CORAL SHIPREP”**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fifty-fourth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing ship reporting system for the “Papahānaumokuākea Marine National Monument”, Particularly Sensitive Sea Area, “CORAL SHIPREP”, as set out in the Annex;
2. DECIDES that the said amendments to the existing ship reporting system “CORAL SHIPREP” will enter into force at 0000 hours UTC on 1 June 2009; and
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and Contracting Governments to the 1974 SOLAS Convention.

ANNEX

**AMENDMENTS TO THE EXISTING SHIP REPORTING SYSTEM FOR
THE “PAPAĪANAUMOKUĀKEA MARINE NATIONAL MONUMENT”,
PARTICULARLY SENSITIVE SEA AREA, “CORAL SHIPREP”**

- 1 Amend the Annex to resolution MSC.248(83) as follows:

The reporting address given in paragraphs 3.4.1, 5.3 and 5.4 is replaced by the following:

[“nwhi.notifications@noaa-gov”](mailto:nwhi.notifications@noaa-gov).

- 2 Amend the appendix to resolution MSC.248(83), as follows:

Appendix

Geographical coordinates

Ship reporting system

(Reference charts: United States 19016, 2007 edition; 19019, 2007 edition; 19022, 2007 edition. These charts are based on World Geodetic Survey (WGS) 1984 and astronomic Datum.)

1 Outer Boundary

The outer boundary of the “CORALSHIPREP” reporting area consists of lines connecting the following geographical positions:

Starting at	(1)	29° 24′.21 N,	178° 06′.45 W
A rhumb line to	(2)	29° 12′.16 N,	177° 04′.25 W
Then a rhumb line to	(3)	28° 43′.78 N,	175° 13′.76 W
Then a rhumb line to	(4)	27° 00′.28 N,	173° 25′.37 W
Then a rhumb line to	(5)	26° 44′.85 N,	171° 28′.22 W
Then a rhumb line to	(6)	26° 23′.95 N,	170° 20′.25 W
Then a rhumb line to	(7)	25° 56′.49 N,	167° 32′.03 W
Then a rhumb line to	(8)	24° 50′.23 N,	165° 58′.56 W
Then a rhumb line to	(9)	24° 02′.61 N,	161° 42′.30 W
Then an arc with a 60.25 nm radius centred at	(21)	23° 03′.61 N,	161° 55′.22 W
To a point	(10)	22° 04′.59 N,	162° 08′.14 W
Then a rhumb line to	(11)	22° 35′.32 N,	164° 53′.46 W
Then a rhumb line to	(12)	22° 47′.86 N,	166° 40′.44 W
Then a rhumb line to	(13)	24° 03′.30 N,	168° 27′.53 W
Then a rhumb line to	(14)	24° 26′.59 N,	170° 50′.37 W
Then a rhumb line to	(15)	24° 46′.49 N,	171° 52′.87 W
Then a rhumb line to	(16)	25° 07′.23 N,	174° 30′.23 W
Then a rhumb line to	(17)	27° 05′.50 N,	176° 35′.40 W
Then a rhumb line to	(18)	27° 15′.11 N,	177° 35′.26 W
Then a rhumb line to	(19)	27° 26′.10 N,	178° 32′.23 W
Then an arc with a 60.17 nm radius centred at	(20)	28° 25′.23 N,	178° 19′.51 W
Then to point	(1)	29° 24′.21 N,	178° 06′.45 W

2 Inner Boundary

The inner boundaries of the “CORAL SHIPREP” SRS reporting area are coterminous with the outer boundaries of the IMO-adopted Areas To Be Avoided “In the Region of the Papahānaumokuākea Marine National Monument”, which consist of the following:

1 Those areas contained within circles of radius of 50 nautical miles centred upon the following geographical positions:

- | | | | |
|----|---------------|---------------|----------------------------|
| a. | 28° 25'.18 N, | 178° 19'.75 W | (Kure Atoll) |
| b. | 28° 14'.20 N, | 177° 22'.10 W | (Midway Atoll) |
| c. | 27° 50'.62 N, | 175° 50'.53 W | (Pearl and Hermes Atoll) |
| d. | 26° 03'.82 N, | 173° 58'.00 W | (Lisianski Island) |
| e. | 25° 46'.18 N, | 171° 43'.95 W | (Laysan Island) |
| f. | 25° 25'.45 N, | 170° 35'.32 W | (Maro Reef) |
| g. | 25° 19'.50 N, | 170° 00'.88 W | (Maro Reef and Raita Bank) |
| h. | 25° 00'.00 N, | 167° 59'.92 W | (Gardner Pinnacles) |
| i. | 23° 45'.52 N, | 166° 14'.62 W | (French Frigate Shoals) |
| j. | 23° 34'.60 N, | 164° 42'.02 W | (Necker Island) |
| k. | 23° 03'.38 N, | 161° 55'.32 W | (Nihoa Island). |

2 Those areas contained between the following geographical coordinates:

		Begin Coordinates		End Coordinates	
		Latitude	Longitude	Latitude	Longitude
Area 1	Lisianski Island (N) ---> Laysan Island	26° 53'.22 N	173° 49'.64 W	26° 35'.58 N	171° 35'.60 W
	Lisianski Island (S) ---> Laysan Island	25° 14'.42 N	174° 06'.36 W	24° 57'.63 N	171° 57'.07 W
Area 2	Gardner Pinnacles (N) ---> French Frigate Shoals	25° 38'.90 N	167° 25'.31 W	24° 24'.80 N	165° 40'.89 W
	Gardner Pinnacles (S) ---> French Frigate Shoals	24° 14'.27 N	168° 22'.13 W	23° 05'.84 N	166° 47'.81 W

ANNEX 19

**RESOLUTION MSC.300(87)
(adopted on 17 May 2010)**

**ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY
SHIP REPORTING SYSTEM "IN THE STRAIT OF GIBRALTAR" (GIBREP)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

[TAKING FURTHER INTO ACCOUNT that, in addition to the existing operational Tarifa Vessel Traffic Services (VTS), the newly established Tangier Vessel Traffic Services (VTS) had also become operational with effect from 4 January 2010,

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fifty-fifth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system "In the Strait of Gibraltar" (GIBREP), as given in the Annex;
2. DECIDES that the said amendments to the existing mandatory ship reporting system "In the Strait of Gibraltar" (GIBREP) will enter into force at 0000 hours UTC on 1 December 2010;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and Contracting Governments to the 1974 SOLAS Convention.

ANNEX

AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM FOR THE STRAIT OF GIBRALTAR

1 Categories of ships required to participate in the system

1.1 Ships of the following general categories are required to participate in the reporting system:

- .1 all ships of 300 gross tonnage and over;
- .2 all ships, regardless of gross tonnage, carrying hazardous and/or potentially polluting cargo, as defined in paragraph 1.4 of the Guidelines and criteria for ship reporting systems (resolution MSC.43(64));
- .3 ships engaged in towing or pushing another vessel regardless of gross tonnage;
- .4 any category of vessel less than 300 gross tonnage which is using the appropriate traffic lane or separation zone in order to engage in fishing; and
- .5 any category of ships less than 300 gross tonnage which is using the appropriate traffic separation zone in an emergency in order to avoid immediate danger.

Exemption

1.2 Recognizing that regular cross-Strait ferries, including passenger high-speed craft, generally operate according to published schedules, special reporting arrangements can be made on a ship-by-ship basis, subject to the approval of both TARIFA TRAFFIC and TANGIER TRAFFIC.

2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system

2.1 The reporting system will cover the area (appendix) between longitudes 005° 58'.00 W and 005° 15'.00 W. This area includes the amended traffic separation scheme "In the Strait of Gibraltar" (IMO circular COLREG.2/Circ.58).

2.2 The reference charts which include all the area of coverage for the system are Spanish Hydrographic Office 105, French marine hydrographic and oceanographic service (SHOM) No.7042 (INT 3150), and British Admiralty chart No.142.

3 Format, content of report, times and geographical positions for submitting reports, authority to whom reports should be sent, available services

The ship report short title "GIBREP" shall be made to the ship reporting centres located at TARIFA and TANGIER. Report should be made using VHF voice transmissions.

3.1 Format

3.1.1 The information requested from ships should be provided in the standard reporting format, given in paragraph 2 of the appendix to resolution A.851(20).

3.1.2 A ship may elect, for reasons of commercial confidentiality, to communicate that section of the GIBREP ENTRY report which provides information on cargo (line P) by no-verbal means prior to entering the system.

3.2 Content

The report from a ship to the VTS should contain only information which is essential to achieve the objectives of the system:

- A – Name of the ship, call sign, IMO identification number;
- B – Date and time of event;
- C or D – Position in latitude and longitude or true bearing and distance from a clearly identified landmark;
- E – True course;
- F – Speed in knots;
- G – Port of departure;
- I – Port of destination and expected time of arrival;
- P – Cargo and quantity and if dangerous goods are on board IMO classes and quantities;
- Q or R – Defect, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation, in accordance with the provisions of relevant IMO Conventions;
- T – Address for provision of information concerning a cargo of dangerous goods;
- W – Total number of persons on board;
- X – Miscellaneous:
 - Estimated quantity of bunker fuel and characteristics for ships carrying over 5,000 tonnes bunker fuel;
 - Navigation conditions.

Note: On receipt of a position message, operators of the VTS will establish the relation between the ship's position and the information supplied by the facilities available to them. The information on heading and speed will facilitate the VTS operator's task of identifying a ship within a group.

3.3 Geographical position for submitting report

3.3.1 Westbound traffic should report to TARIFA TRAFFIC on the Spanish coast when crossing the meridian 005° 15'.00 W (appendix).

3.3.2 Eastbound traffic should report to TANGIER TRAFFIC on the Moroccan coast when crossing the meridian 005° 58'.00 W (appendix).

3.3.3 Reports to the nearer of the two shore stations should be made on departure from the limits of a port or anchorage within the coverage area, except vessels departing from Tangier-Med ports and its anchorage areas which should report to TANGIER TRAFFIC (appendix).

3.3.4 Further reports should be made to the relevant shore station whenever there is a change of navigational circumstances, particularly in relation to items Q and R of the reporting format detailed in section 3.2.

3.4 Authority

The shore-based authorities are:

- .1 The Maritime Rescue Co-ordination Centre, MRCC TARIFA (Call sign: TARIFA TRAFFIC) under the authority of the Spanish Government Search and Rescue and Maritime safety Division. The Division, administered by the Ministry of Development, is entrusted, among other responsibilities, with providing services relating to maritime search and rescue, vessel traffic services and assistance, and prevention and control of pollution of the marine environment; and
- .2 The Centre de Surveillance du Trafic Maritime de Tanger (CSTM Tanger, Call sign: TANGIER TRAFFIC) is under the authority of the Moroccan Merchant Marine Directorate. The Directorate, administered by the Ministry of Equipment and Transports, is entrusted, among other responsibilities, in cooperation with governmental bodies with providing services related to maritime search and rescue (SAR), vessel traffic services and assistance and prevention and control of pollution of the marine environment.

3.5 Services offered

3.5.1 Both TARIFA and TANGIER Centres monitor navigation in the TSS in the Strait of Gibraltar using radar and AIS.

3.5.2 Each of them provides regular information about weather and navigational condition, this information is broadcast at and on the following times and frequencies:

Station	Frequency	Broadcasting hours (U.T.C)
Tarifa (Call sign: TARIFA TRAFFIC)	VHF Ch 10	00h15; 04h15; 08h15; 12h15; 16h15; 20h15
Tangier (Call sign: TANGIER TRAFFIC)	VHF Ch 69	02h15; 06h15; 10h15; 14h15; 18h15; 22h15

3.5.3 Information broadcasts will be preceded by an announcement on VHF Ch 16 and broadcasts from both stations will end with a reminder about the time of the next broadcast and the VHF frequency on which it will be made.

3.5.4 When deemed necessary, navigational hazards, brought to the knowledge of any centre, could be broadcast at any time.

4 Information to be provided to participating ships and procedures to be followed

In addition to the general information stated above, TARIFA TRAFFIC and TANGIER TRAFFIC could provide a particular vessel with information regarding her position, course, speed and/or the identification of the traffic in her vicinity provided that it has been brought to the knowledge of the Centre. The ship should request this additional information.

5 Radiocommunication equipment required for the system, frequencies on which report should be transmitted and information to be reported

The radiocommunication equipment required for the system is that defined in the GMDSS for sea areas A1 and A2:

- .1 The ships reports can be made by voice on VHF radio using:
 - .1 channel 10 for reporting to TARIFA TRAFFIC, with the channel 67 as a supplementary option; and
 - .2 channel 69 for reporting to TANGIER TRAFFIC, with the channel 68 as a supplementary option.
- .2 In special circumstances, the hectometric wave band may also be used for the interchange of information between the ship and the VTS;
- .3 Information of commercial confidentiality may be transmitted by non-verbal means. Details are as follows:

TARIFA TRAFFIC
Fax: + 34 956 68 06 06
E-mail: tarifa@sasemar.es
Inmarsat telex: 422423126

TANGIER TRAFFIC
Fax: + 212 539 93 45 71
E-mail: tangiervts@dmm.gov.ma
Inmarsat telex: 424241310
- .4 The language used for reports in the system will be English, using the IMO Standard Marine Communication Phrases (SMCPs) where necessary or Spanish, French or Arabic, if appropriate.
 - .5 Communications associated with reporting in accordance with the requirements of this system will be free of charge.

6 Rules and regulations in force in the area of the system

6.1 The International Regulations for Preventing Collisions at Sea (COLREG), 1972, as amended, are applicable throughout the area of coverage of the system.

6.2 The amended TSS "In the Strait of Gibraltar" has been approved by IMO and therefore rule 10 of the COLREGs applies.

7 Shore-based facilities to support operation of the system

7.1 Tarifa Traffic

7.1.1 Tarifa Traffic has radar, communication equipments in different bands and frequencies, VHF direction finding, AIS and DSC located in local and in remote sites to enable an appropriate coverage of the area.

7.1.2 Traffic surveillance is provided by a tracking system in which the AIS and VHF direction finding are integrated. Vessel tracks are continuously recorded and can be plotted on paper.

7.1.3 Besides, the Tarifa Traffic Centre is equipped with data processing and retrieval systems, and normal communications such as telephone, fax and e-mail terminals.

7.1.4 A continuous listening watch is kept on VHF Channel 16 and on the working channels.

7.2 Tangier Traffic

7.2.1 TANGIER VTS is an integrated system using facilities such as radars, communication equipments in different bands and frequencies, VHF direction finding, AIS and DSC located either in local site at Ras Parot and in remote site at Ras Cires in order to enable an appropriate coverage of the area.

7.2.2 TANGIER TRAFFIC system allows the simultaneous monitoring of 1,000 tracks, which can be recorded and saved. Advanced functions include alarms signalling risk scenarios, the identification of tracks infringing COLREG rules, particularly rule 10, and the monitoring of ships at anchor. All situations can be recorded, archived and replayed either on screen or in the form of printout.

7.2.3 A continuous listening watch is kept on VHF Channel 16 and on the working channels.

8 Alternative communication in case of failure of the shore-based communication facilities

8.1 The system is designed to avoid, as far as possible, any irretrievable breakdown of equipment which would hinder the functioning of the services normally provided.

8.2 The most important items of equipment and power sources are duplicated and the facilities are provided with emergency generating sets as well as with UPS units. A maintenance team, on call 24 hours a day, stands ready to repair to the extent possible any breakdowns which may occur.

8.3 If operations are jeopardized at either TARIFA TRAFFIC or TANGIER TRAFFIC, then the other centre will try to provide the service.

9 Measures to be taken if a ship fails to comply with the requirements of the system

The primary objective of the system is to facilitate the exchange of information between the ship and the shore and so support safe navigation and the protection of the marine environment. All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted and the offending ship can be positively identified, then information will be passed to the relevant flag State Authorities for investigation and possible prosecution in accordance with national legislation. Information will also be made available to Port State Control Officers.

ANNEX 20

**RESOLUTION MSC.301(87)
(adopted on 17 May 2010)**

**ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING
SYSTEM IN "THE WESTERN EUROPEAN
PARTICULARLY SENSITIVE SEA AREA" (WETREP)
(RESOLUTION MSC.190(79))**

THE MARITIME SAFETY COMMITTEE,

RECALLING article 28(b) of the Convention related to the creation of the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), which authorizes the Committee to perform the function of adopting ship-reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship-reporting systems, adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING NOTED that the Marine Environment Protection Committee, at its fifty-second session, endorsed the recommendations of the Sub-Committee on Safety of Navigation at its fiftieth session and designated the Western European Waters as a Particularly Sensitive Sea Area (PSSA) by resolution MEPC.121(52),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fifty-fifth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing ship-reporting system in the Western European Particularly Sensitive Sea Area as described in the Annex to this resolution;
2. DECIDES that the amendments to this mandatory ship-reporting system will enter into force at 0000 hours UTC on 1 December 2010;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization who are not parties to the Convention.

ANNEX

**AMENDMENTS TO THE EXISTING MANDATORY SHIP-REPORTING SYSTEM IN THE
WESTERN EUROPEAN PARTICULARLY SENSITIVE SEA AREA**

Annex 1 of resolution MSC.190(79):

- 1 In paragraph 6.2.5, under **Mandatory Ship Reporting Systems**, insert:
"Off the coast of Portugal"
- 2 In paragraph 6.2.6, under **Coastal Vessel Traffic Services (VTS)**, insert:
Coast of Portugal VTS

**Annex 1 of resolution MSC.190(79), Appendix 1 – Vessel Traffic Services, RCC, coast
radio stations or other facilities to whom the reports must be submitted**

- 3 Under **PORTUGAL**, entire content to be replaced by the following:

PORTUGAL

ROCA CONTROL 38° 41'.508 N 009° 17'.915 W

Tel: +351 214464838
Fax: +351 214464839
E-mail: oper.vts@imarpor.pt
VHF: 22 & 79
MMSI: 002633030

ANNEX 13

**RESOLUTION MSC.314(88)
(adopted on 29 November 2010)**

**NEW MANDATORY SHIP REPORTING SYSTEM
"IN THE SOUND BETWEEN DENMARK AND SWEDEN" (SOUNDREP)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation, at its fifty-sixth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, a new mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP), as set out in annex;
2. DECIDES that the above-mentioned new mandatory ship reporting system will enter into force at 0000 hours UTC on 1 September 2011;
3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

ANNEX

**DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM
"IN THE SOUND BETWEEN DENMARK AND SWEDEN" (SOUNDREP)**

1 Categories of ships required to participate in the system

1.1 Ships participating in the ship reporting system:

Ships of 300 gross tonnage and upwards proceeding to or from ports or anchorages in the Sound or passing through the reporting area.

Pursuant to SOLAS 1974 Convention, as amended, the SOUNDREP does not apply to warships, naval auxiliaries, other ships owned or operated by a Contracting Government and used, only on Government non-commercial service. However, such ships are encouraged to participate in the reporting system.

2 Geographical coverage of the system and the number and edition of the reference chart used for delineation of the system

2.1 The mandatory ship reporting system SOUNDREP is operated by Sound VTS. The call sign is "Sound Traffic".

2.2 The operational area of SOUNDREP covers the northern, central and southern part of the Sound as shown on the chartlet given in Appendix 1. The area includes the routeing systems, in the north TSS "In the Sound" and in the south TSS "Off Falsterbo", both adopted by the Organization.

2.2.1 Report and border line North

Denmark:

- | | | | |
|-----|--------------|---------------|----------------------------|
| (1) | 56° 06'.58 N | 012° 11'.00 E | (Rågeleje) |
| (2) | 56° 14'.00 N | 012° 11'.00 E | (At sea North of Rågeleje) |

Sweden:

- | | | | |
|-----|--------------|---------------|-------------------------|
| (3) | 56° 18'.08 N | 012° 17'.39 E | (At sea West of Kullen) |
| (4) | 56° 18'.08 N | 012° 26'.88 E | (Kullen Light House) |

2.2.2 Report and border line South

Denmark:

- | | | | |
|-----|--------------|---------------|--------------------------|
| (5) | 55° 17'.44 N | 012° 27'.28 E | (Stevns Light House) |
| (6) | 55° 10'.00 N | 012° 27'.28 E | (At sea South of Stevns) |

Sweden:

- | | | | |
|-----|--------------|---------------|-----------------------------|
| (7) | 55° 10'.00 N | 012° 54'.50 E | (At sea South of Falsterbo) |
|-----|--------------|---------------|-----------------------------|

2.2.3 Report and border line East

Sweden:

- | | | | |
|-----|--------------|---------------|-----------------------------|
| (7) | 55° 10'.00 N | 012° 54'.50 E | (At sea South of Falsterbo) |
| (8) | 55° 22'.89 N | 013° 01'.93 E | (Fredshög) |

2.2.4 Report and border line West

Denmark:

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|------|--------------|---------------|---------------|
| (9) | 55° 19'.81 N | 012° 27'.30 E | (Mandehoved) |
| (10) | 55° 33'.28 N | 012° 35'.53 E | (Aflandshage) |

2.2.5 Sector division

The SOUNDREP area is divided into two sectors at latitude 55° 50'.00 N; sector 1 northerly and sector 2 southerly. Each sector has an assigned VHF channel as shown in Appendix 2.

2.3 The reference charts (Datum: World Geodetic System 1984 (WGS 84)), which include the operational area of SOUNDREP, are:

- .1 Danish charts Nos. 102 (7th edition May 2009), 104 (5th edition Aug 2009), 131 (1st edition Nov 2008), 132 (19th edition Aug 2009) and 133 (13th edition Sep 2009); and
- .2 Swedish charts Nos. 921 (4th edition 2009) and 922 (22th edition 2009).

3 **Format, content of reports, times and geographical positions for submitting reports, authority of whom reports should be sent and available services**

3.1 ***Procedures of reporting***

3.1.1 The SOUNDREP report must be initiated (see paragraph 3.1.4) to Sound VTS using VHF voice transmission. However, ships can fulfil most of the reporting requirements of the reporting system by the use of non-verbal means such as AIS (Automatic Information System) class A as approved by the Organization, and by e-mail or other alternative methods, prior to entering the ship reporting area (see also paragraph 3.4.1, Note (c)). Additional details are given in Appendix 3. For contact information see Appendix 2.

3.1.2 The use of correct and updated AIS information can accomplish the reporting requirements for designators A (part of), B, C, E, F, I, O, P and W.

3.1.3 E-mail or other alternative methods prior to entering the ship reporting area, can accomplish the reporting requirements for designators L, T and X. Such non-verbal partly report must also state designator A (see also paragraph 3.4.1, Note (c)). Additional details are given in Appendix 3.

3.1.4 A ship which fulfils the reporting requirements of the SOUNDREP mandatory ship reporting system, by the use of non-verbal means, must as a minimum carry out a VHF voice transmission to communicate the name of the ship (part of designator A) and the report line of entry, to the Sound VTS when actually entering the area. The same procedure must be followed before departing a port or leaving an anchorage in the SOUNDREP area. Additional details are given in Appendix 3.

3.1.5 Designators U and Q, if applicable, shall at all times be given using VHF voice transmission to Sound VTS when entering the area. Additional details are given in Appendix 3.

3.1.6 To prevent overloading the VHF channels for reporting by verbal voice transmissions and to avoid interference with essential navigational duties, and by this hampering the safety of navigation in the area, a ship unable to accomplish the reporting requirements for designators L, T and X by e-mail or other alternative methods prior to entering the ship reporting area, can report these designators by the use of radio telephone or mobile phone to Sound VTS. Designator A must additionally be included in this part reporting.

3.2 Verbal reporting is not required when a ship is passing the SOUNDREP sector line at latitude 55° 50'.00 N. However, change of VHF frequency is required according to Appendix 2.

3.3 Format

The mandatory ship report shall be drafted in accordance with the format shown in Appendix 3. The information requested from ships is derived from the Standard Reporting Format shown in paragraph 2 of the Appendix to resolution A.851(20).

3.4 Content

A report from a ship to the SOUNDREP by non-verbal means or by voice transmission must contain the following information:

- A Name of the ship, call sign and if available IMO identification number and MMSI No.
- B Date and time
- C Position expressed in latitude and longitude
- E True course
- F Speed
- I Destination and ETA
- L Route information on the intended route through the Sound
- O Maximum present draught
- P Cargo; and quantity and IMO class of dangerous goods, if applicable (see note (c) below)
- Q Defects and deficiencies or other limitations
- T Contact details for the communication of cargo information (see note (c) below)
- U Air draught when exceeding 35 metres
- W Total number of persons on board
- X Type and estimated quantity of bunker fuel, for ships of 1,000 gross tonnage and above

Note:

- (a) On receipt of a report, operators of the Sound VTS will establish the relation to the ship's position and the information supplied by the facilities available to them.
- (b) The master of the ship must forthwith inform the Sound VTS concerned of any change to the information notified, including designator Q.

- (c) Information on dangerous cargo and contact details for the communication of cargo information (designator P and T of the reporting format) is only requested when such information has not been notified to the competent authority via SafeSeaNet in an European Union (EU) member State in accordance with the requirements of Article 13 (for ships leaving or entering an EU port) in Directive 2002/59/EC on establishing Community vessel traffic monitoring and information system and amended by Directive 2009/17/EC, prior to entering the operational SOUNDREP area. Additional details are given in Appendix 3.

3.5 Geographical position for submitting reports

3.5.1 Ships entering the SOUNDREP operational area shall submit a report when crossing the entrance lines or on departure from a port or anchorage within the operational area.

3.5.2 Further reports should be made whenever there is a change in navigational status or circumstance, particularly in relation to designator Q the reporting format.

3.6 Crossing traffic

Recognizing that ferries crossing between Helsingør and Helsingborg operate according to published schedules special reporting arrangements can be made on a ship to ship basis. Ferries leaving the ports Helsingør in Denmark and Helsingborg in Sweden operating according to published schedules are normally not requested to report to the Sound VTS.

3.7 Authority

The VTS Authority for the SOUNDREP is Sound VTS with call sign "Sound Traffic". Additional details are given in Appendix 2.

4 Information to be provided to ships and procedures to be followed

4.1 Ships are required to keep a continuous listening watch in the area on the relevant VHF sector channel and VHF channel 16.

4.2 Sound VTS will provide information service to shipping about specific and urgent situations, which could cause conflicting traffic movements as well as other information concerning safety of navigation for instance, information about weather, current, ice, water level, navigational problems or other hazards.

4.2.1 If necessary, Sound VTS can provide individual information to a ship particularly in relation to positioning and navigational information or local conditions by using the IMO Standard Marine Communication Phrases (SMCP), section A1/6 for VTS message markers. The message markers can be of ADVICE, WARNING, INFORMATION, QUESTION, ANSWER, REQUEST and INTENTION.

4.2.2 Information of general interest to shipping in the area will be broadcast by Sound VTS on VHF channel as specified by the VTS operator or will be given on request. A broadcast will be preceded by an announcement on VHF channel 16. All ships navigating in the area should listen to the announced broadcast.

4.3 If a ship needs to anchor due to breakdown, low visibility, adverse weather, changes in the indicated depth of water, etc., Sound VTS can recommend suitable anchorages or other place of refuge within the operational area.

5 Communication required for the SOUNDREP system

5.1 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, where necessary.

5.2 Details of communication and contact information are given in Appendix 2.

6 Rules, regulations and recommendation in force in the area of the system

6.1 *Regulations for preventing collisions at sea*

The International Regulations for Preventing Collisions at Sea (COLREG) are applicable throughout the operational area of SOUNDREP.

6.2 *Traffic separation scheme "In the Sound"*

The Traffic separation scheme "In the Sound", situated to the north in the narrows of the Sound, as adopted by the Organization, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

6.3 *Traffic separation scheme "Off Falsterbo"*

The separation scheme "Off Falsterbo" situated in the southern part of the Sound, as adopted by the Organization, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

6.4 *IMO Recommendation on Navigation through the entrances to the Baltic Sea – The Sound*

SN.1/Circ.263, section 1.9 and IMO publication on Ships' Routeing, part C, on Amendments to Recommendation on Navigation through the entrances to the Baltic Sea, adopted at MSC 83 in October 2007, recommends for the Sound that loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF Code materials), when navigating the Sound between a line connecting Svinbådan Lighthouse and Hornbæk Harbour and a line connecting Skanör Harbour and Aflandshage should use the pilotage services established by the Governments of Denmark and Sweden.

6.5 *Mandatory pilotage*

Harbours within the SOUNDREP area are covered by provisions about mandatory pilotage for certain ships bound for or coming from Danish and Swedish ports.

6.6 *Air draught when exceeding 35 metres*

6.6.1 The navigable Drogden channel is located beside a major airport. In order to ensure safety of navigation in the dredged channel of Drogden and to reduce the risk of collision between an aircraft that serves the airport and a ship or other floating equipment, a reporting obligation has been established. Additional details are given in Appendix 3, designator U.

6.6.2 The safety procedure that has been established is that for all ships, including ships with a tow, with an air draught exceeding 35 metres, Sound VTS shall notify the air traffic control stating the maximum air draught of the ship or floating equipment. The notification shall be given at least 30 minutes prior to the expected time (UTC) for passage of:

- .1 Nordre Røse lighthouse at position 55° 38′.17 N, 012° 41′.21 E; and
- .2 light buoy No.9 at position 55° 36′.15 N, 012° 41′.79 E.

6.6.3 Sound VTS will transfer the information to the air traffic control.

7 Shore-based facilities to support the operation of the system

7.1 System capability

7.1.1 The Sound VTS centre is situated at Malmö, Sweden.

7.1.2 The Sound VTS system comprises several remote sensor sites. The sites provide surveillance of the SOUNDREP area using a combination of radar and AIS. An integrated network of ten radar sensors integrated with AIS provides surveillance of the area.

7.1.3 All the sensors mentioned below will be controlled or monitored by the VTS operators.

7.1.4 Recording equipment automatically stores information from all tracks, which can be replayed. In case of incidents the VTS authority can use records as evidence. VTS operators have access to different ship registers, pilot information and hazardous cargo data.

7.1.5 An integrated database is available for the operators in handling information.

7.2 Radar and other sensors

Information necessary to evaluate the traffic activities within the operational area of SOUNDREP is compiled via remote controlled sensors comprising:

- .1 Sensors for water level and current at Drogden and Flintrännen;
- .2 High-resolution radar systems; and
- .3 VHF communications systems including DSC call (see Appendix 2).

7.3 Radio communication equipment

Redundant VHF system with DSC functionality (see Appendix 2).

7.4 AIS facilities

Sound VTS is linked to both the Danish and Swedish national shore-based AIS network and can continually receive messages broadcast by ships with transponders to gain information on their identity and position. The information is displayed as part of the VTS system and is covering the ship reporting area.

7.5 Personnel qualifications and training

7.5.1 The VTS centre is staffed with personnel all educated and experienced as officers in charge of navigational watch according to national and international requirements.

7.5.2 Training of VTS personnel will meet the standards recommended by IMO in MSC/Circ.1065 on IALA Standards for training and certification of VTS personnel (Ed. 2).

7.5.3 Refresher training is carried out on a regular basis.

8 Information concerning the applicable procedures if the communication facilities of shore-based Authority fail

8.1 The system is designed with sufficient system redundancy to cope with normal equipment failure.

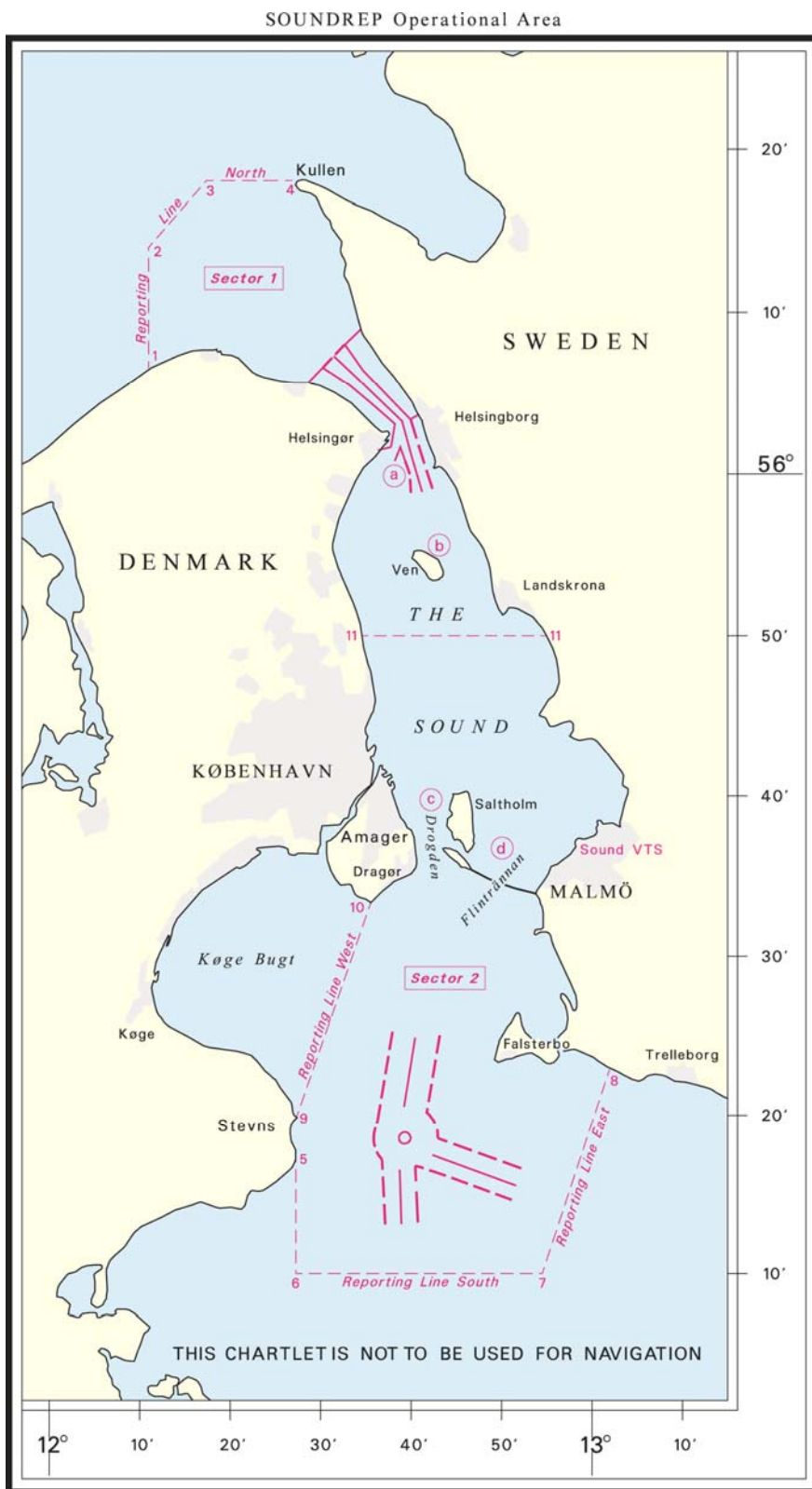
8.2 In the event of radio communication system failure at the VTS centre, communication will be maintained via a redundant standby VHF system. If the radar system or other essential equipment suffers a breakdown, information of reduced operational capability will be given by Sound VTS or as national navigational warnings.

9 Measures to be taken if a ship fails to comply with the requirements of the system

9.1 The objective of the VTS Authority is to facilitate the exchange of information between the shipping and the shore in order to ensure safe passages of the bridges, support safety of navigation and the protection of the marine environment.

9.2 All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted and the offending ship can be positively identified, then information will be passed to the relevant flag State Authority for investigation and possible prosecution in accordance with national legislation. Information will also be made available to Port State Control inspectors.

Appendix 1



Appendix 2

Contact information and assigned VHF channels for sectors in the mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP)

SOUNDREP, radio call sign:	"Sound Traffic"
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VHF Channels	Operational use
VHF Channel 73	Sound VTS – Sector 1 North
VHF Channel 71	Sound VTS – Sector 2 South
VHF Channel 79	Sound VTS – Broadcast 1, individual assistance
VHF Channel 68	Sound VTS – Broadcast 2, individual assistance and reserve channel

The Sound VTS operating SOUNDREP is located in Malmö, Sweden:

H24 contact information:

- 1) Sound VTS is monitoring VHF channels 73, 71 and 16 continuously.
- 2) Duty officer phone: +46 40 20 43 17 or,
+46 40 20 43 34
- 3) Fax: +46 40 20 43 45
- 4) E-mail: contact@soundvts.org

Address:

Sound VTS
Hans Michelsensgata 9
Box 855
S-201 80 Malmö
Sweden

Appendix 3

**Drafting of reports to the mandatory ship reporting system
"In the Sound between Denmark and Sweden" (SOUNDREP)**

Designator	AIS	Function	Information required
A	Yes, and VHF	Ship	Name of the ship (VHF); call sign and if available IMO identification number and MMSI number (AIS)
B	Yes	Date and time of event	A 6-digit group event giving day of month and hours and minutes in Universal Co-ordinated Time (UTC).
C	Yes	Position	A 5-digit group giving latitude in degrees and minutes, decimal, suffixed with N and a 6-digit group giving longitude in degrees and minutes, decimal, suffixed with E.
E	Yes	True course	A 3-digit group
F	Yes	Speed in knots and tenths of knots	A 3-digit group
I	Yes	Destination and ETA	The name of next port of call given in UN LOCODE. For details see in IMO SN/Circ.244 and; www.unece.org/cefact/locode/service/main.htm . Date and time group expressed as in (B)
L	No	Route information	<p>A brief description of the intended route as planned by the master. Ships navigating in The Sound have options on deciding route in the following areas (see Appendix 1);</p> <ol style="list-style-type: none"> Disken shoal Ven island Drogden channel Flintrännen channel <p>The route information should be given coded by using the following local designators:</p> <ul style="list-style-type: none"> DW – Disken, west of DE – Disken, east of VW – Ven, west of VE – Ven, east of D – Drogden F – Flintrännan <p>See examples below.</p>
O	Yes	Maximum present draught in metres	A 2-digit or 3-digit group giving the present maximum draught in metres (e.g.: 6.1 or 10.4)
P	Yes	Cargo on board	Cargo; and quantity and IMO class of dangerous goods, if applicable. (see 3.4.1, note c)

Designator	AIS	Function	Information required
Q	VHF	Defects and deficiencies or other limitations	Details of defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability.
T	No	Ship's representative and or owner	Address and particulars from which detailed information on the cargo may be obtained.
U	VHF	Ship's size	Information of <u>maximum air draught when exceeding 35 metres</u> , required for all ships, including ships towing or other floating equipment. This information shall be given by voice transmissions when entering the SOUNDREP area, irrespectively of, if the information also is given by, e.g., AIS; details in paragraph 6.6.
W	Yes	Total number of persons on board	State number.
X	No	Miscellaneous	Type and estimated quantity of bunker fuel, for ships of 1,000 gross tonnage and above.

Examples of routes as given under designator L

A northbound ship leaving Malmö Port planning to sail, east of Ven, TSS In the Sound (UN LOCODE format for Malmö Port is SE MMA):

L: SE MMA, VE

A southbound ship in transit planning to sail TSS In the Sound, east of Disken, west of Ven, Drogden channel and TSS Off Falsterbo:

L: DE, VW, D

ANNEX 13

**RESOLUTION MSC.314(88)
(adopted on 29 November 2010)**

**NEW MANDATORY SHIP REPORTING SYSTEM
"IN THE SOUND BETWEEN DENMARK AND SWEDEN" (SOUNDREP)**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

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3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

ANNEX

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM "IN THE SOUND BETWEEN DENMARK AND SWEDEN" (SOUNDREP)

1 Categories of ships required to participate in the system

1.1 Ships participating in the ship reporting system:

Ships of 300 gross tonnage and upwards proceeding to or from ports or anchorages in the Sound or passing through the reporting area.

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2 Geographical coverage of the system and the number and edition of the reference chart used for delineation of the system

2.1 The mandatory ship reporting system SOUNDREP is operated by Sound VTS. The call sign is "Sound Traffic".

2.2 The operational area of SOUNDREP covers the northern, central and southern part of the Sound as shown on the chartlet given in Appendix 1. The area includes the routeing systems, in the north TSS "In the Sound" and in the south TSS "Off Falsterbo", both adopted by the Organization.

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|-----|--------------|---------------|-------------------------|
| (3) | 56° 18'.08 N | 012° 17'.39 E | (At sea West of Kullen) |
| (4) | 56° 18'.08 N | 012° 26'.88 E | (Kullen Light House) |

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|-----|--------------|---------------|--------------------------|
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| (6) | 55° 10'.00 N | 012° 27'.28 E | (At sea South of Stevns) |

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- | | | | |
|-----|--------------|---------------|-----------------------------|
| (7) | 55° 10'.00 N | 012° 54'.50 E | (At sea South of Falsterbo) |
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2.2.3 Report and border line East

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|-----|--------------|---------------|-----------------------------|
| (7) | 55° 10'.00 N | 012° 54'.50 E | (At sea South of Falsterbo) |
| (8) | 55° 22'.89 N | 013° 01'.93 E | (Fredshög) |

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|------|--------------|---------------|---------------|
| (9) | 55° 19'.81 N | 012° 27'.30 E | (Mandehoved) |
| (10) | 55° 33'.28 N | 012° 35'.53 E | (Aflandshage) |

2.2.5 Sector division

The SOUNDREP area is divided into two sectors at latitude 55° 50'.00 N; sector 1 northerly and sector 2 southerly. Each sector has an assigned VHF channel as shown in Appendix 2.

2.3 The reference charts (Datum: World Geodetic System 1984 (WGS 84)), which include the operational area of SOUNDREP, are:

- .1 Danish charts Nos. 102 (7th edition May 2009), 104 (5th edition Aug 2009), 131 (1st edition Nov 2008), 132 (19th edition Aug 2009) and 133 (13th edition Sep 2009); and
- .2 Swedish charts Nos. 921 (4th edition 2009) and 922 (22th edition 2009).

3 Format, content of reports, times and geographical positions for submitting reports, authority of whom reports should be sent and available services

3.1 Procedures of reporting

3.1.1 The SOUNDREP report must be initiated (see paragraph 3.1.4) to Sound VTS using VHF voice transmission. However, ships can fulfil most of the reporting requirements of the reporting system by the use of non-verbal means such as AIS (Automatic Information System) class A as approved by the Organization, and by e-mail or other alternative methods, prior to entering the ship reporting area (see also paragraph 3.4.1, Note (c)). Additional details are given in Appendix 3. For contact information see Appendix 2.

3.1.2 The use of correct and updated AIS information can accomplish the reporting requirements for designators A (part of), B, C, E, F, I, O, P and W.

3.1.3 E-mail or other alternative methods prior to entering the ship reporting area, can accomplish the reporting requirements for designators L, T and X. Such non-verbal partly report must also state designator A (see also paragraph 3.4.1, Note (c)). Additional details are given in Appendix 3.

3.1.4 A ship which fulfils the reporting requirements of the SOUNDREP mandatory ship reporting system, by the use of non-verbal means, must as a minimum carry out a VHF voice transmission to communicate the name of the ship (part of designator A) and the report line of entry, to the Sound VTS when actually entering the area. The same procedure must be followed before departing a port or leaving an anchorage in the SOUNDREP area. Additional details are given in Appendix 3.

3.1.5 Designators U and Q, if applicable, shall at all times be given using VHF voice transmission to Sound VTS when entering the area. Additional details are given in Appendix 3.

3.1.6 To prevent overloading the VHF channels for reporting by verbal voice transmissions and to avoid interference with essential navigational duties, and by this hampering the safety of navigation in the area, a ship unable to accomplish the reporting requirements for designators L, T and X by e-mail or other alternative methods prior to entering the ship reporting area, can report these designators by the use of radio telephone or mobile phone to Sound VTS. Designator A must additionally be included in this part reporting.

3.2 Verbal reporting is not required when a ship is passing the SOUNDREP sector line at latitude 55° 50'.00 N. However, change of VHF frequency is required according to Appendix 2.

3.3 Format

The mandatory ship report shall be drafted in accordance with the format shown in Appendix 3. The information requested from ships is derived from the Standard Reporting Format shown in paragraph 2 of the Appendix to resolution A.851(20).

3.4 Content

A report from a ship to the SOUNDREP by non-verbal means or by voice transmission must contain the following information:

- A Name of the ship, call sign and if available IMO identification number and MMSI No.
- B Date and time
- C Position expressed in latitude and longitude
- E True course
- F Speed
- I Destination and ETA
- L Route information on the intended route through the Sound
- O Maximum present draught
- P Cargo; and quantity and IMO class of dangerous goods, if applicable (see note (c) below)
- Q Defects and deficiencies or other limitations
- T Contact details for the communication of cargo information (see note (c) below)
- U Air draught when exceeding 35 metres
- W Total number of persons on board
- X Type and estimated quantity of bunker fuel, for ships of 1,000 gross tonnage and above

Note:

- (a) On receipt of a report, operators of the Sound VTS will establish the relation to the ship's position and the information supplied by the facilities available to them.
- (b) The master of the ship must forthwith inform the Sound VTS concerned of any change to the information notified, including designator Q.

- (c) Information on dangerous cargo and contact details for the communication of cargo information (designator P and T of the reporting format) is only requested when such information has not been notified to the competent authority via SafeSeaNet in an European Union (EU) member State in accordance with the requirements of Article 13 (for ships leaving or entering an EU port) in Directive 2002/59/EC on establishing Community vessel traffic monitoring and information system and amended by Directive 2009/17/EC, prior to entering the operational SOUNDREP area. Additional details are given in Appendix 3.

3.5 Geographical position for submitting reports

3.5.1 Ships entering the SOUNDREP operational area shall submit a report when crossing the entrance lines or on departure from a port or anchorage within the operational area.

3.5.2 Further reports should be made whenever there is a change in navigational status or circumstance, particularly in relation to designator Q the reporting format.

3.6 Crossing traffic

Recognizing that ferries crossing between Helsingør and Helsingborg operate according to published schedules special reporting arrangements can be made on a ship to ship basis. Ferries leaving the ports Helsingør in Denmark and Helsingborg in Sweden operating according to published schedules are normally not requested to report to the Sound VTS.

3.7 Authority

The VTS Authority for the SOUNDREP is Sound VTS with call sign "Sound Traffic". Additional details are given in Appendix 2.

4 Information to be provided to ships and procedures to be followed

4.1 Ships are required to keep a continuous listening watch in the area on the relevant VHF sector channel and VHF channel 16.

4.2 Sound VTS will provide information service to shipping about specific and urgent situations, which could cause conflicting traffic movements as well as other information concerning safety of navigation for instance, information about weather, current, ice, water level, navigational problems or other hazards.

4.2.1 If necessary, Sound VTS can provide individual information to a ship particularly in relation to positioning and navigational information or local conditions by using the IMO Standard Marine Communication Phrases (SMCP), section A1/6 for VTS message markers. The message markers can be of ADVICE, WARNING, INFORMATION, QUESTION, ANSWER, REQUEST and INTENTION.

4.2.2 Information of general interest to shipping in the area will be broadcast by Sound VTS on VHF channel as specified by the VTS operator or will be given on request. A broadcast will be preceded by an announcement on VHF channel 16. All ships navigating in the area should listen to the announced broadcast.

4.3 If a ship needs to anchor due to breakdown, low visibility, adverse weather, changes in the indicated depth of water, etc., Sound VTS can recommend suitable anchorages or other place of refuge within the operational area.

5 Communication required for the SOUNDREP system

5.1 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, where necessary.

5.2 Details of communication and contact information are given in Appendix 2.

6 Rules, regulations and recommendation in force in the area of the system

6.1 *Regulations for preventing collisions at sea*

The International Regulations for Preventing Collisions at Sea (COLREG) are applicable throughout the operational area of SOUNDREP.

6.2 *Traffic separation scheme "In the Sound"*

The Traffic separation scheme "In the Sound", situated to the north in the narrows of the Sound, as adopted by the Organization, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

6.3 *Traffic separation scheme "Off Falsterbo"*

The separation scheme "Off Falsterbo" situated in the southern part of the Sound, as adopted by the Organization, and rule 10 of the International Regulations for Preventing Collisions at Sea therefore applies.

6.4 *IMO Recommendation on Navigation through the entrances to the Baltic Sea – The Sound*

SN.1/Circ.263, section 1.9 and IMO publication on Ships' Routeing, part C, on Amendments to Recommendation on Navigation through the entrances to the Baltic Sea, adopted at MSC 83 in October 2007, recommends for the Sound that loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF Code materials), when navigating the Sound between a line connecting Svinbådan Lighthouse and Hornbæk Harbour and a line connecting Skanör Harbour and Aflandshage should use the pilotage services established by the Governments of Denmark and Sweden.

6.5 *Mandatory pilotage*

Harbours within the SOUNDREP area are covered by provisions about mandatory pilotage for certain ships bound for or coming from Danish and Swedish ports.

6.6 *Air draught when exceeding 35 metres*

6.6.1 The navigable Drogden channel is located beside a major airport. In order to ensure safety of navigation in the dredged channel of Drogden and to reduce the risk of collision between an aircraft that serves the airport and a ship or other floating equipment, a reporting obligation has been established. Additional details are given in Appendix 3, designator U.

6.6.2 The safety procedure that has been established is that for all ships, including ships with a tow, with an air draught exceeding 35 metres, Sound VTS shall notify the air traffic control stating the maximum air draught of the ship or floating equipment. The notification shall be given at least 30 minutes prior to the expected time (UTC) for passage of:

- .1 Nordre Røse lighthouse at position 55° 38′.17 N, 012° 41′.21 E; and
- .2 light buoy No.9 at position 55° 36′.15 N, 012° 41′.79 E.

6.6.3 Sound VTS will transfer the information to the air traffic control.

7 Shore-based facilities to support the operation of the system

7.1 System capability

7.1.1 The Sound VTS centre is situated at Malmö, Sweden.

7.1.2 The Sound VTS system comprises several remote sensor sites. The sites provide surveillance of the SOUNDREP area using a combination of radar and AIS. An integrated network of ten radar sensors integrated with AIS provides surveillance of the area.

7.1.3 All the sensors mentioned below will be controlled or monitored by the VTS operators.

7.1.4 Recording equipment automatically stores information from all tracks, which can be replayed. In case of incidents the VTS authority can use records as evidence. VTS operators have access to different ship registers, pilot information and hazardous cargo data.

7.1.5 An integrated database is available for the operators in handling information.

7.2 Radar and other sensors

Information necessary to evaluate the traffic activities within the operational area of SOUNDREP is compiled via remote controlled sensors comprising:

- .1 Sensors for water level and current at Drogden and Flintrännen;
- .2 High-resolution radar systems; and
- .3 VHF communications systems including DSC call (see Appendix 2).

7.3 Radio communication equipment

Redundant VHF system with DSC functionality (see Appendix 2).

7.4 AIS facilities

Sound VTS is linked to both the Danish and Swedish national shore-based AIS network and can continually receive messages broadcast by ships with transponders to gain information on their identity and position. The information is displayed as part of the VTS system and is covering the ship reporting area.

7.5 Personnel qualifications and training

7.5.1 The VTS centre is staffed with personnel all educated and experienced as officers in charge of navigational watch according to national and international requirements.

7.5.2 Training of VTS personnel will meet the standards recommended by IMO in MSC/Circ.1065 on IALA Standards for training and certification of VTS personnel (Ed. 2).

7.5.3 Refresher training is carried out on a regular basis.

8 Information concerning the applicable procedures if the communication facilities of shore-based Authority fail

8.1 The system is designed with sufficient system redundancy to cope with normal equipment failure.

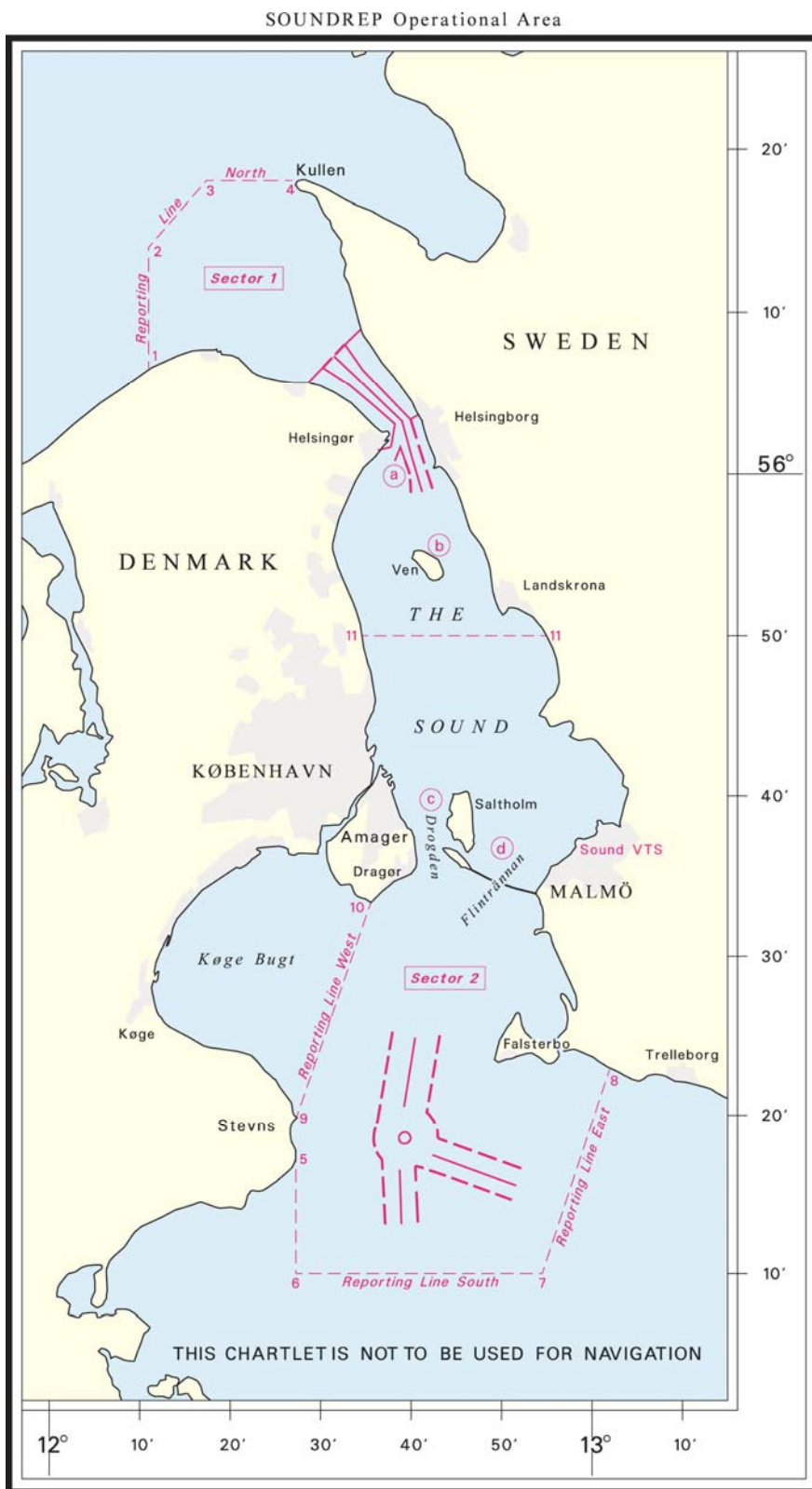
8.2 In the event of radio communication system failure at the VTS centre, communication will be maintained via a redundant standby VHF system. If the radar system or other essential equipment suffers a breakdown, information of reduced operational capability will be given by Sound VTS or as national navigational warnings.

9 Measures to be taken if a ship fails to comply with the requirements of the system

9.1 The objective of the VTS Authority is to facilitate the exchange of information between the shipping and the shore in order to ensure safe passages of the bridges, support safety of navigation and the protection of the marine environment.

9.2 All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted and the offending ship can be positively identified, then information will be passed to the relevant flag State Authority for investigation and possible prosecution in accordance with national legislation. Information will also be made available to Port State Control inspectors.

Appendix 1



Appendix 2

Contact information and assigned VHF channels for sectors in the mandatory ship reporting system "In the Sound between Denmark and Sweden" (SOUNDREP)

SOUNDREP, radio call sign:	"Sound Traffic"
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VHF Channels	Operational use
VHF Channel 73	Sound VTS – Sector 1 North
VHF Channel 71	Sound VTS – Sector 2 South
VHF Channel 79	Sound VTS – Broadcast 1, individual assistance
VHF Channel 68	Sound VTS – Broadcast 2, individual assistance and reserve channel

The Sound VTS operating SOUNDREP is located in Malmö, Sweden:

H24 contact information:

- 1) Sound VTS is monitoring VHF channels 73, 71 and 16 continuously.
- 2) Duty officer phone: +46 40 20 43 17 or,
+46 40 20 43 34
- 3) Fax: +46 40 20 43 45
- 4) E-mail: contact@soundvts.org

Address:

Sound VTS
Hans Michelsensgata 9
Box 855
S-201 80 Malmö
Sweden

Appendix 3

**Drafting of reports to the mandatory ship reporting system
"In the Sound between Denmark and Sweden" (SOUNDREP)**

Designator	AIS	Function	Information required
A	Yes, and VHF	Ship	Name of the ship (VHF); call sign and if available IMO identification number and MMSI number (AIS)
B	Yes	Date and time of event	A 6-digit group event giving day of month and hours and minutes in Universal Co-ordinated Time (UTC).
C	Yes	Position	A 5-digit group giving latitude in degrees and minutes, decimal, suffixed with N and a 6-digit group giving longitude in degrees and minutes, decimal, suffixed with E.
E	Yes	True course	A 3-digit group
F	Yes	Speed in knots and tenths of knots	A 3-digit group
I	Yes	Destination and ETA	The name of next port of call given in UN LOCODE. For details see in IMO SN/Circ.244 and; www.unece.org/cefact/locode/service/main.htm . Date and time group expressed as in (B)
L	No	Route information	<p>A brief description of the intended route as planned by the master. Ships navigating in The Sound have options on deciding route in the following areas (see Appendix 1);</p> <ol style="list-style-type: none"> Disken shoal Ven island Drogden channel Flintrännen channel <p>The route information should be given coded by using the following local designators:</p> <ul style="list-style-type: none"> DW – Disken, west of DE – Disken, east of VW – Ven, west of VE – Ven, east of D – Drogden F – Flintrännan <p>See examples below.</p>
O	Yes	Maximum present draught in metres	A 2-digit or 3-digit group giving the present maximum draught in metres (e.g.: 6.1 or 10.4)
P	Yes	Cargo on board	Cargo; and quantity and IMO class of dangerous goods, if applicable. (see 3.4.1, note c)

Designator	AIS	Function	Information required
Q	VHF	Defects and deficiencies or other limitations	Details of defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability.
T	No	Ship's representative and or owner	Address and particulars from which detailed information on the cargo may be obtained.
U	VHF	Ship's size	Information of <u>maximum air draught when exceeding 35 metres</u> , required for all ships, including ships towing or other floating equipment. This information shall be given by voice transmissions when entering the SOUNDREP area, irrespectively of, if the information also is given by, e.g., AIS; details in paragraph 6.6.
W	Yes	Total number of persons on board	State number.
X	No	Miscellaneous	Type and estimated quantity of bunker fuel, for ships of 1,000 gross tonnage and above.

Examples of routes as given under designator L

A northbound ship leaving Malmö Port planning to sail, east of Ven, TSS In the Sound (UN LOCODE format for Malmö Port is SE MMA):

L: SE MMA, VE

A southbound ship in transit planning to sail TSS In the Sound, east of Disken, west of Ven, Drogden channel and TSS Off Falsterbo:

L: DE, VW, D

ANNEX 14

**RESOLUTION MSC.315(88)
(adopted on 29 November 2010)**

AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM "IN THE TORRES STRAIT REGION AND THE INNER ROUTE OF THE GREAT BARRIER REEF" (REEFREP)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation, at its fifty-sixth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system "In the Torres Strait region and the Inner Route of the Great Barrier Reef" (REEFREP), as described in the annex of this resolution;
2. DECIDES that the amendments to this existing mandatory ship reporting system will enter into force at 0000 hours UTC on 1 July 2011;
3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

ANNEX

**AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM
"IN THE TORRES STRAIT REGION AND THE INNER ROUTE OF THE GREAT
BARRIER REEF" (REEFREP)**

ANNEX 1 OF RESOLUTION MSC.52(66), AS AMENDED BY RESOLUTION MSC.161(78)

1 In Annex 1, paragraphs 2.1 and 2.2 are replaced by the following paragraphs:

"2.1 The reporting system will cover the general area, as shown in the chartlet at appendix 1. The area encompasses the Torres Strait between longitudes 141° 45' E and 144° 00' E, including the Endeavour Strait, and the waters of the Great Barrier Reef (GBR) between the Australian coast and the outer edge of the GBR, from the latitude of Cape York (10° 40' S) south-eastwards to 21° 00' S 152° 55' E. From this position, the REEFREP boundary extends as follows:

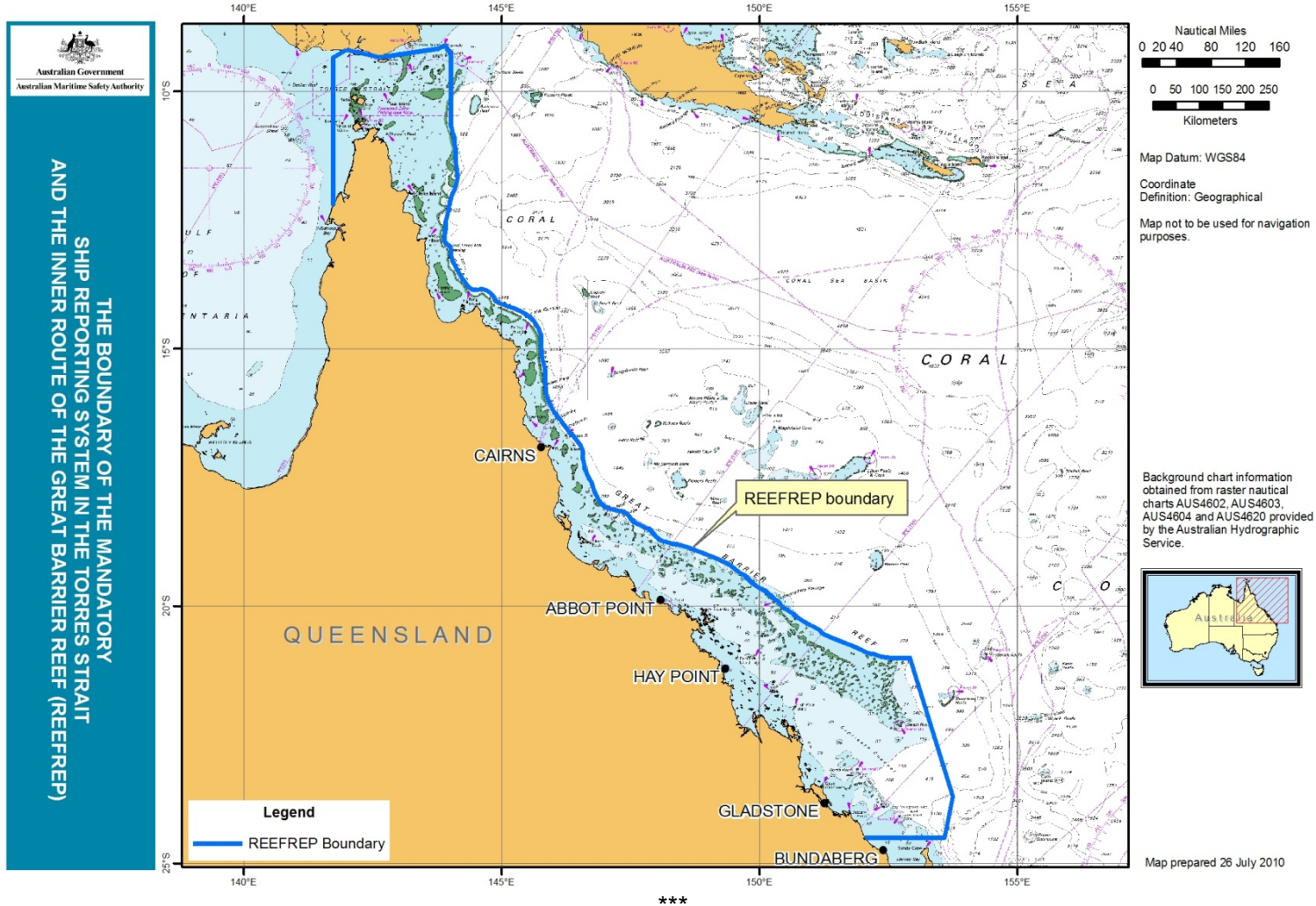
- (a) to position 23° 42' S 153° 45' E,
- (b) thence to position 24° 30' S 153° 35' E,
- (c) thence westward on latitude 24° 30' S to its intersection with the Queensland coastline at the low water mark, and
- (d) thence generally north-westerly along the coastline to the latitude of Cape York (10° 40' S).

2.2 The REEFREP area is shown on charts AUS 4620 (1996) and AUS 4635 (2010). A series of large scale charts is provided for coastal navigation throughout the REEFREP area."

2 Appendix 1 is replaced with the following:

Appendix 1

GENERAL AREA COVERED BY THE REPORTING SYSTEM



ANNEX 15

**RESOLUTION MSC.316(88)
(adopted on 29 November 2010)**

AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM "OFF THE SOUTH AND SOUTH-WEST COAST OF ICELAND" (TRANSREP)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems, adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation, at its fifty-sixth session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system "Off the south and south-west coast of Iceland" (TRANSREP), as described in the annex of this resolution;
2. DECIDES that the amendments to this existing mandatory ship reporting system will enter into force at 0000 hours UTC on 1 July 2011;
3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to Members of the Organization.

ANNEX

**AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM
"OFF THE SOUTH AND SOUTH-WEST COAST OF ICELAND" (TRANSREP)**

Section 1 – Categories of ships required to participate in the system

1 The following paragraphs are added after the existing paragraph 1.1.2:

- .3 ships of up to 20,000 gross tonnage, en route to or from Faxaflói Bay, which neither carry dangerous goods nor noxious materials in bulk or cargo tanks and which may transit the Eastern ATBA south of latitude 63° 45' N; and
- .4 passenger ships of unlimited size, which may only transit the inner route (Húllid Passage) and the Eastern ATBA during the period 1 May to 1 October."

Section 2 – Geographical coverage of the system and the number and edition of the reference charts used for the delineation of the system

2 The second paragraph, which refers to the reference chart, is replaced by the following paragraph:

"The reference chart, which includes all the area of coverage for the system, is Icelandic chart No.31 (INT 1103) *Dyrhólaey – Snæfellsnes* (May 2008 edition), based on datum WGS 84."

ANNEX 20

**RESOLUTION MSC.332(90)
(adopted on 22 May 2012)**

**ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING
SYSTEM "IN THE STOREBÆLT (GREAT BELT) TRAFFIC AREA (BELTREP)"**

THE MARITIME SAFETY COMMITTEE,

RECALLING article 28 (b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation, at its fifty-seventh session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system "In the Storebælt (Great Belt) traffic area (BELTREP)";
2. DECIDES that the said amended mandatory ship reporting system "In the Storebælt (Great Belt) traffic area (BELTREP)" will enter into force at 0000 hours UTC on 1 July 2013;
3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of the Member Governments and Contracting Governments to the 1974 SOLAS Convention.

ANNEX

**MANDATORY SHIP REPORTING SYSTEM
"IN THE STOREBÆLT (GREAT BELT) TRAFFIC AREA (BELTREP)"**

1 Categories of ships required to participate in the system

1.1 Ships passing through or proceeding to and from ports and anchorages in the BELTREP area are required to participate in the ship reporting system as follows:

- 1.1.1 ships with a gross tonnage of 50 and above;
- 1.1.2 all ships with an air draught of 15 m or more; and
- 1.1.3 pleasure craft with a length less than 15 m or with a gross tonnage less than 50 are exempted from participation.

2 Geographical coverage of the system and the number and edition of the reference chart used for delineation of the system

2.1 The mandatory ship reporting system BELTREP is operated by Great Belt VTS. The call sign is "Belt Traffic".

2.2 The operational area of BELTREP covers the central and northern part of the Storebælt (Great Belt) and the Hatter Barn area north of Storebælt (Great Belt) at the entrance to the Baltic Sea, as shown below and on the chartlet given in appendix 1-A. The area includes the routing systems at Hatter Barn, in the Storebælt (Great Belt) area and Langelandsbælt, all adopted by the Organization. The BELTREP area also includes the central part of route Tango. Datum; World Geodetic System 1984 (WGS 84):

2.2.1 Report- and borderline West (RW)

Fyn:	1)	55° 36'.00 N, 010° 38'.00 E (Korshavn)
Samsø:	2)	55° 47'.00 N, 010° 38'.00 E (East coast of Samsø)

2.2.2 Report- and borderline North (RN)

Samsø:	2)	55° 47'.00 N, 010° 38'.00 E (East coast of Samsø)
	3)	56° 00'.00 N, 010° 56'.00 E (At sea near Marthe Flak)
Sjælland:	4)	56° 00'.00 N, 011° 17'.00 E (Sjællands Odde)

2.2.3 Report- and borderline South (RS)

Stignæs:	5)	55° 12'.00 N, 011° 15'.40 E (Gulfhavn)
Omø:	6)	55° 08'.40 N, 011° 09'.00 E (Ørespids, Omø)
	7)	55° 05'.00 N, 011° 09'.00 E (At sea south of Ørespids)
Langeland E:	8)	55° 05'.00 N, 010° 56'.10 E (Snøde Øre)

2.2.4 Report- and borderline Southwest (RSW)

Langeland W:	9)	55° 00'.00 N, 010° 48'.70 E (South of Korsebølle Rev)
Thurø Rev:	10)	55° 01'.20 N, 010° 44'.00 E (Thurø Rev Light buoy)

2.2.5 Sector division

The BELTREP area is divided into two sectors at latitude 11) 55°35'.00 N; sector 1 northerly and sector 2 southerly. Each sector has an assigned VHF channel as shown in appendix 2.

2.3 The reference charts (Datum: World Geodetic System 1984, WGS 84), which include the operational area of BELTREP, are Danish charts nos. 112 (15th edition 2010), 128 (10th edition 2009), 141 (21st edition 2010), 142 (18th edition 2010), 143 (19th edition 2009) and 160 (7th edition 2007).

3 Format, content of reports, times and geographical positions for submitting reports, authority by whom reports should be sent and available services

3.1 *Procedures of reporting*

3.1.1 All BELTREP reports must be made to Great Belt VTS using VHF voice transmissions. However, ships are encouraged to fulfil certain reporting requirements of the reporting system by the use of correct and updated AIS information (Automatic Identification System) class A as approved by the Organization and by non-verbal means as e-mail or similar, prior to entering the ship reporting area. Details are given in appendix 3.

3.1.2 The use of correct and updated AIS information can accomplish the reporting requirements for designators A, B, C, E, F, G and I, O and W. Details are given in appendix 3.

3.1.3 To minimize the time reporting on the VHF radio channels and to avoid interference with essential navigational duties, ships are encouraged to forward the reporting requirements for designators L, P, T and X by e-mail or similar prior to entering the ship reporting area. Such non-verbal partial reports must also state designators A and H. Reporting designators L, P, T and X prior to entry using mobile phone is also accepted as a means of communication. Details are given in subparagraph 3.5 and appendix 3.

3.1.4 A ship which fulfils the reporting requirements of the BELTREP mandatory ship reporting system by the use of correct and updated AIS information and prior non-verbal means must, as a minimum, carry out a VHF voice transmission to communicate the name of the ship (part of designator A), air draught and deadweight tonnage (designator U) and the report line of entry to the Great Belt VTS when actually entering the area. The same procedure must be followed before departing a port or leaving an anchorage in the BELTREP area. Details are given in appendix 3.

3.1.5 Designator Q or R, if applicable, shall at all times be given using VHF voice transmission to Great Belt VTS. Details are given in appendix 3.

3.2 Verbal reporting is not required when a ship passes the BELTREP sector line at latitude 55° 35'.00 N. However, sector change of VHF frequency is required according to appendix 2.

3.3 *Format*

3.3.1 The mandatory ship report shall be drafted in accordance with the format shown in appendix 3. The information requested from ships is derived from the Standard Reporting Format shown in paragraph 2 of the appendix to resolution A.851(20).

3.4 *Content*

3.4.1 A report from a ship to BELTREP by AIS, non-verbal means or by voice transmission or combinations thereof must contain the following information; details are given in appendix 3:

- A name of the ship, call sign, MMSI no. and, if available, IMO identification number;
- B date and time;
- C position expressed in latitude and longitude;
- E true course;
- F speed;
- G and I last port of call, destination and ETA;
- H date, time (UTC) and report line of entry into the BELTREP area;
- L route information on the intended route through the BELTREP area;
- O maximum present draught;
- P cargo and, if dangerous goods present on board, quantity and IMO class. Dangerous goods information must be summarized in total tonnes per IMO class;
- Q or R defects, deficiencies, limitations – pollution or dangerous goods lost overboard;
- T address for the communication of cargo information;
- U air draught, deadweight tonnage;
- W total number of persons on board; and
- X type and estimated quantity of bunker fuel, for ships of 1,000 GT and above. Must be summarized in total tonnes per type.

Note:

- a) The master of the ship must forthwith inform the Great Belt VTS concerned of any change in navigational status or in previous information notified, particularly in relation to designator Q or R.

3.5 *Geographical position for submitting reports*

3.5.1 Ships entering the BELTREP operational area shall submit a report when crossing the report line or on departure from a port or anchorage within the operational area.

3.5.2 Previously forwarded reports can be submitted at any time after entering the Danish Exclusive Economic Zone (EEZ) and until in reach of VHF range of Great Belt VTS at an approximate distance of 20 NM from the BELTREP area. As the Great Belt VTS must be able to timely handle incoming prior reporting, it will not be possible to undertake pre-entry reports within the 20 NM VHF range. The reporting option is then verbal reporting by VHF when crossing the report line of entry. Details of areas are shown on the chartlet in appendix 1-B. The Danish EEZ border lines are shown in nautical charts.

3.5.3 Ships departing a port or leaving an anchorage within the 20 NM range of the BELTREP area or in the BELTREP area, may submit a pre-entry report for designators H, L, P, T and X if transmitted one hour before departure for enabling the Great Belt VTS to timely handle incoming prior reports.

3.6 *Crossing traffic*

3.6.1 Ferries frequently cross route Tango in sector 1, including high-speed ferries. The ferries generally operate according to published schedules; special reporting arrangements can be authorized.

3.7 *Authority*

The Admiral Danish Fleet is the VTS Authority for Great Belt VTS which operates the BELTREP system with call sign "Belt Traffic". Details in appendix 2.

4 Information to be provided to ships and procedures to be followed

4.1 Ships are required to keep a continuous listening watch in the BELTREP area on the relevant VHF sector channels and VHF channel 16.

4.2 Great Belt VTS will provide information service to ships about specific and urgent situations which could cause conflicting traffic movements as well as other information concerning safety of navigation, for instance, information about weather, current, ice, water level, navigational problems or other hazards.

4.2.1 Information of general interest to ships in the area will be broadcast by the Great Belt VTS on VHF channel as specified by the VTS operator or will be given upon request. A broadcast will be preceded by an announcement on VHF channel 16 and sector channels. All ships navigating in the area should listen to the announced broadcast.

4.2.2 If necessary, Great Belt VTS can provide individual information to a ship particularly in relation to positioning or local conditions.

4.2.3 If deemed necessary by the Great Belt VTS or upon request of a ship, navigational assistance can be provided. Great Belt VTS will inform the identifiable ship when the navigational assistance starts and subsequently terminates.

4.2.4 The following IMO Standard Marine Communication Phrases (SMCP), section A1/6, for VTS message markers can be used: ADVICE, WARNING, INFORMATION, QUESTION, ANSWER, REQUEST and INTENTION.

4.3 If a ship needs to anchor due to breakdown, low visibility, adverse weather, changes in the indicated depth of water, etc., Great Belt VTS can recommend suitable anchorages or other places of refuge within the operational area. The anchorages in the vicinity of the Storebælt (Great Belt) bridges are marked on the nautical charts covering the area and are shown on the chartlet in appendix 1-A.

5 Communication required for the BELTREP system

5.1 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, when deemed necessary by Great Belt VTS.

5.2 Ship-to-ship communication of navigational intentions should be carried out on the BELTREP working channels enabling the Great Belt VTS and other ships to be kept informed.

5.3 Details of communication and contact information are given in appendix 2.

6 Rules, regulations and recommendation in force in the area of the system

6.1 Regulation for preventing collisions at sea

The International Regulations for Preventing Collisions at Sea (COLREGs) are applicable throughout the operational area of BELTREP.

6.2 Traffic separation scheme "At Hatter Barn" (TSS-T5)

6.2.1 The separation scheme, "At Hatter Barn", is situated in Samsø Bælt north of the Storebælt (Great Belt) between the islands of Sjælland and Samsø. It has been adopted by IMO and rule 10 of the International Regulations for Preventing Collisions at Sea applies.

6.2.2 The minimum depth in the traffic separation scheme is 15 metres at mean sea level. Ships with a draught of more than 13 metres should use the deep-water route "Between Hatter Rev and Hatter Barn", which lies northwest of the traffic separation scheme.

6.3 Deep-water route "Between Hatter Rev and Hatter Barn" (DW-T3)

6.3.1 The IMO-adopted deep-water route "Between Hatter Rev and Hatter Barn" has a minimum depth of water below mean sea level of 19 metres. Ships which are not obliged by reason of their draught (13 metres or less) to use the deep-water route should use the traffic separation scheme which lies southeast of the deep-water route, where there is a minimum depth of water below mean sea level of 15 metres.

6.3.2 Ships should be aware that other ships sailing in the deep-water route can be constrained by draught and exhibit signals according to COLREGs.

6.4 Traffic separation scheme "Between Korsoer and Sprogø" (TSS-T6)

6.4.1 The traffic separation scheme "Between Korsoer and Sprogø", situated in the narrows of the Eastern Channel in Storebælt (Great Belt) between the islands of Fyn and Sjælland, have been adopted by the IMO, and rule 10 of the International Regulations for Preventing Collisions at Sea applies.

6.4.2 The minimum free water depth in the northbound traffic lane is 17 metres and in the southbound traffic lane, 19 metres, both below mean sea level.

6.4.3 There is a recommended speed limit of 20 knots in the traffic separation scheme.

6.5 *The Great Belt Bridges – Safety regulations*

6.5.1 Passage through the marked spans at the West Bridge (a combined road and rail bridge), is allowed only for ships below 1,000 tonnes deadweight and with an air draught of less than 18.00 metres. This passage has route designator BW.

6.5.2 Passage through the traffic separation scheme under the East Bridge (a suspension bridge for road traffic), is allowed only for ships with an air draught of less than 65.00 metres. This passage has route designator BE and includes route T.

6.6 *Deep-water route "Off the east coast of Langeland" (DW-T4)*

6.6.1 The deep-water route "Off the east coast of Langeland" has a minimum depth of water below mean sea level of 19 metres. Ships with draughts in excess of 10 metres are recommended to use the deep-water route because of navigational difficulties for such ships in following the national recommended route Hotel which lies to the east of the deep-water route.

6.6.2 Ships should be aware that other ships sailing in the deep-water route can be constrained by draught and exhibit signals according to COLREGs.

6.7 *Route Hotel*

6.7.1 East of the deep-water route "Off the east coast of Langeland", the national route H is established, which has a minimum depth of 12 metres below mean sea level. Ships with a draught of 10 metres or less should follow route H.

6.8 *IMO Recommendation on Navigation through the entrances to the Baltic Sea*

6.8.1 The recent amendment of the IMO Recommendation on Navigation through the entrances to the Baltic Sea was adopted by MSC in October 2007 and promulgated in SN.1/Circ.263, section 1.9 and is given in the IMO publication Ships' Routeing, Part C. It recommends, among other things, that ships with a draught of 11 metres or more navigating route T or ships, irrespective of size or draught carrying a shipment of irradiated nuclear fuel, plutonium or high-level radioactive wastes (INF-cargoes), should use the pilotage services established locally by the coastal States for passing ships.

6.8.2 Ship masters should, in due time, when planning the passage, carefully note the content as regards route Tango in the IMO Recommendation on Navigation through the entrances to the Baltic Sea.

6.9 *Mandatory pilotage*

6.9.1 Harbours within the BELTREP area are covered by provisions on the subject of mandatory pilotage for certain ships bound for or coming from Danish harbours.

7 Shore-based facilities to support the operation of the system

7.1 System capability

7.1.1 The VTS centre is situated at the Naval Logistic Support Regional Centre at Korsør. The VTS system comprises several remote sensor sites. The sites provide surveillance of the VTS area using a combination of radar, radio direction finding, Automatic Identification System (AIS) and electro-optic sensors. An integrated network system of eight radar sensors integrated with AIS provides surveillance of the VTS area.

7.1.2 All the sensors mentioned will be controlled or monitored by the VTS operators.

7.1.3 There are a number of operator consoles in the control centre, one of which is intended for system maintenance and diagnostic purposes, which allows these activities to be carried out without disruption of normal operations. The operator can from each of the consoles control and display the status of the sensors. The VTS centre will, at all times, be manned with a duty officer and three operators.

7.1.4 Recording equipment automatically stores information from all tracks which can be replayed. In case of incidents, the VTS authority can use records as evidence. VTS operators have access to different ship registers, pilot information and hazardous cargo data.

7.2 Radar, electro-optic facilities and other sensors

7.2.1 Information necessary to evaluate the traffic activities within the operational area of BELTREP is compiled via VTS area remote controlled sensors comprising:

- high-resolution radar systems;
- infra-red sensor systems;
- daylight TV systems;
- VHF communications systems; and
- DF systems.

7.3 Radio communication facilities

7.3.1 Radio communication equipment in the VTS centre consists of six VHF radios, including DSC facilities. The VHF channels used are given in appendix 2.

7.4 AIS facilities

7.4.1 BELTREP is linked to the national shore-based AIS network and can continually monitor AIS information on ships such as identity and position. The information is displayed as part of the VTS system and covers the VTS area.

7.5 Personnel qualifications and training

7.5.1 The VTS centre is staffed with civilian personnel, all experienced, as officers at a competency level required in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, chapter II, section A-II/1 or A-II/2.

7.5.2 Training of personnel will meet the standards recommended by the IMO. Furthermore, it will comprise an overall study of the navigation safety measures established in Danish waters and, in particular, the operational area of BELTREP, including a study of relevant international and national provisions with respect to safety of navigation. The training also includes real-time training in simulators.

7.5.3 Refresher training is carried out at least every third year.

8 Information concerning the applicable procedures if the communication facilities of the shore-based Authority fail

8.1 The system is designed with sufficient system redundancy to cope with normal equipment failure.

8.2 In the event that the radio communication system or the radar system at the VTS centre breaks down, communication will be maintained via a standby VHF system. To continue the VTS operation in order to avoid collisions in the bridge area, Great Belt VTS has an emergency back-up VTS centre at Sprogø covering sector 2. The VTS emergency centre is equipped with radar, VHF radio sets and CCTV cameras.

8.3 If the radar system or other essential equipment suffers a breakdown, information of reduced operational capability will be given by Great Belt VTS or broadcast as national navigational warnings.

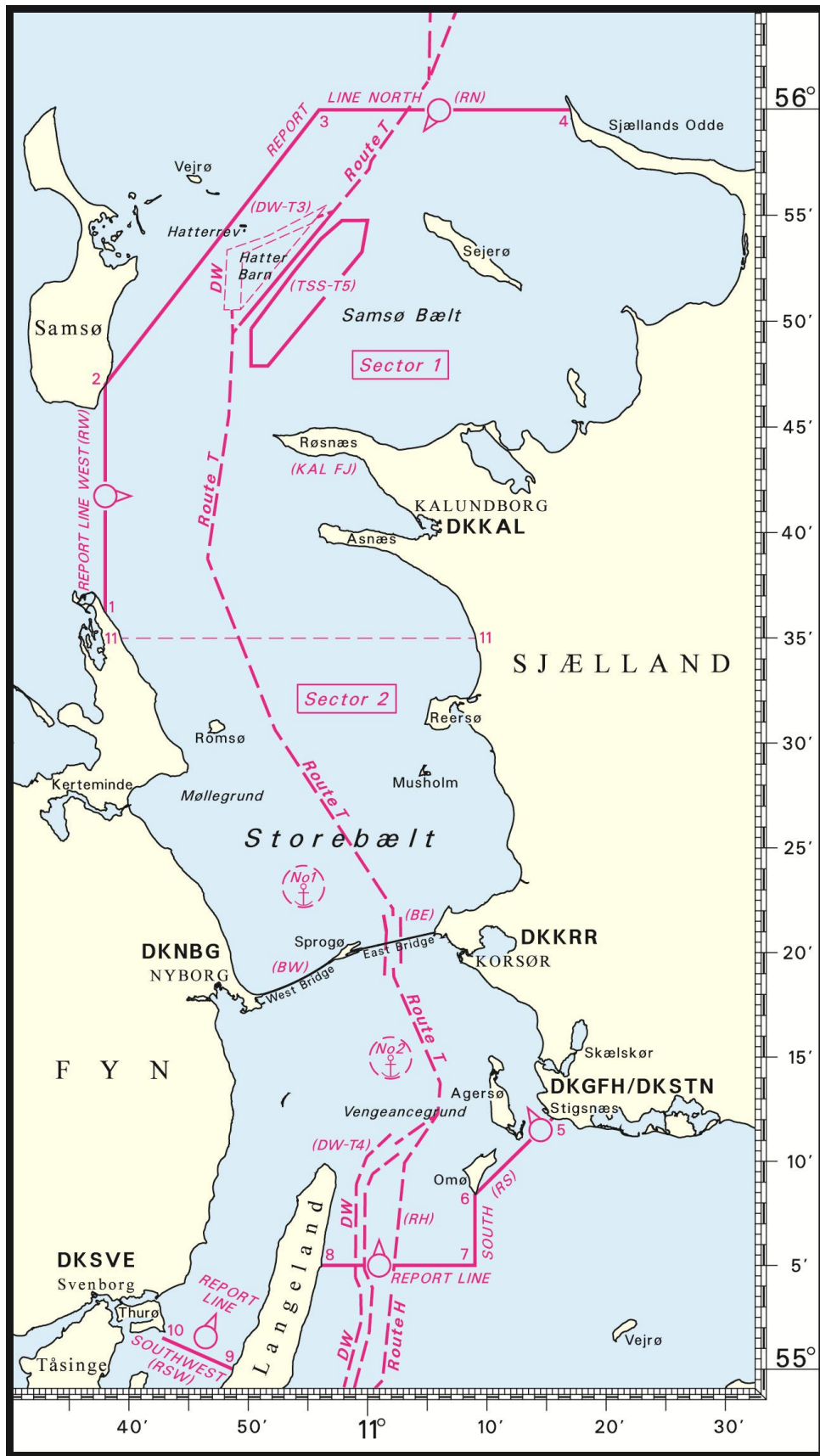
9 Measures to be taken if a ship fails to comply with the requirements of the system

9.1 The objective of Great Belt VTS is to facilitate the exchange of information between the ship and the shore in order to ensure safe passages of the bridges, support safety of navigation and protect the marine environment.

9.2 Great Belt VTS seeks to prevent ship collisions with the bridges crossing Storebælt (Great Belt). If a ship appears to be on a collision course with one of the bridges, Great Belt VTS will arrange for an emergency stop for road and rail traffic on the bridges.

9.3 All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted or contraventions are made of the safety regulations in sections 6.5.1 and 6.5.2 for passing the bridges and the offending ship can be positively identified, then information will be passed to the relevant flag State Authority for investigation and possible prosecution in accordance with national legislation. Information will also be made available to port State Control inspectors.

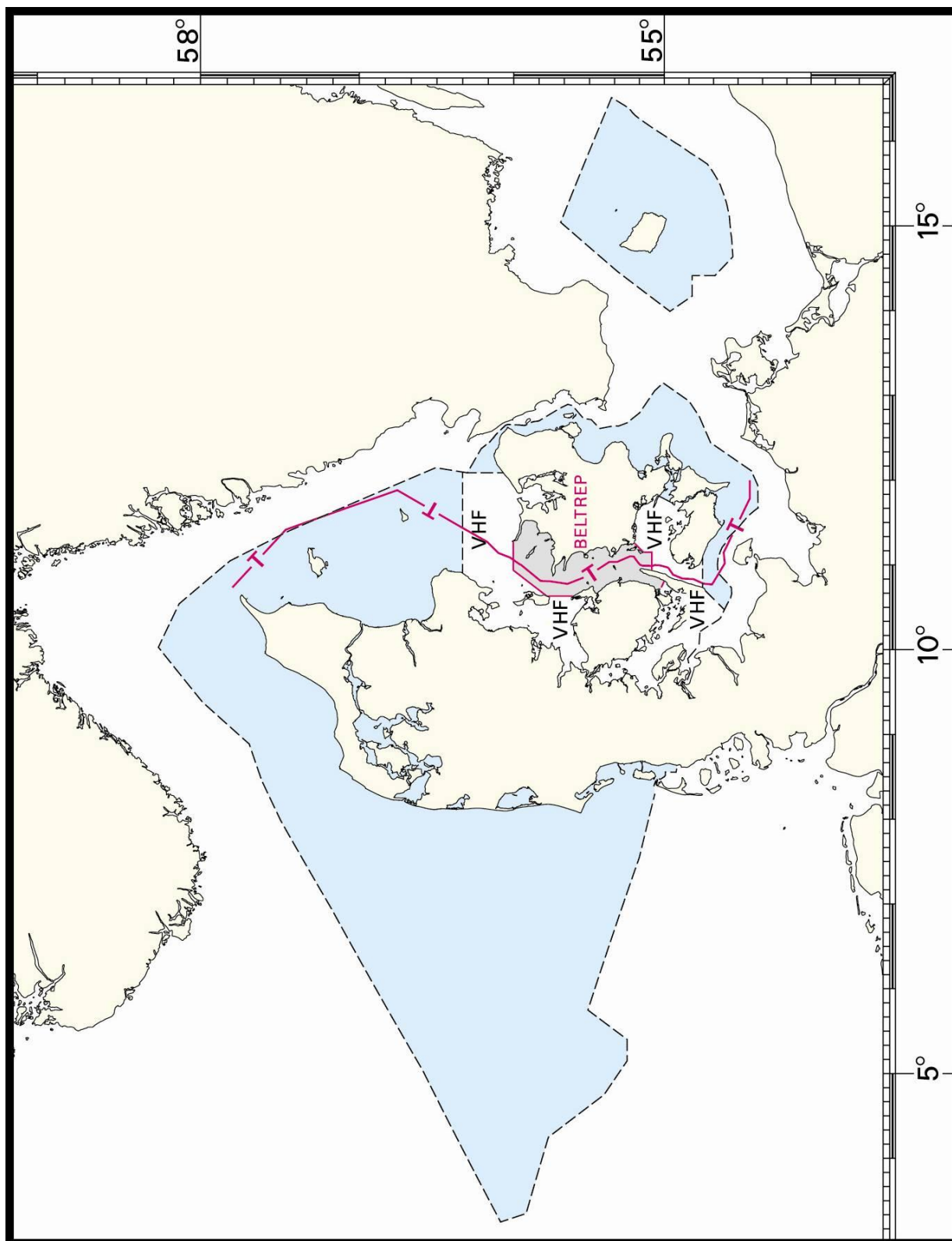
Appendix 1-A



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Appendix 1-B

Pre-entry reporting areas – Danish EEZ



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Appendix 2

Contact information and assigned VHF channels for sectors in the mandatory ship reporting system "BELTREP"

BELTREP radio call sign:	"Belt Traffic"
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VHF Channels	Operational use
VHF Channel 74	Great Belt VTS – Sector 1 North
VHF Channel 11	Great Belt VTS – Sector 2 South
VHF Channel 10	Great Belt VTS – Broadcast, individual assistance, reserve channel
VHF Channel 16	Great Belt VTS – Continuous monitoring

The Great Belt VTS operating BELTREP is located in Korsør at the bridge area:

H24 contact information:

- 1) Great Belt VTS is monitoring VHF channels 74, 11 and 16 continuously.
- 2) Duty officer phone: +45 58 37 68 68
- 3) Fax: +45 58 37 28 19
- 4) MMSI: 002190001
- 5) E-mail: beltrep@sok.dk
Web page: www.beltrep.org

Address:

Great Belt VTS
Sylowsvej 8
DK – 4220 Korsør
Denmark

Appendix 3

Drafting of reports to the mandatory ship reporting system "BELTREP"

Summary:

Reporting is to be done by VHF, but can also be accomplished partly by the use of AIS and pre-entry non-verbal means as, e.g. e-mail.

- Correct and updated AIS information can accomplish reporting of designators A, B, C, E, F, G and I, O and W.
- Non-verbal means can accomplish reporting of designators (A, H), L, P, T and X.
- VHF must as a minimum be used for accomplishing designators A (part of) and U.

The scheme below gives the optimal use of reporting combined by AIS, non-verbal and VHF.

1 Designator	2 AIS	3 Non-verbal (e.g. e-mail)	4 VHF	5 Function	6 Information required
A	Yes	Yes	Yes	Ship	1) Name of ship: AIS, non-verb, VHF 2) MMSI number: AIS 3) Call sign: AIS – and when available – 4) IMO number: AIS, non-verbal
B	Yes	-	-	Date and time	A 6-digit group event giving day of month and hours and minutes in Universal Coordinated Time (UTC).
C	Yes	-	-	Position	A 5-digit group giving latitude in degrees and minutes, decimal, suffixed with N and a 6-digit group giving longitude in degrees and minutes, decimal, suffixed with E.
E	Yes	-	-	True course	A 3-digit group
F	Yes	-	-	Speed in knots and tenths of knots	A 3-digit group
G and I	Yes	-	-	Last port of call Destination and ETA	The name of last port of call and next port of call; both given in UN LOCODE by AIS. For details and procedures see IMO SN/Circ.244 and www.unece.org/cefact/locode/service/main.htm . ETA date and time group expressed as in (B)
H	-	Yes	-	Date, time (UTC) and report line of entry into the BELTREP area	This information is <u>only</u> required if reporting designators L, P, T and X are transmitted non-verbally (e.g. e-mail) prior to entry of the BELTREP

1	2	3	4	5	6
Designator	AIS	Non-verbal (e.g. e-mail)	VHF	Function	Information required
L	-	Yes	-	Route information in the BELTREP area	<p>A brief description of the intended route in the BELTREP area as planned by the master and stated by coded designators as given below (see also chartlet in Appendix 1-A for references):</p> <p><u>Report lines:</u> RN – report line North RW – report line West RS – report line South RSW – report line Southwest</p> <p><u>Routeing systems:</u> DW-T3 – Deep-water Hatter TSS-T5 – Separation At Hatter Barn</p> <p><u>Bridges:</u> BE – East bridge/Route T BW – West bridge</p> <p><u>Routeing system:</u> DW-T4 – Deep-water Langeland</p> <p><u>Route:</u> RH – Route Hotel</p> <p><u>Anchorage – Kalundborg Fjord</u> KAL FJ See examples below.</p>
O	Yes	-	-	Maximum present draught in metres	A 2-digit or 3-digit group giving the present maximum draught in metres (e.g. 6.1 or 10.4).
P	-	Yes	-	Cargo on board	Cargo and, if dangerous goods present on board, quantity and IMO class. Dangerous goods information must be summarized in total tonnes per IMO class when transmitted.
Q or R	-	-	Yes	Defects and deficiencies Pollution or dangerous goods overboard	<p>Q: Details of defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability.</p> <p>R: Pollution or dangerous goods lost overboard.</p>
T	-	Yes	-	Ship's representative and/or owner	Address and particulars from which detailed information on the cargo may be obtained.
U	-	-	Yes	Ship's size	Information of maximum air draught and deadweight tonnage, required for all ships, including ship's tow or other floating equipment. This information shall be given by voice transmissions when entering the BELTREP area, irrespective of whether the information has also been given by, e.g. non-verbal means.

1	2	3	4	5	6
Designator	AIS	Non-verbal (e.g. e-mail)	VHF	Function	Information required
W	Yes	-	-	Total number of persons on board	State number
X	-	Yes	-	Miscellaneous	Type and estimated quantity of bunker fuel, for ships of 1,000 gross tonnage and above. Must be summarized in total tonnes per type when transmitted.

Examples of reporting route, coded in the format as given under designator L

- 1) *A northbound ship leaving the port of Gulfhavn planning to sail north route T via deep-water route "Between Hatter Rev and Hatter Barn" leaving at report line North (UN LOCODE format for Gulfhavn is DK GFH):*

L: DK GFH, BE, DW-T3, RN

- 2) *A southbound ship in passage and planning to enter at report line North, sailing through TSS "At Hatter Barn", then route T, route H and leaving at report line South:*

L: RN, TSS-T5, BE, RH, RS

- 3) *A northbound ship entering via deep-water route "Off the east coast of Langeland", route Tango, East Bridge and leaving through report line West, bound for the port of Fredericia:*

L: RS, DW-T4, BE, RW

- 4) *A ship entering at report line North sailing via TSS "At Hatter Barn", route T and then anchoring in Kalundborg fjord:*

L: RN, TSS-T5, KAL FJ

ANNEX 27

**RESOLUTION MSC.348(91)
Adopted on 28 November 2012**

**ADOPTION OF A NEW MANDATORY SHIP REPORTING SYSTEM
"IN THE BARENTS AREA (BARENTS SRS)"**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fifty-eighth regular session,

1. ADOPTS in accordance with SOLAS regulation V/11, a new mandatory ship reporting system "In the Barents Area (Barents SRS)", as set out in the annex;
2. DECIDES that the above-mentioned new mandatory ship reporting system will enter into force at 0000 hours UTC on 1 June 2013;
3. REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

ANNEX

MANDATORY SHIP REPORTING SYSTEM "IN THE BARENTS AREA" (BARENTS SRS)

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

1.1 The following categories of ships passing through or proceeding to and from ports and anchorages in the Barents SRS area are required to participate in the ship reporting system:

- .1 all ships with a gross tonnage of 5,000 and above;
- .2 all tankers;
- .3 all ships carrying hazardous cargoes (paragraph 1.2 refers);
- .4 a vessel towing when the length of the tow exceeds 200 metres; and
- .5 any ship not under command, restricted in their ability to manoeuvre or having defective navigational aids.

1.2 The meaning of hazardous cargoes is as follows:

- .1 goods classified in the International Maritime Dangerous Goods (IMDG Code);
- .2 substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code);
- .3 oils as defined in MARPOL Annex I;
- .4 noxious liquid substances as defined in MARPOL Annex II;
- .5 harmful substances as defined in MARPOL Annex III; and
- .6 radioactive materials specified in the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes in Flasks on Board Ships (INF Code).

1.3 Ships not listed above may participate in the ship reporting system (SRS) on a voluntary basis.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITIONS OF THE REFERENCE CHART USED FOR DELINEATION OF THE SYSTEM

2.1 The geographical area covered by the reporting system Barents SRS is defined within the following coordinates and is also shown in the chartlet attached at appendix 1.

Number	Latitude	Longitude
A – Norway	67° 10'.00 N	Norwegian coast
B – Norway	67° 10'.00 N	008° 00'.00 E
C – Norway	68° 15'.00 N	009° 30'.00 E
D – Norway	71° 15'.00 N	019° 00'.00 E
E – Norway	71° 50'.00 N	024° 00'.00 E
F – Norway	71° 50'.00 N	028° 00'.00 E
G – the Russian Federation	71° 00'.00 N	033° 20'.00 E
H – the Russian Federation	the Russian Federation coast	033° 20'.00 E

2.2 The reference charts, which include the operational area of Barents SRS, are:

2.2.1 Norwegian charts

<u>No.</u>	<u>Title</u>	<u>Scale</u>	<u>Datum</u>	<u>Edition</u>
514	Barentshavet	1:2000000	WGS 84	2011
311	From Støtt to Andenes	1:350000	ED-50	1960
321	From Andenes to Grøtsund	1:200000	ED-50	1936
322	Fugløybanken-Lopphavet	1:200000	ED-50	1970
323	From Sørøya to Nordkapp	1:200000	ED-50	1962
324	From Nordkapp to Kjølnes	1:200000	ED-50	1959
325	From Slettnes to Grense Jakobselv	1:200000	ED-50	1929

Note: Position coordinates referred to the WGS 84 Datum should be plotted direct onto these charts, as the difference between the WGS 84 and ED 50 Datum is of no practical significance at the actual scale. The geographical positions, listed in the document are given in the WGS 84 Datum.

2.2.2 Russian Federation charts

<u>No.</u>	<u>Title</u>	<u>Scale</u>	<u>Datum</u>	<u>Edition</u>
10100	South part of Barents Sea	1:2000000	Pulkovo 1942	2002
11024	From North cape to Rybachyy inlet	1:500000	Pulkovo 1942	2003
11114	From Rybachyy inlet to Kanin Nos	1:500000	Pulkovo 1942	1999
12000	From Varde to cape Teribersky	1:200000	Pulkovo 1942	2002
12050	From cape Tsypnavolok to cape Voroniy	1:200000	Pulkovo 1942	2006
12100	From cape Kulneset to cape Tsypnavolok	1:200000	Pulkovo 1942	2004

Note: Position coordinates in WGS 84 datum should be moved 0.4 seconds southward and 11.3 seconds eastward to agree with these charts.

3 FORMAT, CONTENT OF REPORTS, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

3.1 Procedures of reporting

3.1.1 All Barents SRS reports must be sent to either Vardø VTS centre or Murmansk VTS centre. Ships within the Norwegian monitoring area report to Vardø VTS centre and ships within the Russian Federation monitoring area report to Murmansk VTS centre. Reports shall be given using AIS (Automatic Information System), Norwegian shiprep website, e-mail, fax, SATCom, mobile phone, VHF voice or by a combination of these communication means. Details are given in appendices 2 and 3.

3.1.2 The use of correct and updated AIS information can accomplish the reporting requirements for designators A, B, C, E, F, I, O and W. Details are given in appendix 3.

3.2 Format

3.2.1 The mandatory ship report shall be drafted in accordance with the format shown in appendix 3, as well as resolution A.851(20).

3.3 Content

3.3.1 A report from a ship to Barents SRS by AIS, non-verbal means or by voice communication or combinations thereof must contain the following information; details are given in appendix 3.

A	Name of ship, call sign, IMO identification number and MMSI
B	Date and time
C	Position expressed in latitude and longitude
E	True course
F	Speed in knots
H	Date, time (UTC) and point of entry into Barents SRS area
I	Destination and ETA
O	Maximum present draught
P	Hazardous cargo, class and quantity
Q	Brief details of defects or restrictions in maneuverability
T	Contact information (shipowner and representative)
W	Total number of persons on board
X	Characteristics and total quantity of bunkers in metric tonnes

Note: The master of the ship must forthwith inform the Barents SRS VTS centre concerned of any change in navigational status or in previous information notified, particularly in relation to designator Q.

3.3.2 Proprietary information obtained as a requirement of the mandatory ship reporting system Barents SRS will be protected under this system consistent with the *General Principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants* (resolution A.851(20)).

3.4 Geographical position for submitting reports

3.4.1 Ships entering the Barents SRS operational area shall submit a report when entering into the area or on departure from a port or anchorage within the operational area.

3.4.2 Reports forwarded prior to entering the area can be submitted at any time after entering the Norwegian Economic Zone or the Russian Federation Exclusive Economic Zone and until one hour before entering the Barents SRS operational area. As the Vessel Traffic Services must be able to handle incoming prior reporting, it will not be possible to undertake pre-entry reports any later than one hour prior to entering the area.

3.4.3 Ships departing a port or leaving an anchorage within the Barents SRS area, may also submit a pre-entry report for designators H, P, T, Q and X if transmitted one hour prior to departure.

3.5 Authority

The Federal Agency of Maritime and River Transport and the Norwegian Coastal Administration are the VTS authorities for Murmansk VTS centre and Vardø VTS centre respectively which operate the Barents SRS Ship Reporting System.

4 INFORMATION TO BE PROVIDED TO SHIPS AND PROCEDURES TO BE FOLLOWED

4.1 Ships in the Barents SRS area are required to keep a continuous listening watch on VHF channel 16.

4.2 If requested, the VTS centre concerned shall provide ships with information about positioning, weather forecast, navigational warnings and other hazards in the ship reporting area, from broadcasting devices set up in the coastal States or by other available communication means concurred by involved participants.

4.3 If necessary, the VTS centre can provide individual information to a ship particularly in relation to positioning or local conditions.

4.4 If a ship needs to anchor due to breakdown, low visibility, adverse weather, etc., the VTS centre concerned can recommend suitable anchorages or other places of refuge within the operational area.

5 COMMUNICATION REQUIRED FOR THE BARENTS SRS SYSTEM

5.1 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, when deemed necessary by the VTS centre concerned.

5.2 Details of communication and contact information are given in appendix 2.

6 RULES, REGULATIONS AND RECOMMENDATIONS IN FORCE IN THE AREA OF THE SYSTEM

6.1 Regulations for preventing collisions at sea

The Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG) are applicable throughout the operational area of Barents SRS.

6.2 Traffic separation schemes

The traffic separation schemes off the coast of Norway from Vardø to Røst are in the operational area of Barents SRS. They have been adopted by IMO and Rule 10 of the International Regulations for Preventing Collisions at Sea applies.

6.3 Hazardous cargo

6.3.1 The meaning of hazardous cargo is stated in paragraph 1.2 and in resolution MSC.43(64), paragraph 1.4.

6.3.2 Ships carrying hazardous cargoes within the SRS operational area must comply with international and national regulations. The SRS does not relieve ship masters of their responsibility to provide nationally required reports and information to customs authorities.

6.3.3 Discharges of oil and ship-generated waste are monitored jointly by the Russian Federation and Norwegian Authorities.

7 SHORE-BASED FACILITIES TO SUPPORT THE OPERATION OF THE SYSTEM

7.1 Sensors, System and communication facilities

7.1.1 Murmansk VTS centre and Vardø VTS centre are equipped with multiple source information processing and retrieval systems, VHF radio, Automatic Identification System (AIS) and Long Range Identification and Tracking (LRIT) facilities.

7.1.2 Both centres have recording equipment to store information regarding a ships transit. In case of an incident, the VTS Authority can use records as evidence.

7.2. Personnel qualifications and training

The Murmansk VTS centre and Vardø VTS centre are both operated by trained and experienced personnel according to national requirements and recommendations by IMO.

7.3. Manning

Murmansk VTS centre and Vardø VTS centre are both manned 24 hours per day, 365 (366) days per year.

8 INFORMATION CONCERNING THE APPLICABLE PROCEDURES IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

8.1 The Murmansk VTS centre and Vardø VTS centre are both designed with sufficient system redundancy to cope with normal equipment failure.

8.2 If essential equipment suffers breakdown, and sufficient operational capability cannot be maintained by backup systems, information on reduced operational capability will be given by the affected VTS centre as needed or broadcasted as a national navigational warning.

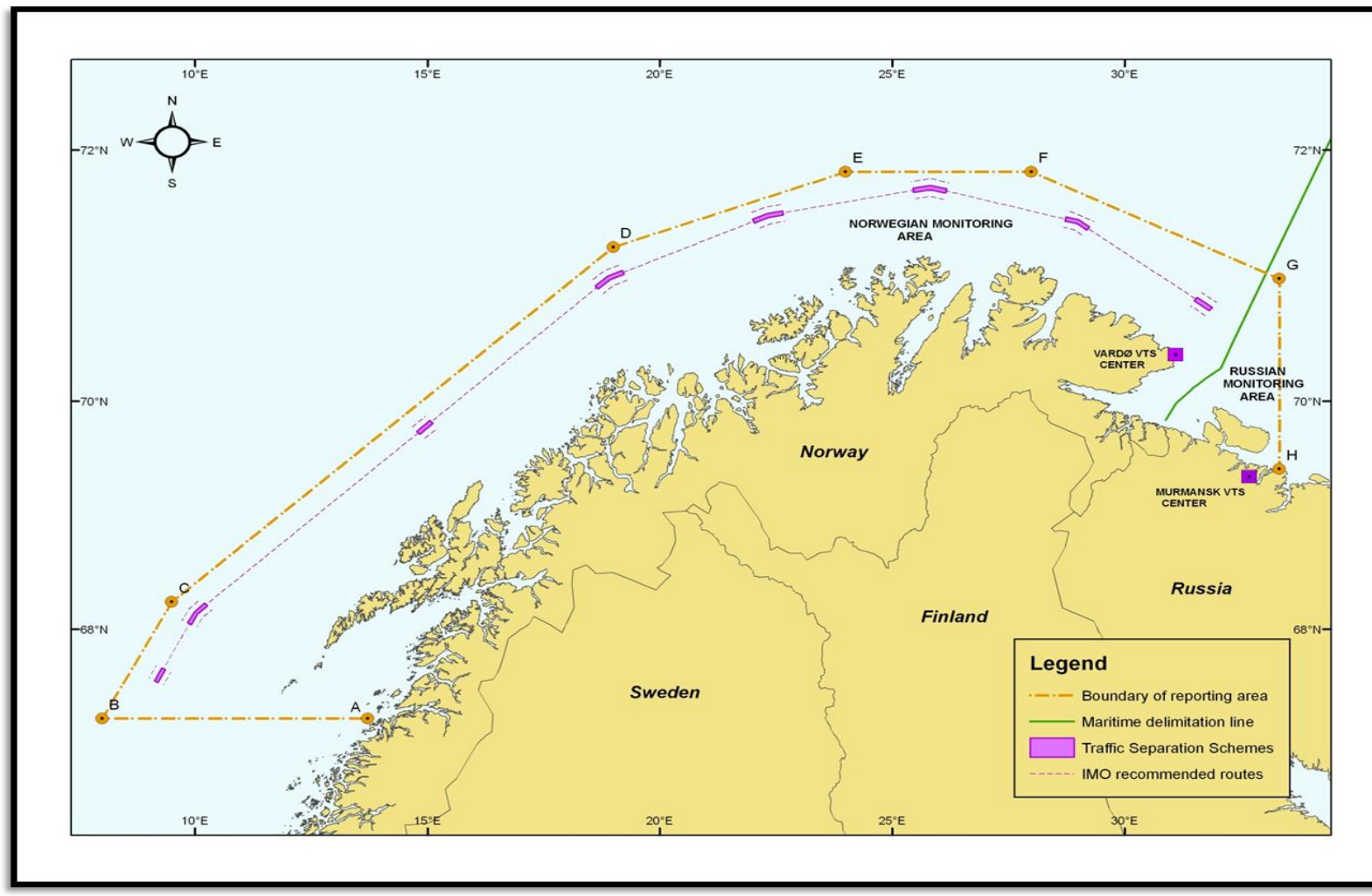
9 MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

9.1 The main objective of the system is to facilitate the exchange of information between the ships and the shore in order to support safe navigation and protect the marine environment. The system will also contribute to providing information to relevant SAR authorities.

9.2 All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. If reports are not submitted and the offending ship can be positively identified, then information will be passed on to the relevant flag State Authorities for investigation and possible prosecution in accordance with national legislation. The mandatory ship reporting system Barents SRS is for the exchange of information only and does not provide any additional authority for mandating changes in the vessel's operations. The reporting system will be implemented consistent with UNCLOS, SOLAS and other relevant international instruments so that the reporting system will not provide the basis to impinge on a transiting vessel's passage through the Reporting Area.

Appendix 1

CHART OF THE BARENTS SRS OPERATIONAL AREA



Appendix 2

CONTACT INFORMATION AND OTHER RELEVANT INFORMATION IN RELATION TO THE VTS CENTRES TO WHICH THE REPORTS MUST BE SUBMITTED

1 CONTACT INFORMATION

1.1 Murmansk VTS centre can be contacted by e-mail, VHF or fax

VHF: Call "Murmansk Traffic" (channel 12)
MMSI: 002734484 or 002734466
E-mail: vtm@mf-rmp.ru
Fax: +7 8152 479026

1.2 Vardø VTS centre can be contacted by VHF, e-mail, fax or telephone

VHF: Call Norwegian Coastal Radio Station and request "NOR VTS"
(channel 16)
MMSI: 002573550
E-mail: nor.vts@kystverket.no
Fax: +47 78 98 98 99
Telephone: +47 78 98 98 98

2 SUBMISSION OF REPORTS

2.1 Ships within the Russian Federation monitoring area or the Russian Federation Exclusive Economic Zone report to Murmansk VTS centre primarily by e-mail, fax and AIS, alternatively VHF or a combination of these communication means.

2.2 Ships within the Norwegian monitoring area or Norwegian Economic Zone report to Vardø VTS centre primarily by the Norwegian Ship Reporting System at website: www.shiprep.no. Alternatively by AIS, e-mail, fax, telephone and VHF or a combination of these communication means.

Appendix 3

DRAFTING OF REPORTS TO THE MANDATORY SHIP REPORTING SYSTEM "BARENTS SRS"

Summary

Reporting can be done by non-verbal means by the use of AIS and pre-entry non-verbal means as, for example, e-mail, fax or the website www.shiprep.no. If a ship is unable to make use of the non-verbal means or submit a report at least one hour prior to entering the area, reporting is to be done by VHF or by telephone (if outside VHF range).

- Correct and updated AIS information can accomplish reporting of designators A, B, C, E, F, I, O and W.
- Non-verbal means can accomplish reporting of designators A, H, P, Q, T and X.

The scheme below gives the preferred method of reporting combined by AIS, non-verbal means and VHF, as well as information required for each designator.

Designator	AIS	Non-verbal	VHF	Function	Information required
A	Yes	Yes	Yes	Ship	1) Name of ship 2) MMSI number 3) Call sign and – when available – 4) IMO number 5) Additional contact information.
B	Yes			Date and time	A 6-digit group-giving day of month and hours and minutes in Universal Coordinated Time (UTC).
C	Yes			Position	A 5-digit group giving latitude in degrees and minutes, decimal, suffixed with N (north) and a 6-digit group giving longitude in degrees and minutes, decimal, suffixed with E (east) or W (west).
E	Yes			True course	A 3-digit group.
F	Yes			Speed in knots and tenths of knots	A 3-digit group.

Designator	AIS	Non-verbal	VHF	Function	Information required
I	Yes			Destination and ETA	The name of next port of call given in UN LOCODE by AIS. For details and procedures see IMO SN/Circ.244 and www.unece.org/cefact/locode/service/main.htm . ETA date and time group expressed as in (B).
H		Yes		Date, time and point of entry into the Barents SRS area	This information is only required if reporting designators P, T and X are transmitted non-verbally (e.g. e-mail) prior to entry of the Barents SRS. Entry date and time expressed as in (B) and position expressed as in (C).
O	Yes			Maximum present draught in metres	A 2-digit or 3-digit group giving the present maximum draught in metres (e.g. 6.1 or 10.4).
P		Yes		Cargo on board	Cargo and, if hazardous goods present on board, quantity and IMO class (inclusive UN code). Hazardous goods information must be summarized in total tonnes per IMO class when transmitted.
Q		Yes		Defects and deficiencies	Q: Details of defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability.
T		Yes		Ship's owner and representative	Address and particulars from which detailed information on the cargo may be obtained.
W	Yes			Total number of persons on board	State number
X		Yes		Miscellaneous	Type and estimated quantity of bunker fuel in metric tonnes. Must be summarized in total tonnes per type when transmitted.

ANNEX 16

**RESOLUTION MSC 389(94)
(Adopted on 21 November 2014)**

**AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM
"OFF CHENGSHAN JIAO PROMONTORY"**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee on behalf of the Organization,

TAKING INTO ACCOUNT the guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64), as amended by resolutions MSC.111(73) and MSC.189(79),

HAVING CONSIDERED the recommendations of the Sub-Committee on Navigation, Communication and Search and Rescue at its first regular session,

- 1 ADOPTS in accordance with SOLAS regulation V/11, the amended mandatory ship reporting system "Off Chengshan Jiao Promontory", as set out in the annex;
- 2 DECIDES that the above-mentioned amended mandatory ship reporting system will enter into force at 0000 hours UTC on 1 June 2015;
- 3 REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

ANNEX

MANDATORY SHIP REPORTING SYSTEM "OFF CHENGSHAN JIAO PROMONTORY"

1 Categories of ships required to participate in the system

1.1 The following ships are required to participate in the system:

- .1 *passenger ships;*
- .2 *all oil tankers 150 gross tonnage and above, all ships carrying hazardous cargo;*
- .3 *ships of LOA more than 200 m or draft more than 12 m;*
- .4 *ships engaged in towing or pushing another ship, regardless of gross tonnage; and*
- .5 *ships are compulsory to report to VTS in circumstances where they:*
 - .1 are "not under command" or at anchor in the TSSs,
 - .2 are "restricted in their ability to manoeuvre"; or
 - .3 have defective navigational equipment.

1.2 The meaning of hazardous cargoes is as follows:

- .1 goods classified in the International Maritime Dangerous Goods (IMDG Code);
- .2 substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code);
- .3 oils as defined in MARPOL Annex I;
- .4 noxious liquid substances as defined in MARPOL Annex II;
- .5 harmful substances as defined in MARPOL Annex III; and
- .6 radioactive materials specified in the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High-level Radioactive Wastes in Flasks on Board Ships (INF Code).

2 Geographical coverage of the system and the numbers and editions of the reference charts used for the delineation of the system

2.1 The waters covered by the Ship Reporting System is the water area with the VTS Centre (geographical position is 37°23'.65N, 122°42'.12E) as the centre and 24 miles as the radius.

2.2 The relevant charts are Chinese charts Nos. 1305, 35001. Chart datum is World Geodetic System 1984 (WGS 84) Datum.

3 Format, reporting time and geographical positions for submitting reports, authority to whom the reports should be sent, available services

3.1 Format

The format for reporting is as set forth in paragraph 2 of the appendix to Assembly resolution A.851(20)

A	Name of ship, call sign, and IMO number (if applicable)
C or D	Position (latitude and longitude or in relation to a landmark)
E	Course
F	Speed
G	Port of departure
I	Port of destination (optional)
Q	Defects and limitation (ships towing are to report length of tow and name of object in tow)
U	Overall length and gross tonnage

3.2 Content and geographical position for submitting reports

3.2.1 Participating ships are to report the information in paragraph 3.1 when entering the ship reporting system area. Reports are not required when a participating ship leaves the area.

3.2.2 When a participating ship leaves a port that is located within the reporting area, it shall report its name, position, departure time and port of destination.

3.2.3 When a participating ship arrives at a port or anchorage within the reporting area, it shall report, on arrival at its berth, its name, position and arrival time.

3.2.4 When a traffic incident or a pollution incident occurs within the reporting area, the ship(s) shall immediately report the type, time, and location of the incident, extent of damage or pollution, and whether assistance is needed. The ship(s) shall provide any additional information related to the incident, as required by the shore-based authority.

3.3 Authority

The competent authority is *Weihai* Maritime Safety Administration, China. The voice call sign is "Chengshan Jiao VTS Centre".

4 Information to be provided to ships and procedures to be followed

4.1 The Chengshan Jiao VTS Centre, where appropriate, will provide participating ships with information such as conflicting ship traffic, abnormal weather conditions, and maritime safety information.

4.2 Participating ships shall maintain a listening watch on the designated VTS *working channel*.

5 Radio communications required for the system, frequencies on which reports should be transmitted and the information to be reported.

5.1 The working channels of the Chengshan Jiao VTS Centre are:

Primary-Channel 08
Secondary-Channel 09 or 65

5.2 The language used for reports in the system will be Chinese or English. Marine communication phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.

6 Rules and regulations in force in the area of the system

China has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and regulations to implement the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the International Convention for the Safety of Life at Sea, 1974, and the International Convention for the Prevention of Pollution from Ships, 1973/1978.

7 Shore-based facilities to support operation of the system

7.1 Chengshan Jiao VTS Centre is comprised of radar, VHF communications, information processing and display, information transmission, recording, replay, and hydro-meteorological sensors. Its functions are data collection and evaluation, provision of information, navigation assistance, and support to allied services.

7.2 Chengshan Jiao VTS Centre maintains a continuous 24 hour watch.

8 Alternative communications if the communication facility of the shore-based authority fails

Chengshan Jiao VTS Centre has built in redundancies with multiple receivers on each channel. Alternative means of ship to shore communication are by HF (SSB), telex (facsimile), email, or cellular telephone.

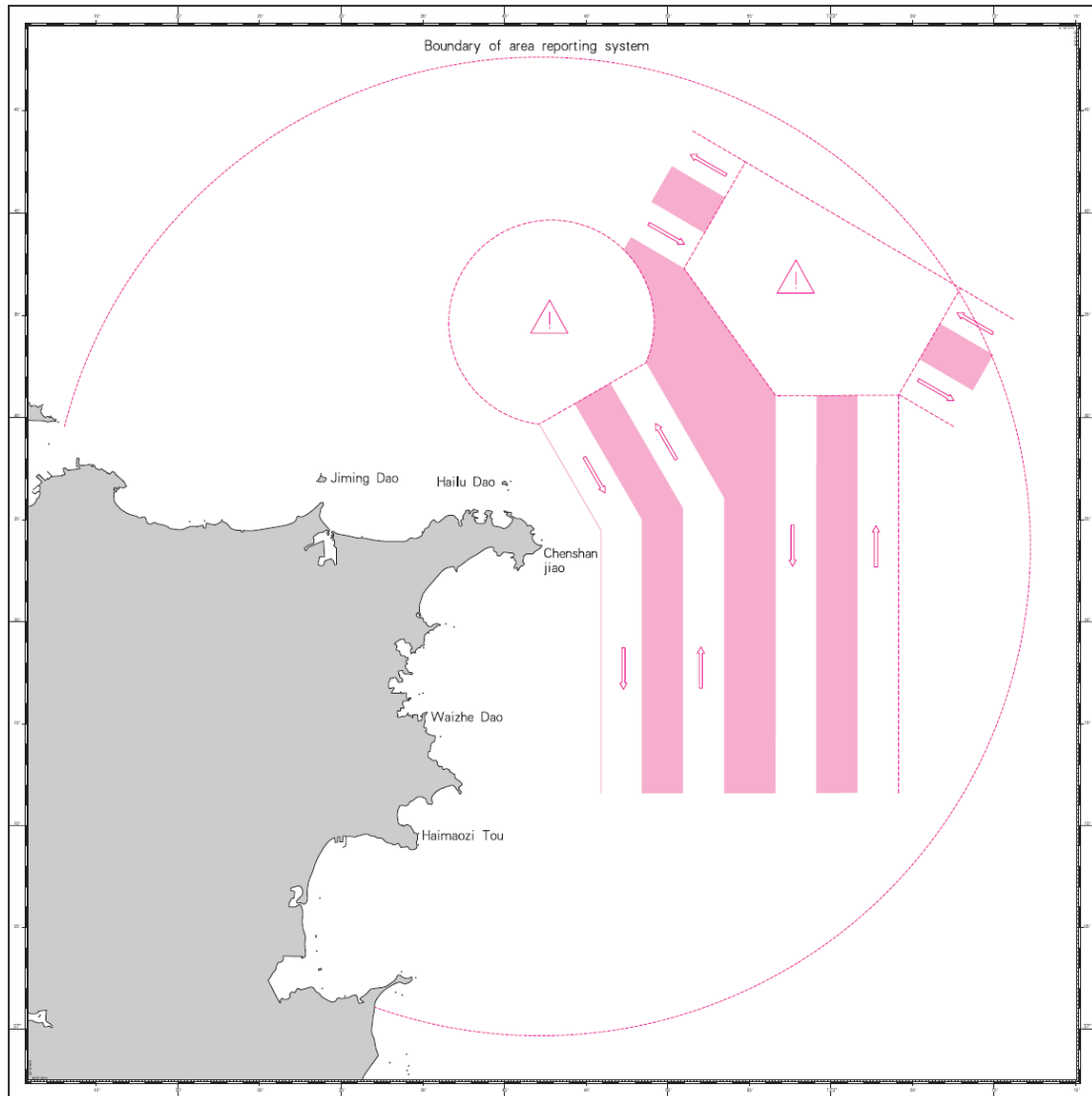
Fax: +86-631-5232467
Email: whvts@whmsa.gov.cn
Mobile phone: +86-631-5203320 +86-631-5190330

9 Measures to be taken if a ship fails to comply

9.1 Appropriate measures will be taken to enforce compliance with the system, consistent with international law.

APPENDIX 1

CHARTLET



**BOUNDARY OF MANDATORY SHIP REPORTING SYSTEM
"OFF CHENGSHAN JIAO PROMONTORY"**

INTERNATIONAL MARITIME ORGANIZATION

4 ALBERT EMBANKMENT,
LONDON SE1 7SR
Telephone: 071-735 7611
Telegrams: INTERMAR-LONDON SE1
Telex: 23588
Telefax: 071-587 3210



SN/Circ.141/Rev.1
15 February 1993

Ref: T2/2.07

INFORMATION ON A SHIP REPORTING SYSTEM IN THE OLD BAHAMA CHANNEL

As requested by the Government of Cuba, the following information is brought to the attention of Member Governments.

Resolution No.M.89-4 on the ship reporting system in the Old Bahama Channel, which was circulated by SN/Circ.141 of 3 May 1989, has been replaced by resolution No.74-92 issued by the Ministry of Transport of the Republic of Cuba, attached at annex.

The Government of Cuba has stated that the new ship movement message format for the Old Bahama Channel, annexed to the above resolution, is consistent with Assembly resolution A.648(16) - General principles for ship reporting systems and ship reporting requirements including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants.

ANNEX

MINISTRY OF TRANSPORT

RESOLUTION NO.74-92

WHEREAS: in accordance with the provisions of article 82 of Decree-Law 67 of 19 April 1983 "On the organization of the central administration of the State", as amended by Decree-Law 85 of 12 June 1985, the Ministry of Transport is the body responsible for directing, implementing and monitoring the implementation of the policy of the State and of the Government with regard to land-based, maritime and river transport, its auxiliary or related services and maritime civil navigation;

WHEREAS: resolution No.M-89-4, dated 30 January 1989, promulgated by the Ministry of Transport in accordance with a decision approved by the forty-eighth session of the Maritime Safety Committee of the International Maritime Organization (IMO) on the proposal submitted by the Republic of Cuba referring to traffic separation schemes in its territorial waters, including international channels and straits included therein, establishes matters relating to such schemes and to their monitoring or observation as well as to information;

WHEREAS: the experience acquired in the implementation of the aforesaid resolution indicates the desirability of amending it and particularly of clarifying all those matters relating to the ship movement message format in the Old Bahama Channel;

THEREFORE: in exercise of the powers conferred upon me by paragraphs (q) and (r) of article 53 of Decree-Law 67 of 19 April 1983 "On the organization of the central administration of the State";

I RESOLVE:

FIRST: the maritime traffic separation schemes at the points on the north coast of the island of Cuba in force with effect from 00.00 hours of 1 June 1989, in accordance with the provisions of resolution No.M-89-4 dated 30 January 1989 of the Ministry of Transport, are those listed below:

- Off Cabo de San Antonio
- Off La Tabla
- Off Costa de Matanzas
- In the Old Bahama Channel
- Off Punta Maternillos
- Off Punta Lucrecia
- Off Punta Maisi

The description and geographical position of the schemes listed above are those which appear in the publication of the International Maritime Organization entitled "Ships' Routing", part B, section IX, fifth edition, London 1984.

SECOND: the radio stations providing information and advice to mariners concerning dangers to navigation, as well as those monitoring the movement of ships shall be as follows:

- In the western approach to the Old Bahama Channel traffic separation scheme:

Station: Caimán
Call sign: CLG-5 Caimán
Frequency: 156.650 MHz (channel 13)
Date of entry into service: 1 June 1989.

- In the eastern approach to the Old Bahama Channel traffic separation scheme:

Station: Confites
Call sign: CLG-60 Confites
Frequency: 156.650 MHz (channel 13)
Date of entry into service: 1 June 1989.

THIRD: every ship in a position to do so is requested to report to the radio station situated at the western or eastern approach to the Old Bahama Channel, as appropriate, two hours prior to beginning transit of the Channel, the data set out in the annex attached to this resolution which forms an integral part of it; a listening watch shall be maintained on the frequency of that station (channel 13) throughout the time when the ship is navigating in the traffic separation scheme.

The information requested in the aforementioned annex (ship movement message format for the Old Bahama Channel), and any communication relating to maritime damage or casualties occurring during the transit of the scheme or other communication addressed to one of the radio stations or naval units of the monitoring service, shall be transmitted in the Spanish or English language.

FOURTH: maritime navigation in the other traffic separation schemes on the north coast of the island of Cuba shall be observed from shore-based control points and from naval units to which such functions have been assigned.

The said control points and naval units shall not call for any information for purposes of transit through such traffic separation schemes, except in the event of an infringement by shipping in those schemes or other type of infringement of national legislation.

FIFTH: resolution No.M-89-4 of 30 January 1989, promulgated by the Ministry of Transport, is repealed, together with any provisions of the same or a lower normative category which conflict with or restrict the provisions of the present resolution which shall come into force with effect from its publication in the Official Gazette of the Republic.

SIXTH: the present resolution is communicated to the vice ministers, the Inspector General of Transport and to the Directors of the Central Apparatus who need to be aware of it, to the Unión Marítimo-Portuaria, to natural and juridical persons that are shipowners or ship operators, to the firm Consignataria Mambisa, to the Ministry of Revolutionary Armed Forces, to the Ministry of the Interior, to the Ministry of Foreign Relations, to the Ministry of the Fishing Industry, to the Ministry of Justice, to the Public Prosecutor of the Republic, to the Revolutionary Navy, to the General Directorate of Frontier Guards, to the Cuban Institute of Hydrography and to other appropriate natural or juridical persons.

The Director of Maritime Safety and Ship Inspection of the Ministry of Transport shall communicate to the Secretary-General of the International Maritime Organization (IMO) the provisions of the present resolution.

For publication in the Official Gazette of the Republic for general information.

Done in the City of Havana, on 12 June 1992.

"Year 34 of the Revolution".

SENEN CASAS REGUEIRO
GENERAL DE DIVISION

ANNEX

SHIP MOVEMENT MESSAGE FORMAT FOR THE OLD BAHAMA CHANNEL

System identifier: OLDBACHA

Type of message : Sailing Plan

Traffic direction: EAST/WEST

The word EAST to identify ships navigating in the Channel from east to west and the word WEST for ships navigating in the Channel from west to east.

Ship
(alpha)

A - Type of ship, name, flag and call sign.

Time
(bravo)

B - A 6-digit group giving day of month (first 2 digits), hours and minutes in UTC (last 4 digits).

Position
(charlie)

C - A 4-digit group giving latitude in degrees and minutes suffixed with N (North) and a 5-digit group giving longitude in degrees and minutes suffixed with W (West).

Speed
(foxtrot)

F - A 3-digit group giving the speed in knots and tenths of knots.

Entry
(hotel)

H - A 4-digit group giving the time (hours and minutes) of entry into the traffic separation scheme.

Cargo
(papa)

P - Type of cargo (only for ships carrying oil, gas and chemicals in bulk).

Remarks
(X-ray)

X - For ships or tugs pulling a tow or with a restricted ability to manoeuvre.

INTERNATIONAL MARITIME ORGANIZATION
4 ALBERT EMBANKMENT
LONDON SE1 7SR

Telephone: 020 7735 7611
Fax: 020 7587 3210



IMO

E

Ref. T2-OSS/2.7.1

SN.1/Circ.267/Corr.1
18 February 2008

**MARITIME TRAFFIC INFORMATION SYSTEM ECUADOR
INTERNATIONAL TRAFFIC (SITRAME)**

1 At the request of the Government of Ecuador, the attached revised information on the Maritime Traffic Information System Ecuador International Traffic (SITRAME) is brought to the attention of Member Governments.

2 Member Governments are requested to bring the attached revised information to the attention of shipowners and masters of their ships and to encourage their participation in the system.

3 This circular revokes SN.1/Circ.267.

ANNEX

ECUADOR NAVY

DIRECTORATE FOR THE MERCHANT MARINE

MARITIME TRAFFIC INFORMATION SYSTEM ECUADOR
INTERNATIONAL TRAFFIC (SITRAME)

1 Introduction

As a signatory to the SOLAS and SAR Conventions, Ecuador has undertaken to mobilize its available resources to assist and protect merchant ships of all nationalities which find themselves in distress in its SAR region (Figure 1).

In response to the risks that terrorist acts pose to people, goods and national economies, especially in the maritime sphere, IMO introduced the new chapter XI-2 of the SOLAS Convention and the International Ship and Port Facility Security Code (ISPS Code), which came into force on 1 July 2004. This enabled the Government of Ecuador to make maritime security a matter of national policy by implementing the ISPS Code internally.

The Ecuador Navy, through the Directorate for the Merchant Marine and the Coastline, has put into effect the system known as SITRAME, which uses data processing to track and control merchant ships navigating through an area of operation corresponding to Ecuador's territorial waters in accordance with national legislation (Figure 2).

The larger the number of ships introduced into the system the greater its reliability and effectiveness, and consequently the safety and security of the ships that pass through the established area of operation. It is therefore mandatory for all national and foreign merchant ships to take part in the system, transmitting messages concerning their sailing plans according to an established format. The traffic control process begins when this message is received.

In the Galapagos Islands, which lie within the system's area of operation, all national and international merchant shipping must comply with SITRAME and with IMO resolution MSC.229(82), which concerns the GALREP mandatory reporting system for ships entering and leaving the Galapagos Particularly Sensitive Sea Area.

2 Purpose and use

2.1 Purpose

To track national and international traffic in transit through the area of operation, either requesting or leaving an Ecuadorean port and/or in innocent passage, by means of information sent by the ships themselves.

2.2 Use

In the event of a SAR incident, SITRAME enables rapid location of a ship in distress and timely assistance by ships in the vicinity. In a maritime security incident, SITRAME enables the necessary action to be taken under the ISPS Code.

3 PROCEDURE

3.1 Area of operation

The system will apply in an area of operation comprising:

- .1 the internal waters of Ecuador;
- .2 the area extending westwards for 200 nm from the straight baseline, between latitudes 01° 28' 54" N and 03° 23' 33.96";
- .3 the area extending for 200 nm around the Galapagos Islands.

3.2 General instructions

SITRAME basically consists in managing the information sent by ships using four types of message format containing details of their stay at Ecuadorean ports and their passage from entering until leaving the area of operation. These four message types are: sailing plan (SP), position report (PR), deviation report (DR) and final report (FR).

Transmission of a message prior to leaving an Ecuadorean port is the prerequisite for obtaining permission to leave from the harbour master office or relevant oil-terminal supervisory body. When arriving from a foreign port at an Ecuadorean port or supervised facility the requirement for obtaining “free pratique” for the intended destination is to send an SP, PR or FR message and/or an “additional arrival information” (AAI) form.

3.3 Acceptance into the system

To join the system, ships must send an SP report for each voyage made inside the area of operation, or when engaged in innocent passage across that area. This acceptance, and thereby the tracking process, is triggered when the ship sends its sailing plan in the SP report, and ends when the ship sends its final report (FR) either on leaving the area of operation or on arrival in port.

If a ship finds itself inside the area of operation having failed to send the SP report, it must join the system immediately by sending an SP report from its current position, and will then remain in the system, sending all the appropriate messages, until it arrives in port or leaves the area of operation, ending its participation in the system by sending a final report (FR).

All the message formats have a space in which to write notes for purposes of clarification.

3.4 Message types

3.4.1 Sailing plan (SP)

This is the basic information sent enabling a ship to join the system and its position to be estimated. It is sent in the following cases: a) when planning to leave an Ecuadorean port, at least two hours before sailing (required in order to receive sailing permission); b) when arriving from a foreign port and entering the area of operation requesting an Ecuadorean port – message must be sent 72 hours before entering the port and an additional arrival information (AAI) form must be attached; and c) when a ship, arriving from a foreign port, enters the area of operation on innocent passage – in this case the sailing plan is sent two hours before entering the area of responsibility. The following format is used:

```
ID MESSAGE/SITRAME/SP//  
A/NAME OF SHIP/CALL SIGN/FLAG/TYPE  
B/PORT OF DEPARTURE/DEPARTURE DATE-TIME /MONTH/PORT FACILITY//  
C/PORT OF DESTINATION/ETA/MONTH/PORT FACILITY//  
D/POSITION LAT-LONG/DATE - TIME /MONTH//  
E/WAYPOINTS/LAT-LONG/ETA/MONTH//  
F/COURSE/SPEED//  
X/NOTES
```

N.B. The AAI form is distributed by the Ministry for Maritime Security through shipping agencies and the website www.digmer.org

Examples

(a) Notification of departure from an Ecuadorean port (send at least 2 hours before departure)

```
FROM: TROPICAL LAND  
TO: DIGMER  
INFO: HARBOUR MASTER, MANTA PORT
```

```
IDMES/SITRAME/SP//  
A/TROPICAL LAND/9HIR5/MALTA/GEN CARGO//  
B/MANTA/080800R/JUL/MANTA PA//  
C/VALPARAISO/121700R/JUL/ - //  
D/0058S08045W/080600R/JUL//  
E/1/0058S08110W/080930R/JUL//  
E/2/0323S08130W/081700R/JUL//  
F/ - /20//  
X/SP FROM MANTA, MANTA PORT AUTHORITY//
```

(b) Request for entry to an Ecuadorean port (send 72 h before arrival in port)

FROM: TROPICAL LAND
TO: DIGMER
INFO: HARBOUR MASTER, MANTA PORT
IDMES/SITRAME/SP//
A/TROPICAL LAND/9HIR5/MALTA/GEN CARGO//
B/VALPARAISO/080800/AUG/ - //
C/MANTA/121700R/AUG/MANTA PA//
D/2400S07500W/090800R/AUG//
E/1/0323S08130W/120800R/AUG//
E/2/0058S08110W/121530R/AUG//
F/340/20//
X/ FOR ARRIVAL AT ECUADOREAN PORT, ADDITIONAL INFO FORM
ATTACHED//

(c) Innocent passage (send two hours before entering the area)

FROM: TROPICAL LAND
TO: DIGMER
IDMES/SITRAME/SP//
A/TROPICAL LAND/9HIR5/MALTA/GEN CARGO//
B/VALPARAISO/080800/AUG/ - //
C/PANAMA/142300R/AUG/ - //
D/0400S08200W/090600R/AUG//
E/1/0323S08200W/120800R/AUG//
E/2/0128N08200W/122230R/AUG//
F/000/20//
X/INNOCENT PASSAGE//

3.4.2 Position report (PR)

This information confirms that the ship has sailed or whether its position agrees with the sailing plan. It is sent in the following cases: a) to confirm sailing, at the start of a voyage notified in an SP message, immediately after the ship has left a port facility; b) to confirm position during transit in the area of operation – message to be sent before leaving the area, unless that occurs immediately. Position reports can also be sent any time that the ship encounters an emergency. Use the following format:

IDMESSAGE/SITRAME/PR//
A/SHIP NAME/CALL SIGN/FLAG/TYPE//
B/PORT OF DEPARTURE/DEP DATE-TIME /MONTH/PORT FACILITY//
C/PORT OF DESTINATION/ETA/MONTH/PORT FACILITY//
D/POSITION LAT-LONG/DATE - TIME /MONTH//
E/COURSE/SPEED//
X/NOTES

Examples

- (a) **To confirm sailing from an Ecuadorean port (send immediately after sailing from port facility)**

FROM: TROPICAL LAND
TO: DIGMER
INFO: HARBOUR MASTER MANTA PORT
IDMES/SITRAME/PR//
A/TROPICAL LAND/9HIR5/MALTA/GEN CARGO//
B/MANTA/080800R/JUL/MANTA PA//
C/VALPARAISO/121700R/JUL/ -//
D/0057S08046W/080815R/JUL//
F/270/20//
X/ CONFIRMING DEPARTURE FROM MANTA PORT//

- (b) **To confirm position during transit (send before leaving the area, unless the leaving occurs immediately and/or there is an emergency)**

FROM: TROPICAL LAND
TO: DIGMER
INFO: HARBOUR MASTER MANTA PORT
IDMES/SITRAME/PR//
A/TROPICAL LAND/9HIR5/MALTA/GEN CARGO//
B/MANTA/080800R/JUL/MANTA PA//
C/VALPARAISO/121700R/JUL/ -//
D/0212S08120W/081200R/JUL//
F/190/20//
X/ CONFIRMING POSITION IN TRANSIT//

3.4.3 Deviation report (DR)

This provides the information needed to correct the route notified in the sailing plan, and is used as follows: a) when position deviates by 25 miles or more from the original route; b) when the port of destination is changed, in which case the message must be sent 12 hours before arrival. Deviation reports may also be sent for other reasons that may have caused the sailing plan to be altered. Use the following format:

IDMESSAGE/SITRAME/DR//
A/SHIP NAME/CALL SIGN/FLAG/TYPE//
B/PORT OF DEPARTURE/DEP DATE-TIME/MONTH/PORT FACILITY//
C/PORT OF DESTINATION/ETA/MONTH/PORT FACILITY//
D/POSITION LAT-LONG/DATE-TIME/MONTH//
E/WAYPOINTS/LAT-LONG/ETA/MONTH//
F/COURSE/SPEED//
X/NOTES

Examples

- (a) **Deviation in ship's position (send when position deviates by 25 miles or more from route or for other reasons which cause original sailing plan to be altered)**

FROM: TROPICAL LAND
TO: DIGMER
INFO: HARBOUR MASTER MANTA PORT
IDMES/SITRAME/DR//
A/TROPICAL LAND/9HIR5/MALTA/GEN CARGO//
B/VALPARAISO/080800/AUG/ - //
C/MANTA/122000R/AUG/MANTA PA//
D/0510S08330W/120430R/AUG//
E/1/0323S08230W/12130R/AUG//
E/2/0058S08110W/121830R/AUG//
F/028/20//
X/ROUTE CORRECTION, DEVIATION IN POS//

- (b) **Changed port of destination (send 12 hours before arrival, in the event of changed port of destination)**

FROM: TROPICAL LAND
TO: DIGMER
INFO: HARBOUR MASTER MANTA PORT
HARBOUR MASTER ESMERALDAS PORT
IDMES/SITRAME/DR//
A/TROPICAL LAND/9HIR5/MALTA/GEN CARGO//
B/VALPARAISO/080800/AUG/ - //
C/ESMERALDAS/122300R/AUG/ESMERALDAS PA//
D/0510S08330W/120430R/AUG//
E/1/0323S08230W/121400R/AUG//
E/2/0050N08020W/120730R/120730R/AUG//
F/028/20//
X/ PORT OF DESTINATION CHANGED TO ESMERALDAS//

3.4.4 Final report (FR)

This is the final message supplying the information that ends the ship's participation in the system. It must be sent in the following cases: a) on entering the port of destination; b) on leaving the area of operation. In these cases the report is sent one hour before arrival at either the port of destination or the point of departure from the area. Use the following format:

IDMESSAGE/SITRAME/FR//
A/SHIP NAME/CALL SIGN/FLAG/TYPE//
B/PORT OF DEPARTURE/DEPARTURE DATE - TIME /MONTH/PORT FACILITY//
C/PORT OF DESTINATION/ARRIVAL DATE - TIME /MONTH/PORT FACILITY//
D/POSITION LAT-LONG/DATE - TIME /MONTH//
F/COURSE/SPEED//
X/NOTES//

Examples

(a) **Arrival at port of destination (send one hour before arrival)**

FROM: TROPICAL LAND
TO: DIGMER
INFO: HARBOUR MASTER, MANTA PORT
IDMES/SITRAME/FR//
A/TROPICAL LAND/9HIR5/MALTA/GEN CARGO//
B/VALPARAISO/080800/AUG/ - //
C/MANTA/121700R/AUG/MANTA PA//
D/0058S08110W/121600R/AUG//
F/090/20//
X/ CONFIRMING ARRIVAL AT MANTA, MANTA PA//

(b) **Arrival at point of departure from area (send one hour before arrival at this point)**

FROM: TROPICAL LAND
TO: DIGMER
INFO: HARBOUR MASTER, MANTA PORT

IDMES/SITRAME/FR//
A/TROPICAL LAND/9HIR5/MALTA/GEN CARGO//
B/MANTA/080800R/JUL/MANTA PA//
C/VALPARAISO/121700R/JUL/ - //
D/0300S08130W/081600R/JUL//
F/185/20//
X/ CONFIRMING DEPARTURE FROM SITRAME AREA//

3.5 Address for reports

Reports in this system must be addressed to the Directorate for the Merchant Marine and Coastline (the national maritime authority), at Guayaquil, through Guayaquil radio station. It should be marked for the attention of the Harbour Master or the facility supervisory body, as appropriate.

3.6 Methods of communication

The following communication methods may be used to transmit messages in SITRAME: e-mail, telex and telefax, all of which offer a 24-hour service.

E-mail via Internet. Ships with the appropriate equipment can send an e-mail to guayaquilradio@digmer.org or puertoayoradio@digmer.org

Telex. The public service is available to receive SITRAME messages via the following numbers: 308-43325 and 308-42512.

Telefax. Likewise, the public service is available: +593-4-2324714.

For more information, contact the following address:

Directorate for the Merchant Marine and the Coastline (DIGMER)
Elizalde 101 y Malecón
Guayaquil, Ecuador
Tel. +593-4-2321602
www.digmer.org

4 Ecuadorean legislation

The current system is based on the following legal instruments:

- (a) Political Constitution of the Republic of Ecuador, published in Official Record No.1 of 11 August 1998; article 2 establishes the Ecuadorean territory, which includes the area of maritime jurisdiction;
- (b) Civil Code of the Republic of Ecuador, published in the Official Record Supplement, No.1202 of 20 August 1960; article 628 establishes the area of maritime jurisdiction;
- (c) International Convention for the Safety of Life at Sea (SOLAS 74), signed in London on 1 November 1974, to which the State of Ecuador became a party through Executive Decree No.858 of 10 May 1982, published in Official Record No.242 of 13 May 1982;
- (d) International Convention on Search and Rescue, (SAR 79), signed in Hamburg on 1 November 1974, to which the State of Ecuador became a party through Executive Decree No.3831, published in Official Record No.904 of 30 March 1988;
- (e) Code of Maritime Policy, approved by the Law Commission, published in the Official Record Supplement, No.1202 of 20 August 1960;
- (f) Maritime Activity Regulations, published in Official Record No.32 of 27 March 1997;
- (g) DIGMER resolution No.244/03, entitled “Issuing rules for implementing amendments to the SOLAS Convention, 1974, (12-XII-2002), in particular the International Ship and Port Facility Security Code (ISPS Code);
- (h) CNNMP resolution No.016/98 on “Regulations for control of maritime traffic entering the country”, published in Official Record No.43 of 8 October 1998.

FIGURE 1 – MARITIME SAR REGION
(N.B. Replaces previous Figure 1)

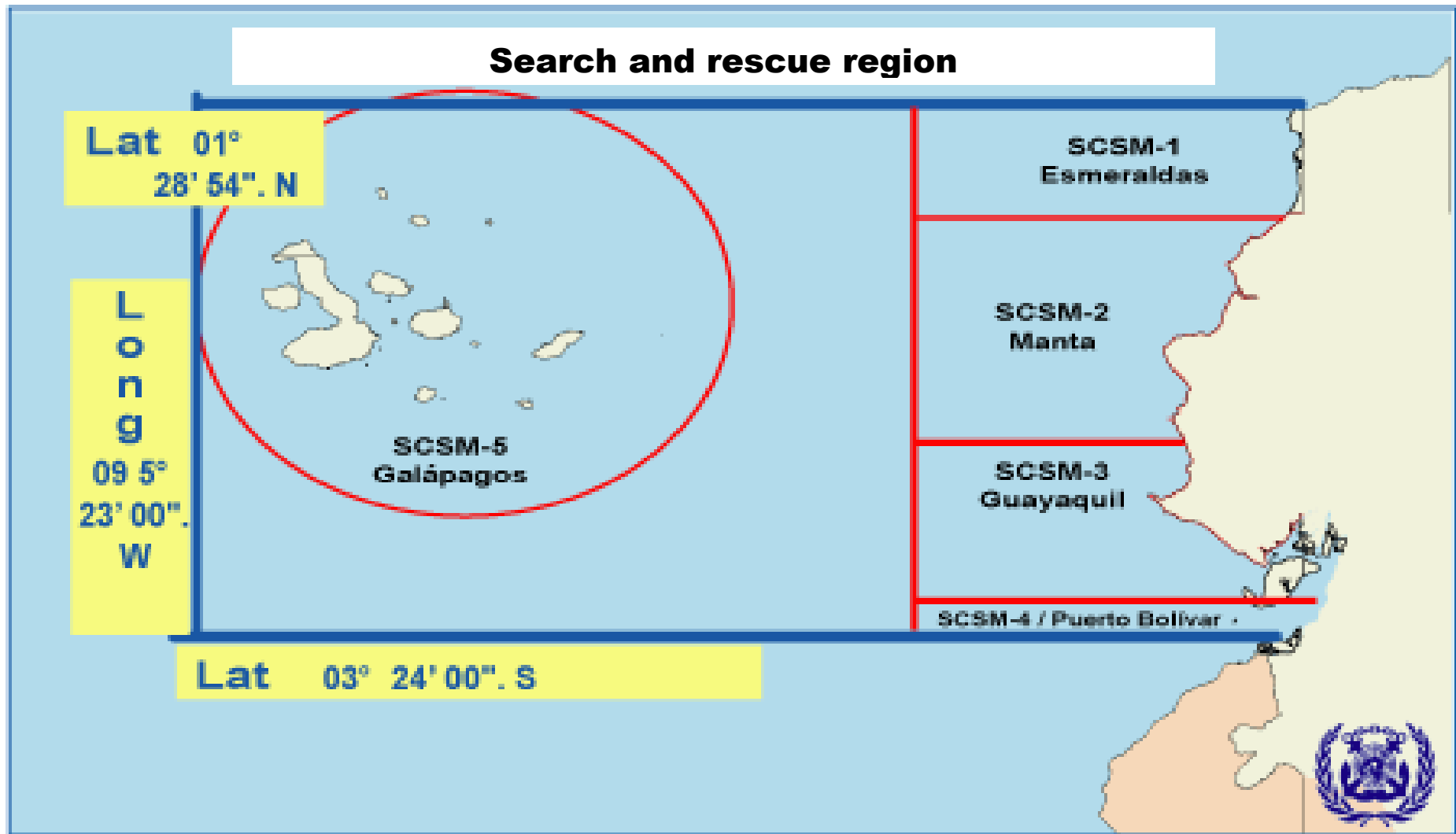
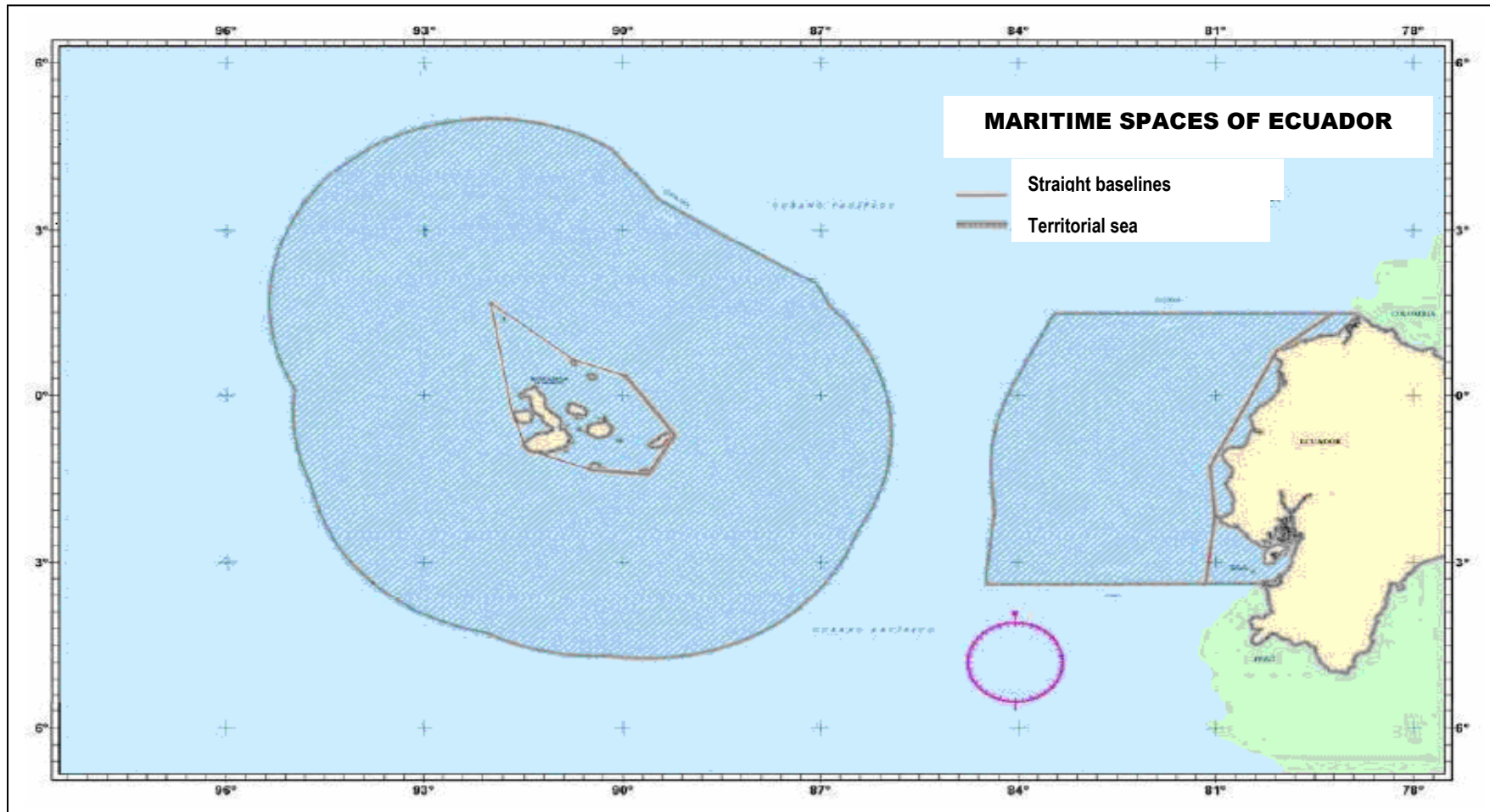


FIGURE 2 – SITRAME AREA OF OPERATION
(N.B. Replaces previous Figure 2)



RESOLUTION A.487(XII)

*Adopted on 19 November 1981
Agenda item 10(b)*

PARTICIPATION IN THE AMVER SYSTEM

THE ASSEMBLY,

RECALLING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization,

NOTING the provisions of the Annex to the International Convention on Maritime Search and Rescue, 1979, concerning arrangements for the provision and co-ordination of search and rescue services,

NOTING FURTHER that the Annex to the Convention provides that search and rescue regions shall be established by agreement among the Parties,

BEING OF THE OPINION that search and rescue regions will not be established for all areas of the sea for several years,

CONSIDERING that the Automated Mutual-Assistance Vessel Rescue System (AMVER) provides a world-wide ship reporting system meeting many of the safety purposes set forth in Chapter 6 of the Annex to the Convention,

RECOGNIZING that the AMVER System does not provide the means of reducing the interval between the loss of contact with a vessel and the initiation of search and rescue operations,

BEARING IN MIND that participation in the AMVER System is voluntary and that at present over one fourth of the merchant ships engaged in transocean voyages participate,

RECOGNIZING ALSO that safety at sea will be improved by greater participation in the AMVER System,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its forty-fourth session,

URGES States to encourage participation in the AMVER System by their ships except where other reporting systems associated with search and rescue are established and their ships are reporting to them.