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INFORMATION ON PARTICULAR INTERNAL WATERS ENTRY REQUIREMENTS

Communication by the Government of Germany

The Secretary-General of the International Maritime Organization has the honour to transmit herewith the text of a communication by the Government of Germany concerning a German Ordinance on Particular Requirements for the entry of foreign vessels into German Internal Waters.

Member Governments are invited to note the information and to bring it to the attention of their shipowners and ships using German Internal Waters.

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# BUNDESMINISTERIUM FÜR VERKEHR

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Secretary-General W. O'Neil  
International Maritime  
Organization  
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(02 28) Datum

300-

46 90 17 March 1994  
Robert-Schuman-Platz 1  
53175 Bonn - Bad Godesberg

Geschäftszeichen (bitte bei Antwort angeben)

See 19/23.63.37-04-01/94

Information on particular internal waters entry requirements

Dear Secretary-General,

According to international law States may specify that the entry of foreign vessels into their ports or internal waters is ruled by certain conditions. This has been recognized, eg, by the UN Law of the Sea Convention of 1982 which expressly states in its Article 211(3) that

"States which establish particular requirements for the prevention, reduction and control of pollution of the marine environment as a condition for the entry of foreign vessels into their ports or internal waters or for a call at their off-shore terminals shall give due publicity to such requirements and shall communicate them to the competent international organization."

Germany wishes to communicate to IMO a set of such particular requirements for the prevention, reduction and control of pollution of the marine environment as subsequently specified. They are put into effect by an Ordinance of the Federal Minister of Transport and will affect national and international navigation bound for certain German internal waters or intending to leave them. The Ordinance supplements the existing laws

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and regulations for the German territorial sea and internal waters by entry requirements which regard the vessels' navigation when approaching or leaving that territorial sea. The Ordinance will enter into force on 1 January 1995 so that, following the official publication in the Federal Law Gazette (Bundesgesetzblatt) and the Notices to Seafarers ("Nachrichten für Seefahrer"), all persons concerned will have appropriate time to study the Ordinance in detail.

Many of the requirements have been practised since long time in the past and are familiar to the nautical personnel aboard. For the rest, the new rules have been drawn up in close harmony with, in particular

- the International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974), Chapter VII
- the Convention on the International Regulations for Preventing Collisions at Sea, 1972
- IMO Resolution A.648(16) on General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants.

Germany would be grateful, if the new regulation could be circulated to member states for their information.

Yours sincerely  
for the Federal Ministry of Transport

*Christoph Hein*

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ANNEX

German Ordinance on Particular Requirements  
for the Entry of Foreign Vessels into German Internal Waters

(English translation of the "Verordnung über das  
Anlaufen der inneren Gewässer der Bundesrepublik  
Deutschland aus Seegebieten seewärts der Grenze des  
deutschen Küstenmeeres und das Auslaufen";  
short title: "Verordnung Anlaufbedingungen";  
abbreviation: "AN1BV")

§ 1

- (1) Any vessel en route from maritime waters outside the delimitation of the German territorial sea and bound for the internal waters of the Federal Republic of Germany as well as any vessel intending to leave these waters shall, for the purposes of preventing, reducing, and controlling the pollution of the marine environment, comply with the "Requirements for vessels bound for, respectively leaving, the internal waters of the Federal Republic of Germany" as set out in the Annex to the present Ordinance.
- (2) The Federal Board of Shipping and Hydrography shall make known to the public, not less than once a year, the German and English texts of the Annex referred to in paragraph (1) above by publication in the German "Notices to Seafarers" ("Nachrichten für Seefahrer").

- (3) The present Ordinance shall not apply - except for Number 6 of the Annex thereto - to warships and other official ships used for non-commercial purposes.

§ 2

§ 1(1), in conjunction with Numbers 1, 2.6, 3, 4, 5, 6.1, and 7 of the Annex to the present Ordinance, as well as paragraphs (2) and (3) of the said Section shall enter into force on 1 January 1995; the rest of the present Ordinance shall enter into force on 13 September 1995.

The Federal Minister of Transport

- (3) The present Ordinance shall not apply - except for Number 6 of the Annex thereto - to warships and other official ships used for non-commercial purposes.

§ 2

§ 1(1), in conjunction with Numbers 1, 2.6, 3, 4, 5, 6.1, and 7 of the Annex to the present Ordinance, as well as paragraphs (2) and (3) of the said Section shall enter into force on 1 January 1995; the rest of the present Ordinance shall enter into force on 13 September 1995.

The Federal Minister of Transport

Particular Requirements for the Entry of Foreign Vessels  
into German Internal Waters

1. Definitions

For the purpose of these Requirements:

- .1 "operators" includes the owners, charterers, managers, or agents of the vessel;
- .2 "dangerous goods" means substances and objects coming under the appropriate definition of any one of Classes 1 to 9 of the IMDG Code, or liquid chemicals and liquefied gases listed in Part B respectively Part C of Chapter VII of the Annex to the International Convention for the Safety of Life at Sea, 1974, as amended (viz, the IBC respectively the IGC Code), excluding bunkers, stores, and equipment for use on board ships;
- .3 "polluting goods" means
  - oils listed in Appendix I to Annex I to the MARPOL Convention,
  - noxious liquid substances listed in Annex II to the MARPOL Convention and identified as such in the IBC Code;
  - harmful substances listed in Annex III to the MARPOL Convention and identified as "marine pollutants" in the IMDG Code, excluding bunkers, stores, and equipment for use on board ships;
- .4 "MARPOL" means the International Convention for the prevention of pollution from ships, 1973, and its 1978 Protocol, as it is in force at the time of adoption of this Directive;

- .5 "Collision Regulations" means the Convention of 20 October 1972 on the International Regulations for Preventing Collisions at Sea, 1972, as it is in force at the time of adoption of this Directive;
- .6 "IMDG Code" means the International Maritime Dangerous Goods Code, as it is in force at the time of adoption of this Directive;
- .7 "IBC Code" means the IMO International Code for construction and equipment of ships carrying dangerous chemicals in bulk, as it is in force at the time of adoption of this Directive;
- .8 "IGC Code" means the IMO International Code for the construction and equipment of ships carrying liquefied gases in bulk, as it is in force at the time of adoption of this Directive;
- .9 "IMO Resolution A.648(16)" means the International Maritime Organization Resolution 648(16), adopted by the Assembly at its sixteenth session on 19 October 1989 and entitled "General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances, and/or marine pollutants", as it is in force at the time of adoption of this Directive;
- .10 the term "maritime traffic control" means the complex of traffic information and vessel traffic services provided, and the traffic regulations issued or imposed, by the traffic control centre, which those in command of vessels are obliged to observe for the safe navigation of their vessels, without prejudice to their general duty to follow the principles of good seamanship;

- .11 the term "traffic information" means navigational warnings as well as information as may be disseminated at pre-determined times at regular intervals, or provided upon request of individual vessels, by the traffic control centre; such information will cover such aspects as traffic situations, fairway, weather and tidal conditions.
- .12 The term "vessel traffic services" means information and recommendations provided to the shipping community by the traffic control centre; they will be provided either upon request, as part of the advisory services of marine pilots in restricted visibility, or when the traffic control centre, in the light of traffic observation, deems it necessary to provide them; they may cover such aspects as vessel positions, times of vessels passing certain points, courses steered, speeds attained and manoeuvres made by specific vessels (as the traffic situation, the fairway, weather and/or tidal conditions prevailing may require).
- .13 The term "traffic regulations" means measures taken by the traffic control centre with a view to preventing collisions and groundings, to controlling the traffic flow, and/or to preventing threats to the marine environment as may be posed by one or more vessels; such traffic regulations may cover such aspects as the specification of allowed speeds at given positions or of details of manoeuvres, especially of manoeuvres in head-on and overtaking situations (as the traffic situation, the fairway, weather and/or tidal conditions prevailing may require).
- .14 The term "traffic control centre" means the centre established by the Federal Waterways and Shipping Administration for the control of traffic in the inner German Bight; radio contact with the centre can be made by calling "German Bight Traffic" on VHF channel 79 or 80.

.15 The term "inner German Bight" means the maritime waters which can be seen from Appendix 2.

2 Reports to be made and listening watches to be kept

2.1 The operator of any vessel bound for the internal waters of the Federal Republic of Germany and carrying dangerous or polluting goods, whether in bulk or in packaged form, shall forward the following particulars to the Central Reporting Point ("Zentrale Meldestelle") - address: Am Alten Hafen 2; D-27457 Cuxhaven; facsimile (telefax) number +(4721)10 64 04 - on departure from a port located outside the European Union, provided that the vessel's first port of call, or her first mooring or anchoring site, will be located in the Federal Republic of Germany, or when the intention is to pass through the Kiel Canal:

- (a) name, call sign, and type of the vessel;
- (b) flag of the vessel;
- (c) length, beam, and draught of the vessel (in metres);
- (d) port of destination of the vessel;
- (e) estimated time of arrival at the port of destination (in case of Number 2.2: estimated time of departure);
- (f) intended route;
- (g) the correct technical names of the dangerous or polluting goods complete with their UN Numbers and Classes in accordance with the IMDG, IBC, and IGC Codes, as appropriate, the quantities of such goods and their location on board and, if in portable tanks or freight containers, their identification

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marks (eg, the container's distinctive letters and number);

- (h) confirmation that a list or manifest or appropriate leading plan giving details of the dangerous or polluting goods carried and of their location on the vessel is kept on the navigating bridge or in the vessel's master control room.

The obligation to forward the particulars referred to in lit. (g) above shall be deemed to have been fulfilled when these particulars have been made available to the competent port authority, or to the agency designated by such authority, and can be transmitted from there to the Central Reporting Point, upon the latter's request, at any time. This exemption shall not apply when only a passage through the Kiel Canal is envisaged.

- 2.2 The operator of any vessel carrying dangerous or polluting goods, whether in bulk or in packaged form, and leaving a German sea-port shall, prior to leaving, forward the particulars referred to in Number 2.1 above to the Central Reporting Point. The obligation to forward the particulars referred to in Number 2.1 lit. (g) above shall be deemed to have been fulfilled when these particulars have been made available to the competent port authority, or to the agency designated by such authority, and can be transmitted from there to the Central Reporting Point, upon the latter's request, at any time.
- 2.3 When a vessel bound for, or leaving, the internal waters of the Federal Republic of Germany is involved in a marine casualty or in any other incident or circumstance from which actual damage to the German coastline or related interests arises or is threatening to arise, the vessel's master, with a view to preventing pollution, shall forthwith forward the particulars of such marine casualty or other incident or circumstance, complete with the par-

particulars referred to in Number 2.1 above, to the Central Reporting Point which, in turn, shall forward them directly to the competent traffic control centre. This provision shall apply, in particular, to cases involving

- (a) the loss overboard of dangerous goods;
- (b) the discharge (in terms of the MARPOL Convention) of polluting goods;
- (c) the imminent threat of such loss overboard or discharge.

The obligation to forward the particulars referred to in Number 2.1 above shall be deemed to have been fulfilled if the master indicates which authority of a Member State of the European Union is holding these particulars. In the event that such vessel's report is incomplete or unavailable, or that the vessel has been abandoned, the discharge, to the fullest extent possible, of the above obligation shall fall upon the vessel's operator.

2.4 Notification of the particulars referred to in Numbers 2.1 to 2.3 above shall be effected in the format set out in Appendix 1 to the present Ordinance. Reports made in accordance with the provisions of Numbers 2.1 and 2.2. above shall be made in writing and shall contain the operator's name, address, telephone and facsimile (telefax) numbers.

2.5 Regular scheduled services of one hour's crossing time may, upon application by the vessel's operator, be exempted by the competent Waterways and Shipping Office from the obligations set out in Item 2.1 or 2.2 above.

In this event, the vessel's operator shall ensure that the particulars referred to in Number 2.1 above can be forwarded, upon request, to the Central Reporting Point

in writing and in accordance with Appendix 1 to the present Ordinance.

2.6 The master of a vessel or of a composite unit, whether pushed or towed, of more than 50 m in length en route for the inner German Bight from a westerly or northerly direction, in the case of navigating in the traffic separation scheme "German Bight Western Approach", when sailing past Lightbuoy "GW 7", or, in the case of en route from a northerly direction and heading for a position to the West or to the East of Helgoland Lighthouse, prior to crossing the seaward delimitation of the German territorial sea, shall make a report transmitted by VHF-radio-telephone to the traffic control centre, giving the following particulars:

- (a) vessel's name and call sign;
- (b) vessel's position;
- (c) vessel's length, beam, and draught (in metres);
- (d) port of departure and port of destination;
- (e) a statement to the effect whether liquefied gases, chemicals, or petroleum/petroleum products are carried in bulk and, when this is the case, information on the type, the quantity, and the UN Number of each cargo, respectively, a statement to the effect whether such cargoes have been carried and the tanks have not been cleaned and de-gassed or completely been inerted afterwards;
- (f) a statement to the effect whether there are any deficiencies with regard to the vessel or her cargo;
- (g) names of the vessel's owner or of the latter's agents.

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The format of reports giving the above particulars shall be in accordance with the reporting format reproduced at Appendix 1 to the present Ordinance.

Having transmitted such particulars, the vessel concerned shall keep a continuous listening watch on VHF channel 79 or 80. Any vessel navigating in the traffic separation scheme "German Bight Western Approach" shall, when passing Lightbuoy "GW 9", transmit to the traffic control centre her name and call sign, position, and passing time in addition to the earlier report.

3 Establishment of a maritime traffic control system

3.1 Shipping traffic off the German North Sea coast and in adjacent navigable waterways is monitored and assisted by means of a maritime traffic control system established for the inner German Bight.

3.2 To ensure the safe navigation of his vessel, the master shall act with the care and diligence as required by the ordinary practice of seamen or by the special circumstances of the case, as appropriate under the provisions of Rule 2 of the International Regulations for Preventing Collisions at Sea, 1972, as amended; he shall take account of the traffic information - such information being given in German and, upon request, in English - and shall make use of the vessel traffic services provided as will be appropriate in the light of prevailing traffic conditions; he shall also comply with any traffic regulations as may have been imposed.

3.3 The fact that a maritime traffic control system is in operation in a given area shall not relieve the master of his duty to comply with the provisions of the International Regulations for Preventing Collisions at Sea, 1972, as amended, and, while navigating in the area of German

jurisdiction, to comply with any supplementary national rules and regulations as may be applicable.

4 Compulsory use of the traffic separation scheme "German Bight Western Approach" (deep-water route) by certain types of vessels

The following types of vessels shall use the traffic separation scheme "German Bight Western Approach" when they are bound for the inner German Bight, approaching from a westerly direction, or leaving the inner German Bight, heading in a westerly direction:

- (a) tankers of a gross tonnage exceeding 10 000, carrying oils listed in Annex I of the MARPOL Convention;
- (b) chemical tankers of a gross tonnage exceeding 10 000, carrying in bulk noxious liquid substances of Category C or Category D as listed in Annex II of the MARPOL Convention;
- (c) chemical tankers of a gross tonnage exceeding 5 000, carrying in bulk noxious liquid substances of Category A or Category B as listed in Annex II of the MARPOL Convention;
- (d) gas tankers of a gross tonnage exceeding 10 000, carrying liquefied gases in bulk.

5 Right-of-way vessels

- 5.1 Vessels bound for the inner German Bight shall be deemed to be right-of-way vessels provided that they must ride the tide while en route from Lightvessel "GB" or from the deep-water anchorage to Rivers Jade, Weser, or Elbe and must exercise the right of way on account of draught constraints on the navigable waterway they are heading for. Such vessels shall inform the traffic control centre

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accordingly. They shall be deemed "vessels restricted in their ability to manoeuvre" in terms of Rule 3(g) of the International Regulations for Preventing Collisions at Sea, 1972, as amended, and shall exhibit the lights and shapes prescribed by Rule 27(b) of the International Regulations for Preventing Collisions at Sea, 1972, as amended.

- 5.2 Navigation on tidal waterways shall not be commenced unless an understanding has been reached with the competent traffic control centre to the effect that it will be possible to keep to the tidal navigation schedule drawn up by the competent Waterways and Shipping Office.

## 6 Compulsory pilotage

- 6.1 The following types of vessels shall be subject to compulsory pilotage on the waters in the inner German Bight specified hereunder:

- .1 oil, gas, and chemical tankers of a length overall of 130 m or more, or a beam of 21 m or more

on the shipping routes from the pilot transfer position near Buoy "GW/TG" towards the pilot cutter's current seaward position off the Ems Estuary;

- .2.1 oil, gas, and chemical tankers of a length overall of 130 m or more, or a beam of 21 m or more

- .2.2 other bulk carriers of a length overall of 250 m or more, or a beam of 40 m or more, or a draught of 13.5 m or more

- .2.3 other sea-going vessels of a length overall of 300 m or more, or a beam of 35 m or more

on the shipping routes from the pilot transfer position near Lightvessel "GB" towards the pilot cutter's current seaward position off the Weser Estuary;

- .3.1 oil, gas, and chemical tankers of a length overall of 130 m or more, or a beam of 21 m or more
- .3.2 other bulk carriers of a length overall of 220 m or more, or a beam of 32 m or more, or a draught of 13.5 m or more
- .3.3 other sea-going vessels of a length overall of 300 m or more, or a beam of 35 m or more

on the shipping routes from the pilot transfer position near Lightvessel "GB" towards the pilot cutter's current seaward position off the Elbe Estuary;

Compliance with the current versions of the Pilotage Ordinances for the Elbe Pilotage District of ..... 1994 (promulgated in the Bundesanzeiger .....), for the Weser/Jade Pilotage District of ..... 1994 (promulgated in the Bundesanzeiger .....), and for the Ems Pilotage District of ..... 1994 (promulgated in the Bundesanzeiger ..... ) shall be a requirement for vessels entering or leaving the internal waters of the Federal Republic of Germany; while such vessels are navigating on the aforesaid shipping routes outside the territorial sea of the Federal Republic of Germany, the provisions of the said Pilotage Ordinance shall be complied with mutatis mutandis.

- 6.2 Before the pilot commences rendering his advisory services, the master shall carefully draw up, in duplicate, the checklist reproduced at Appendix 3 to the present Ordinance and shall make it available to the pilot for

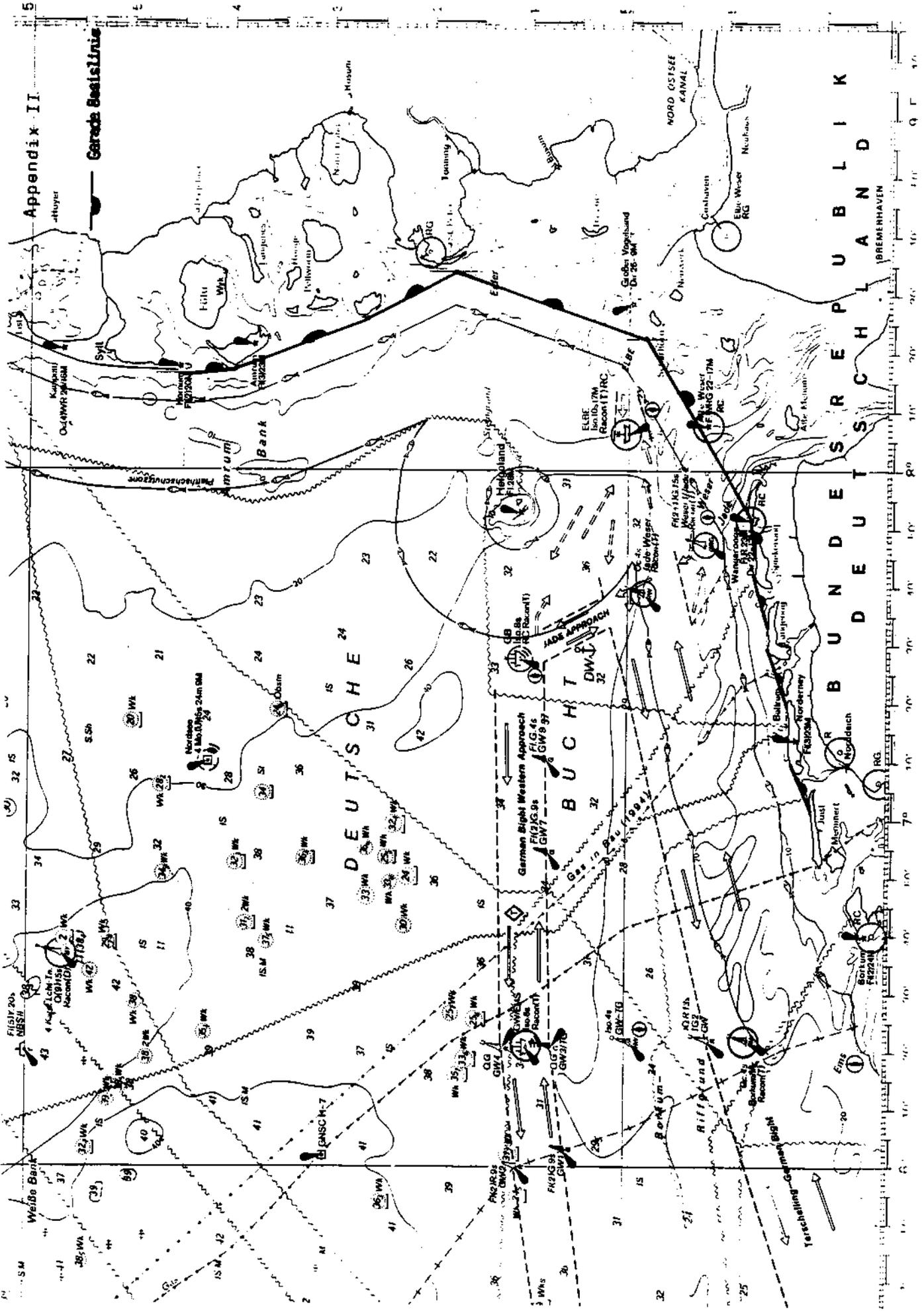
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his information and, upon request, to the See Berufsgenossenschaft.

7 Consequences of non-observance of the present Requirements

Observance of the present Requirements will belong to good seamanship. In the event that a vessel bound for or leaving the internal waters of the Federal Republic of Germany fails to observe them, such vessel will be made aware thereof by the traffic control centre. If the vessel, despite having been made aware, continues to disregard the present Requirements, the competent authorities may take this fact as sufficient grounds for suspecting a contravention of applicable ship safety regulations and may proceed to an inspection of the vessel, when the latter is found in the area of German jurisdiction.

In the case of a vessel carrying dangerous goods or goods detrimental to the environment, the aforesaid shall also apply in the event that the checklist referred to in Number 6.2 above is not made available to the sea pilot or the See-Berufsgenossenschaft, as appropriate, despite a request to do so; further in the event that major deficiencies with regard to the vessel's construction, equipment, or manning as prescribed by generally accepted international rules or standards have been detected; and lastly in the event that the list or cargo manifest referred to in Number 2.1.9 above, containing a detailed survey of the dangerous goods or goods detrimental to the environment carried on board, is not kept readily available on the navigating bridge or in the ship operation centre.



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CHECK LIST FOR VESSELS

A. Vessel identification

Name of vessel	Owner	Year built
Flag	Call sign	Gross tonnage
Port of registry	Length overall	
Vessel's international call sign if available		
Classification society		

Class notation	Hull	Machinery	
Propulsion machinery	Output		
Agent			
Draught	Forward	Amidships	Aft
Volume/mass of dangerous or polluting cargo			

B. Safety installations aboard

In good working order

Yes      No      Deficiencies

1. Construction and technical equipment

Main and auxiliary engines	<input type="checkbox"/>	<input type="checkbox"/>
Main steering gear	<input type="checkbox"/>	<input type="checkbox"/>
Auxiliary steering gear	<input type="checkbox"/>	<input type="checkbox"/>
Anchor gear	<input type="checkbox"/>	<input type="checkbox"/>
Fixed fire-extinguishing system	<input type="checkbox"/>	<input type="checkbox"/>
Inert gas system (if applicable)	<input type="checkbox"/>	<input type="checkbox"/>

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- 2. Navigational equipment
  - Manoeuvring characteristics available
  - First radar installation
  - Second radar installation
  - Gyro compass
  - Standard magnetic compass
  - Radio direction-finding apparatus
  - Echo-sounding device
  - Other electronic position-fixing aids
  
- 3. Radio equipment
  - Radiotelegraphy installation
  - Radiotelephony installation (VHF)

C. Documents

Certificates valid on board

	<u>Yes</u>	<u>No</u>
Cargo ship safety construction certificate	<input type="checkbox"/>	<input type="checkbox"/>
Cargo ship safety equipment certificate	<input type="checkbox"/>	<input type="checkbox"/>
Cargo ship safety radio telegraphy certificate	<input type="checkbox"/>	<input type="checkbox"/>
Cargo ship safety radio telephony certificate	<input type="checkbox"/>	<input type="checkbox"/>
Load line certificate	<input type="checkbox"/>	<input type="checkbox"/>
Classification certificate	<input type="checkbox"/>	<input type="checkbox"/>
Pollution risk insurance certificate	<input type="checkbox"/>	<input type="checkbox"/>
SOLAS dangerous goods certificate	<input type="checkbox"/>	<input type="checkbox"/>
Passenger safety certificate	<input type="checkbox"/>	<input type="checkbox"/>
Oil/cargo record book filled in	<input type="checkbox"/>	<input type="checkbox"/>
(International) certificate of fitness for the carriage of dangerous chemicals in bulk	<input type="checkbox"/>	<input type="checkbox"/>
(International) certificate of fitness for the carriage of liquefied gases in bulk	<input type="checkbox"/>	<input type="checkbox"/>
International oil pollution prevention certificate (IOPP certificate)	<input type="checkbox"/>	<input type="checkbox"/>
International pollution prevention certificate for the carriage of noxious liquid substances in bulk	<input type="checkbox"/>	<input type="checkbox"/>

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D. Officers and ratings Certificate of competency (detailed description and serial number) (Name, place, country of issuing authority)

	<u>Yes</u>	<u>No</u>
Master	<input type="checkbox"/>	<input type="checkbox"/>
Chief mate	<input type="checkbox"/>	<input type="checkbox"/>
Second mate	<input type="checkbox"/>	<input type="checkbox"/>
Third mate	<input type="checkbox"/>	<input type="checkbox"/>
Chief engineer	<input type="checkbox"/>	<input type="checkbox"/>
First engineer officer	<input type="checkbox"/>	<input type="checkbox"/>
Second engineer officer	<input type="checkbox"/>	<input type="checkbox"/>
Third engineer officer	<input type="checkbox"/>	<input type="checkbox"/>
Radio officer	<input type="checkbox"/>	<input type="checkbox"/>
Total number of ratings	Deck	Engine room
Deep-sea pilot taken aboard	<input type="checkbox"/>	<input type="checkbox"/>
Date	Signature of the master or, if he is indisposed, of the deputy	

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## APPENDIX I

## I PROCEDURES

Reports should be sent as follows:

- Sailing plan (SP) - Before or as near as possible to the time of departure from a port within a system or when entering the area covered by a system.
- Position report (PR) - When necessary to ensure effective operation of the system.
- Deviation report (DR) - When the ship's position varies significantly from the position that would have been predicted from previous reports, when changing the reported route, or as decided by the master.
- Final report (FR) - On arrival at destination and when leaving the area covered by a system.
- Dangerous goods report (DG) - When an incident takes place involving the loss, or likely loss overboard of packaged dangerous goods, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, into the sea.
- Harmful substances report (HS) - When an incident takes place involving the discharge or probable discharge of oil (Annex I of MARPOL 73/78) or noxious liquid substances in bulk (Annex II of MARPOL 73/78).
- Marine pollutants report (MP) - In the case of loss or likely loss overboard of harmful substances in packaged form including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, identified in the International Maritime Dangerous Goods Code as marine pollutants (Annex III of MARPOL 73/78).
- Any other report - Any other report should be made in accordance with the system procedures as notified in accordance with paragraph 9 of the General Principles.

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2 STANDARD REPORTING FORMAT AND PROCEDURES

2.1 Sections of the ship reporting format which are inappropriate should be omitted from the report.

2.1 Where language difficulties may exist, the language used should include English, using where possible the Standard Marine Navigational Vocabulary. Alternatively, the International Code of Signals may be used to send detailed information. When the International Code is used, the appropriate indicator should be inserted in the text, after the alphabetical index.

2.3 For route information, latitude and longitude should be given for each turn point, expressed as in C below, together with type of intended track between these points, for example "RL" (rhumb line), "GC" (great circle) or "coastal", or, in the case of coastal sailing, the estimated date and time of passing significant points expressed by a 6 digit group as in B below.

TELEGRAPHY	TELEPHONE (alternative)	FUNCTION	INFORMATION REQUIRED
Name of system (e.g. AMVER/ AUSREP/MAREP/ ECAREG/JASREP	Name of system (e.g. AMVER/ AUSREP/MAREP/ ECAREG/JASREP	System identifier	Ship reporting system or nearest appropriate coast radio station
	State in full	Type of report	Type of report:
SP			Sailing plan
PR			Position report
DR			Deviation report
FR			Final report
DG			Dangerous goods report
HS			Harmful substances report
MP			Marine pollutants report

TELEGRAPHY	TELEPHONE (alternative)	FUNCTION	INFORMATION REQUIRED
Give in full			Any other report
A	Ship (alpha)	Ship	Name, call sign or ship station identity, and flag
B	Time (bravo)	Date and time of event	A 6 digit group giving day of month (first two digits), hours and minutes (last four digits). If other than UTC state time zone used
C	Position (charlie)	Position	A 4 digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5 digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or
D	Position (delta)	Position	True bearing (first 3 digits) and distance (state distance) in nauti- cal miles from a clearly identified landmark (state landmark)
E	Course (echo)	True course	A 3 digit group
F	Speed (foxtrot)	Speed in knots and tenths of knots	A 3 digit group
G	Departed (golf)	Port of depar- ture	Name of last port of call

TELEGRAPHY	TELEPHONE (alternative)	FUNCTION	INFORMATION REQUIRED
H	Entry (hotel)	Date, time and point of entry into system	Entry time expressed as in (B) and entry posi- tion expressed as in (C) or (D).
I	Destination and ETA (india)	Destination and expected time of arrival	Name of port and date time group expressed as in (B)
J	Pilot (juliet)	Pilot	State whether a deep-sea or local pilot is on board
K	Exit (kilo)	Date, time and point of exit from system	Exit time expressed as in (B) and exit position expressed as in (C) or (D)
L	Route (lima)	Route information	Intended track
M	Radiocommuni- cations (mike)	Radiocommunications	State in full names of stations/frequencies guarded
N	Next report (november)	Time of next report	Date time group expressed as in (B)
O	Draught (oscar)	Maximum present static draught in metres	4 digit group giving metres and centimetres
P	Cargo (papa)	Cargo on board	Cargo and brief details of any dangerous cargoes as well as harmful sub- stances and gases that could endanger persons or the environment (See detailed reporting re- quirements)
Q	Defect, damage, deficiency, limitations (quebec)	Defects/damage/ deficiencies/ other limitations	Brief details of defects, damage, deficiencies or other limitations (See detailed reporting re- quirements)

TELEGRAPHY	TELEPHONE (alternative)	FUNCTION	INFORMATION REQUIRED
R	Pollution/ dangerous goods lost overboard (romeo)	Description of pollution or danger- ous goods lost over- board	Brief details of type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard; position expressed as in (C) or (D) (See detailed reporting require- ments)
S	Weather (sierra)	Weather conditions	Brief details of weather and sea con- ditions prevailing
T	Agent (tango)	Ship's representative and/or owner	Details of name and particulars of ship's representative or owner or both for provision of information (See detailed require- ments)
U	Size and type (uniform)	Ship size and type	Details of length, breadth, tonnage, and type, etc., as required
V	Medic (victor)	Medical personnel	Doctor, physician's, assistant, nurse, personnel without medical training
W	Persons (whiskey)	Total number of persons on board	State number
X	Remarks (x-ray)	Miscellaneous	Any other informa- tion - including, as appropriate, brief details of incident and of other ships involved either in incident, assistance or salvage (See detailed reporting requirements)

3 GUIDELINES FOR DETAILED REPORTING REQUIREMENTS

3.1 Dangerous goods reports (DG)

3.1.1 Primary reports should contain items, A, B, C (or D), M, Q, R, S, T, U, X of the standard reporting format; details for R should be as follows:

- R 1 Correct technical name or names of goods.
- 2 UN number or numbers.
- 3 IMO hazard class or classes.
- 4 Names of manufacturers of goods when known, or consignee or consignor.
- 5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.
- 6 An estimate of the quantity and likely condition of the goods.
- 7 Whether lost goods floated or sank.
- 8 Whether loss is continuing.
- 9 Cause of loss.

3.1.2 If the condition of the ship is such that there is danger of further loss of packaged dangerous goods into the sea, items P and Q of the standard reporting format should be reported; details for P should be as follows:

- P 1 Correct technical name or names of goods.
- 2 UN number or numbers.
- 3 IMO hazard class or classes.
- 4 Names of manufacturers of goods when known, or consignee or consignor.
- 5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.
- 6 An estimate of the quantity and likely condition of the goods.

3.1.3 Particulars not immediately available should be inserted in a supplementary message or messages.

3.2 Harmful substances reports (HS)

3.2.1 In the case of actual discharge primary HS reports should contain items A, B, C (or D), E, F, L, M, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge (see 3.4), item P should also be included. Details for P, Q, R, T and X should be as follows:

- P
  - 1 Type of oil or the correct technical name of the noxious liquid substances on board.
  - 2 UN number or numbers.
  - 3 Pollution category (A, B, C or D), for noxious liquid substances.
  - 4 Names of manufacturers of substances, if appropriate, when known, or consignee or consignor.
  - 5 Quantity.
  
- Q
  - 1 Condition of the ship as relevant.
  - 2 Ability to transfer cargo/ballast/fuel.
  
- R
  - 1 Type of oil or the correct technical name of the noxious liquid discharged into the sea.
  - 2 UN number or numbers.
  - 3 Pollution category (A, B, C or D), for noxious liquid substances.
  - 4 Names of manufacturers of substances, if appropriate, when known, or consignee or consignor.
  - 5 An estimate of the quantity of the substances.
  - 6 Whether lost substances floated or sank.
  - 7 Whether loss is continuing.
  - 8 Cause of loss.
  - 9 Estimate of the movement of the discharge or lost substances, giving current conditions if known.
  - 10 Estimate of the surface area of the spill if possible.
  
- T
  - 1 Name, address, telex and telephone number of the ship's owner and representative (charterer, manager or operator of the ship or their agent).
  
- X
  - 1 Actions being taken with regard to the discharge and the movement of the ship.
  - 2 Assistance or salvage efforts which have been requested or which have been provided by others.

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3 The master of an assisting or salvaging ship should report the particulars of the action undertaken or planned.

3.2.2 After the transmission of the information referred to above in the initial report, as much as possible of the information essential for the protection of the marine environment as is appropriate to the incident should be reported in a supplementary report as soon as possible. That information should include items P, Q, R, S and X.

3.2.3 The master of any ship engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, items A, B, C (or D), E, F, L, M, N, P, Q, R, S, T, U, X of the standard reporting format. The master should also keep the coastal State informed of developments.

3.3 Marine pollutants reports (MP)

3.3.1 In the case of actual discharges, primary MP reports should contain items A, B, C (or D), M, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge (see 3.4), item P should also be included. Details of P, Q, R, T and X should be as follows:

- P
  - 1 Correct technical name or names of goods.
  - 2 UN number or numbers.
  - 3 IMO hazard class or classes.
  - 4 Names of manufacturers of goods when known, or consignee or consignor.
  - 5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.
  - 6 An estimate of the quantity and likely condition of the goods.
  
- Q
  - 1 Condition of the ship as relevant.
  - 2 Ability to transfer cargo/ballast/fuel.
  
- R
  - 1 Correct technical name or names of goods.
  - 2 UN Number or numbers.
  - 3 IMO hazard class or classes.
  - 4 Names of manufacturers of goods when known, or consignee or consignor.
  - 5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing

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packages. Include official registration marks and numbers assigned to the unit.

- 6 An estimate of the quantity and likely condition of the goods.
  - 7 Whether lost goods floated or sank.
  - 8 Whether loss is continuing.
  - 9 Cause of loss.
- 
- T 1 Name, address, telex and telephone number of the ship's owner and representative (charterer, manager or operator of the ship or their agent).
- 
- X 1 Action being taken with regard to the discharge and movement of the ship.
  - 2 Assistance or salvage efforts which have been requested or which have been provided by others.
  - 3 The master of an assisting or salvaging ship should report the particulars of the action undertaken or planned.

3.3.2 After the transmission of the information referred to above in the initial report, as much as possible of the information essential for the protection of the marine environment as is appropriate to the incident should be reported. That information should include items P, Q, R, S and X.

3.3.3 The master of any ship engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, items A, B, C (or D), M, P, Q, R, S, T, U, X of the standard reporting format.

The master should also keep the coastal State informed of developments.

#### 3.4 Probability of discharge

3.4.1 The probability of a discharge resulting from damage to the ship or its equipment is a reason for making a report. In judging whether there is such a probability and whether the report should be made, the following factors, among others, should be taken into account:

- .1 the nature of the damage, failure or breakdown of the ship, machinery or equipment; and
- .2 sea and wind state and also traffic density in the area at the time and place of the incident.

3.4.2 It is recognized that it would be impracticable to lay down precise definitions of all types of incidents involving probable discharge which

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would warrant an obligation to report. Nevertheless, as a general guideline the master of the ship should make reports in cases of:

- .1 damage, failure or breakdown which affects the safety of ships; examples of such incidents are collision, grounding, fire, explosion, structural failure, flooding, cargo shifting; and
  - .2 failure or breakdown of machinery or equipment which results in impairment of the safety of navigation; examples of such incidents are failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipborne navigational aids.
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