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**INFORMATION ON THE VOLUNTARY SHIP REPORTING SYSTEM IN THE SOUND
BETWEEN DENMARK AND SWEDEN (SOUNDREP)**

Communication by the Governments of Denmark and Sweden

- 1 At the request of the Governments of Sweden and Denmark, the attached information on the voluntary Ship Reporting System in the Sound between Denmark and Sweden (SOUNDREP) is brought to the attention of Member Governments.
- 2 Denmark and Sweden have plans to expand the operational area of the voluntary reporting system when further radar coverage becomes available. The planned expansion will include the area shown by the reporting lines in the chartlet in the Appendix.
- 3 Member Governments are requested to bring the attached information to the attention of ship owners and masters of their ships and to encourage their participation in the system.

ANNEX

VOLUNTARY SHIP REPORTING SYSTEM IN THE SOUND BETWEEN DENMARK AND SWEDEN (SOUNDREP)

1 INTRODUCTION

1.1 The Ship Reporting System in the Sound between Denmark and Sweden (SOUNDREP) will be established on 15 August 2007 at 0000 hours UTC.

1.2 All ships of 300 gross tonnage and above are welcome and encouraged to participate when navigating within the operational area of SOUNDREP.

1.3 SOUNDREP is operated by "Sound VTS".

2 PURPOSE

2.1 SOUNDREP aims to improve the safety and efficiency of navigation and to increase the protection of the maritime environment in the Sound between Denmark and Sweden.

2.2 SOUNDREP provides information to shipping about specific and urgent situations, which could cause conflicting traffic movements.

2.3 SOUNDREP broadcasts relevant information concerning safety of navigation in the operational area on:

- vessels and activities of special relevance;
- obstacles to traffic in fairways;
- warnings on failure of important aids to navigation until navigational warnings are in force;
- extraordinary meteorological conditions;
- current and water level;
- ice conditions; and
- any other factors that may influence the safety of vessel traffic.

2.4 Additional information may be given on request.

2.5 Relevant information will be broadcast on VHF channel 68 and will be preceded by an announcement on channel 16 and 71. All vessels in the area should listen to the announced broadcast.

2.6 If a ship needs to anchor, for example due to low visibility, adverse weather, change in the indicated depth of water, defects and deficiencies, etc., Sound VTS can recommend suitable anchorages.

3 GEORGRAPHICAL AREA OF COVERAGE

3.1 Co-ordinates of the operational area of SOUNDREP:

Borderline North

- 1: 55°46'.00 N, 012°36'.00 E
- 2: 55°46'.00 N, 012°55'.00 E

Borderline South

- 3: 55°27'.00 N, 012°31'.00 E
- 4: 55°27'.00 N, 012°56'.00 E

Borderline West

- 5: 55°33'.31 N, 012°35'.55 E

3.2 Co-ordinates of the reporting lines of SOUNDREP:

Reporting line North

- 1: 55°50'.00 N, 012°34'.58 E
- 2: 55°50'.00 N, 012°54'.97 E

Reporting line South

- 3: 55°17'.42 N, 012°27'.28 E
- 4: 55°10'.00 N, 012°27'.28 E

- 5: 55°10'.00 N, 012°54'.50 E
- 6: 55°23'.00 N, 013°02'.00 E

Reporting line West

- 7: 55°19'.81 N, 012°27'.30 E
- 8: 55°33'.31 N, 012°35'.55 E

3.3 The operational area and the reporting lines are shown on the chartlet in the Appendix.

Note: The borderlines and the reporting lines are not identical. Ships sailing in the operational area are monitored by both radar and by received broadcast of their automatic information system (AIS). In the reporting area ships are monitored by land based AIS only. For safety reasons relevant information to shipping is only given in the operational area.

4 TYPES OF REPORTS

4.1 A vessel participating in SOUNDREP is required to send a SAILING PLAN and a DANGEROUS GOODS REPORT.

4.2 SAILING PLAN (SP)

The SP should be sent before entering the operational area or as near as possible to the time of departure from a port within SOUNDREP. The SP should contain information about the ship's position, course and speed at the time of the report and additional information according to 5.4.

4.3 DANGEROUS GOODS REPORT (DG)

The DG should be sent when an incident takes place involving the loss or likely loss of packaged dangerous goods, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, into the sea.

5 FORMAT OF REPORTS

5.1 The SAILING PLAN (SP) should contain the following groups:
SOUNDREP SP: A, B, C, E, F, I, L, O, P, Q, T, U, W & X.

5.2 The DANGEROUS GOODS REPORT (DP) should contain the following groups:
SOUNDREP DG: A, B, C, Q, R, T & X.

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.

5.4 All reports should be sent in the standard reporting format. This format complies with IMO resolution A.851(20). The following table gives all the components of the SOUNDREP reports.

Designator	Function	Information required
A	Ship	Name of the ship, call sign and IMO identification number (if available)
B	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	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	True course	A 3-digit group
F	Speed in knots and tenths of knots	A 3-digit group
I	Destination	The name of next port of call
L	Route information	A brief description of the intended route as planned by the master. See examples below.
O	Maximum present draught	A 2-digit group giving the present maximum draught in metres (e.g.: 6.1)

P	Cargo on board	Cargo; and quantity and class of dangerous cargo, if applicable.
Q	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.
R	Description of pollution/dangerous goods lost overboard	Details of type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard.
T	Ship's representative and/or owner	Address and particulars from which detailed information on the cargo may be obtained.
U	Ships size	Air draught when exceeding 35 metres.
W	Total number of persons on board	State number.
X	Miscellaneous	<p>Navigational status and any additional information contributing to safety of navigation in the Sound.</p> <p>Characteristics and estimated quantity of bunker fuel, for ships carrying more than 5,000 tons of bunker fuel.</p>

Examples of routes as given under designator L

A southbound ship leaving Malmö Port:

Flint Channel
TSS off Falsterbo

A northbound ship in transit:

TSS off Falsterbo
Drogden Channel
West of Ven

6 METHOD OF PASSING REPORTS

6.1 All SOUNDREP reports should be made through Sound VTS using VHF voice transmissions. However ships equipped with AIS (Automatic Information System), can fulfil certain reporting requirements by transmitting updated AIS information.

6.2 A ship may select, for reason of commercial confidentiality, to communicate that section of the report, which provides information on next port of call and information relating to cargo by fax or e-mail.

6.3 The language used for communication should be English, using IMO Standard Marine Communication Phrases, where necessary.

6.4 The details of the frequencies and electronic means for contacting Sound VTS are given in the table below:

Vessels are requested to call Sound VTS on the following channel and pass the report on the assigned working channel.

- Channel 71 Reporting and working channel
- Channel 68 Broadcast channel

Furthermore the following VHF channels will be monitored by Sound VTS: 16, 68, 73 and 79.

The Sound VTS is located in Malmö, Sweden:

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APPENDIX

