

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.

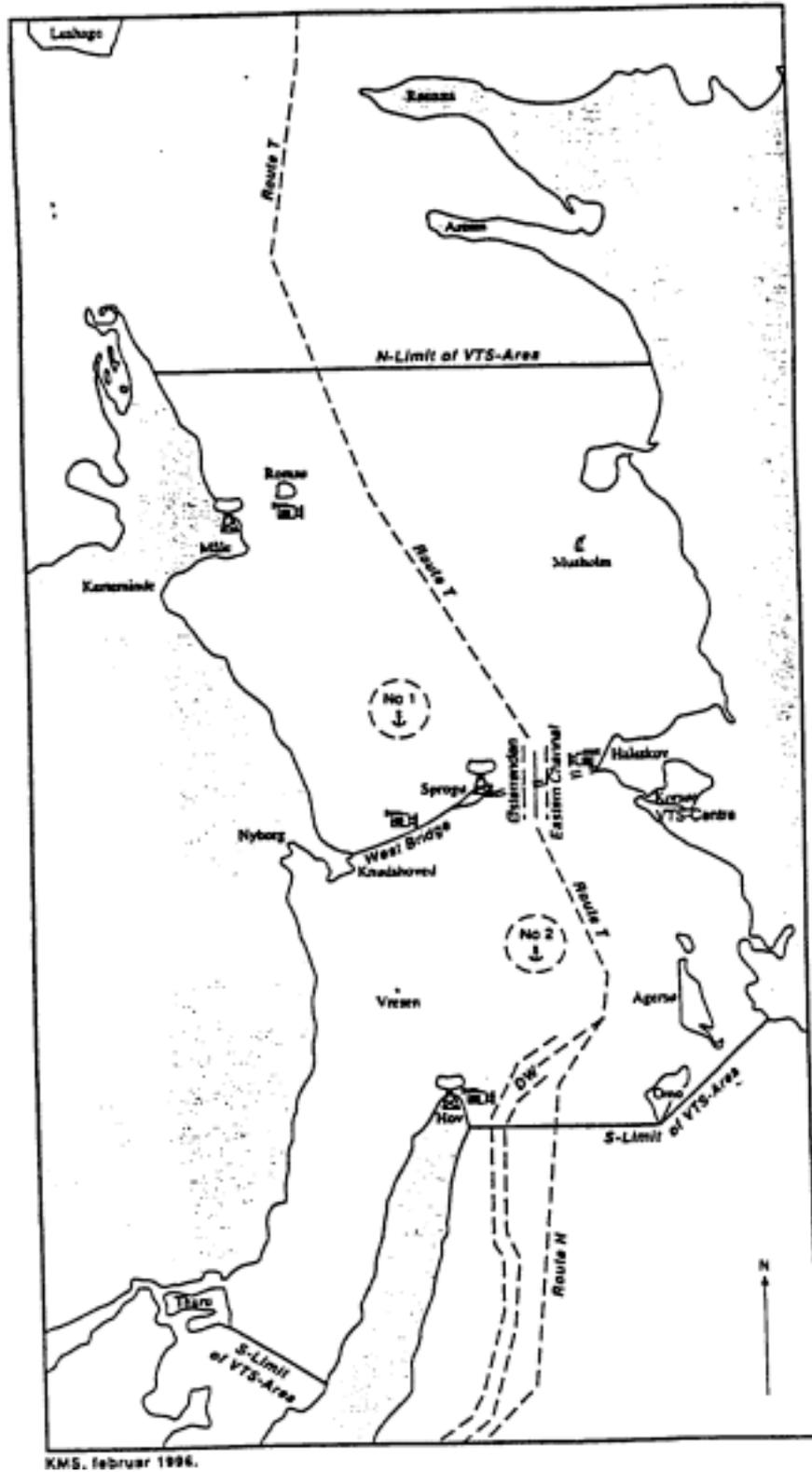
APPENDIX 1

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

APPENDIX 2

VTS AREA "GREAT BELT TRAFFIC"



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.

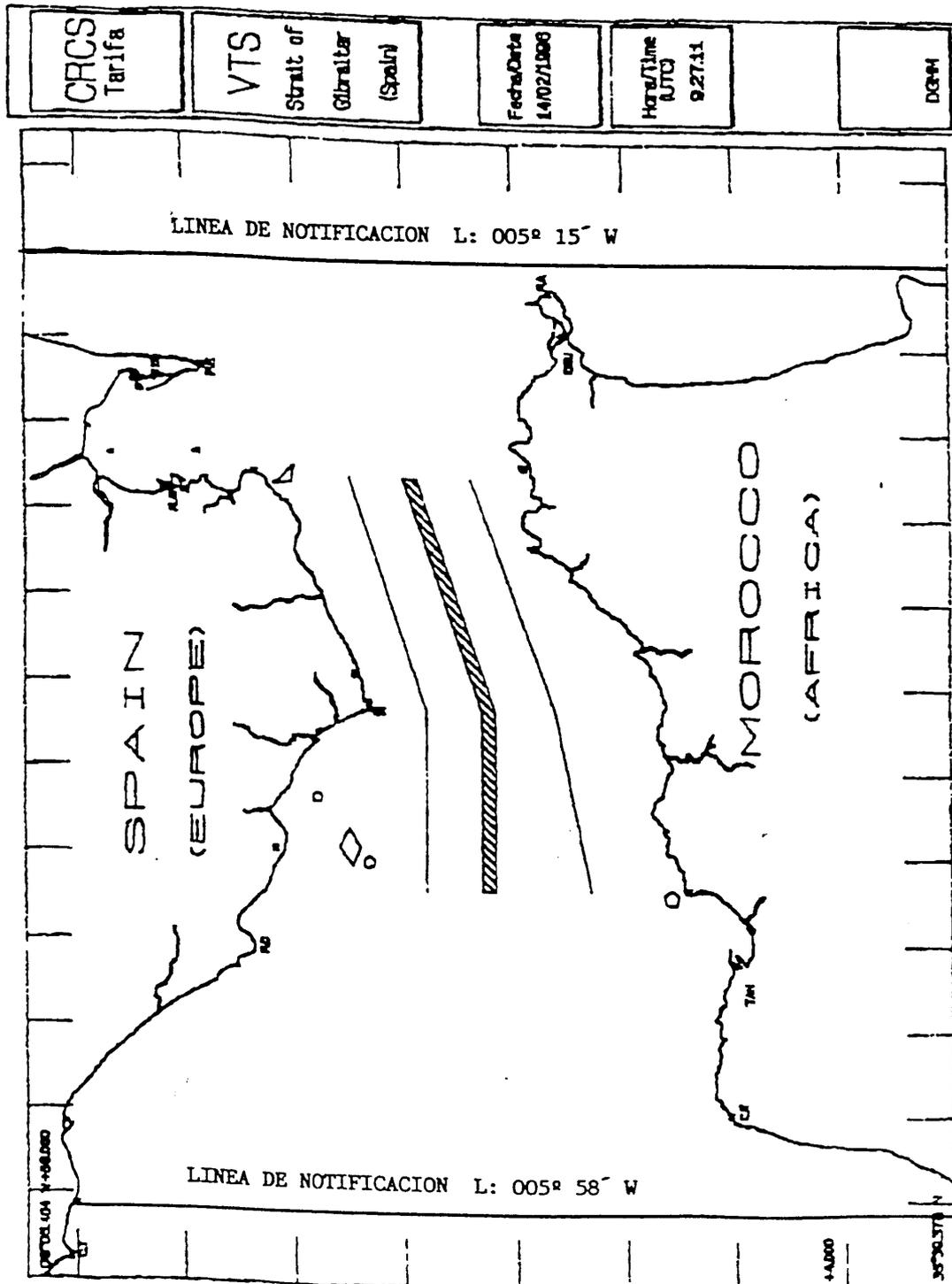
8.2 The most important items of equipment and power sources are duplicated and the facilities are provided with emergency generating sets as well as with UPS units. A maintenance team, on call, 24 hours a day, stands ready to repair to the extent possible any breakdowns which may occur.

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 1

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

