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MANDATORY SHIP REPORTING SYSTEMS

1 The Maritime Safety Committee, at its eighty-third session (3 to 12 October 2007), adopted resolutions MSC.248(83), MSC.249(83), MSC.250(83) and MSC.251(83) as attached to this circular, in accordance with the provisions of Assembly resolution A.858(20), adopting one new ship reporting system and two new mandatory ship reporting systems including amendments to three existing mandatory ship reporting systems, as follows:

- .1 The Papahānaumokuākea Marine National Monument Particularly Sensitive Sea Area (PSSA) (new system);
- .2 On the approaches to the Polish ports in the Gulf of Gdańsk (new system);
- .3 Off the south and southwest coast of Iceland (new system);
- .4 Off Ushant (amended system);
- .5 Off Les Casquets (amended system); and
- .6 Dover Strait/Pas de Calais (amended system).

2 The new ship reporting system “The Papahānaumokuākea Marine National Monument” Particularly Sensitive Sea Area (PSSA) and mandatory ship reporting system, “On the approaches to the Polish ports in the Gulf of Gdańsk” including the amendments to the three existing mandatory ship reporting systems “Off Ushant”, “Off Les Casquets” and “Dover Strait/Pas de Calais” will be implemented on 1 May 2008 at 0000 hours UTC; whilst the new mandatory ship reporting system (listed in subparagraph 1.3 above and detailed in annex 3) will be implemented at 0000 hours UTC on 1 July 2008.

3 Member Governments are requested to bring the attached information to the attention of masters of ships under their flags and advise them that they are required to comply with the requirements of the adopted ship reporting systems, in accordance with regulation V/11.7 of the International Convention for the Safety of Life at Sea, 1974, as amended.

ANNEX 1

RESOLUTION MSC.248(83)

(adopted on 8 October 2007)

**ADOPTION OF THE NEW SHIP REPORTING SYSTEM FOR
“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

3.2.1 The report for a ship entering the system should contain the following information:

System identifier: CORAL SHIPREP

¹ This ship reporting system was prepared based on the in-principle approval of the 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.”

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 (e.g., 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

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 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

This system will be based on INMARSAT-C and an e-mail and ships equipped with such capabilities should report through INMARSAT-C.

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.

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.

³ Pending the final decision of MEPC 57 on the designation of this PSSA.

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.⁴

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.

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.

⁴ Pending the final decision of MEPC 57 on the designation of this PSSA.

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 2

RESOLUTION MSC.249(83)

(adopted on 8 October 2007)

ADOPTION OF THE 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 3

RESOLUTION MSC.250(83)

(adopted on 8 October 2007)

**ADOPTION OF THE NEW MANDATORY SHIP REPORTING SYSTEM “OFF
THE SOUTHWEST COAST OF ICELAND”**

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 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 Sandvík	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 4

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 (CALDOVEREP)”**

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.”