

**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)
<b>Tarifa</b> (Call sign: TARIFA TRAFFIC)	VHF Ch 10	00h15; 04h15; 08h15; 12h15; 16h15; 20h15
<b>Tangier</b> (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](mailto:tarifa@sasemar.es)  
Inmarsat telex: 422423126

TANGIER TRAFFIC  
Fax: + 212 539 93 45 71  
E-mail: [tangiervts@dmm.gov.ma](mailto: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.

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