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SN/Circ.205
8 January 1999

MANDATORY SHIP REPORTING SYSTEMS

1 The Maritime Safety Committee, at its seventieth session (7 to 11 December 1998), adopted, in accordance with the provisions of Assembly resolution A.858(20), by means of the annexed resolution MSC.85(70), mandatory ship reporting systems:

.1 "Off the northeastern and the southeastern coasts of the United States"; and

.2 "In the Strait of Dover/Pas-de-Calais".

2 The two mandatory ship reporting systems will enter into force at 0000 hours UTC on 1 July 1999.

3 Member Governments are requested to bring the attached information to the attention of ship masters of ships flying their countries' flag and advise them that they are required to comply with the requirements of the adopted ship reporting systems, in accordance with regulation V/8-1(h) of the International Convention for the Safety of Life at Sea, 1974, as amended in 1994 (resolution MSC.31(63)).

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ANNEX

RESOLUTION MSC.85(70)
(adopted on 7 December 1998)

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/8-1 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.858(20) 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-fourth session,

1. ADOPTS, in accordance with SOLAS regulation V/8-1, the mandatory ship reporting systems:

- Off the northeastern and the southeastern coasts of the United States area described in Annex 1 to the present resolution; and

- In the Strait of Dover/Pas-de-Calais area described in Annex 2.

2. DECIDES that the aforementioned mandatory ship reporting systems will enter into force at 0000 hours UTC on 1 July 1999.

3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Member Governments and Contracting Governments to the 1974 SOLAS Convention.

ANNEX 1

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEMS FOR PROTECTION OF ENDANGERED NORTH ATLANTIC RIGHT WHALES IN SEA AREAS OFF THE NORTHEASTERN AND SOUTHEASTERN COASTS OF THE UNITED STATES

1 Categories of ships required to participate in the system

All ships of 300 gross tonnage or greater are required to participate in the reporting systems, except sovereign immune vessels which are exempt from reporting by regulation V/8-1(c).

2 Geographical coverage of the proposed systems and the number and edition of the reference chart used for the delineation of the system

2.1 Northeastern United States: Geographical boundaries of the proposed northeast area include the water of Cape Cod Bay, Massachusetts Bay, and the Great South Channel east and southeast of Massachusetts (Appendix 1). Co-ordinates of the proposed area are as follows: from a point on Cape Ann, Massachusetts at 42°39'.00 N, 70°37'.00 W; then northeast to 42°45'.00 N, 70°13'.00 W; then southeast to 42°10'.00 N, 68°31'.00 W; then south to 41°00'.00 N, 68°31'.00 W; then west to 41°00'.00 N, 69°17'.00 W; then northeast to 42°05'.00 N, 70°02'.00 W, then west to 42°04'.00 N, 70°10'.00 W; and then along the Massachusetts shoreline of Cape Cod Bay and Massachusetts Bay back to the point on Cape Anne at 42°39'.00 N, 70°37'.00 W. NOAA Chart No.13009.

2.2 Southeastern United States: Geographical boundaries of the proposed southeast area include coastal waters within about 25 nautical miles along a 90 nautical miles stretch of the Atlantic seaboard in Florida and Georgia (Appendix 2). The area extends from the shoreline east to longitude 80°51'.60 W with the southern and northern boundary at latitudes 30°00'.00 N and 31°27'.00 N, respectively. NOAA Chart No.11009.

3 Format, content of report, times and geographical positions for submitting reports, authority to whom the reports should be sent, available services

3.1 Format

The format for reporting is as set forth in paragraph 2 of the appendix to resolution A.851(20). An example of a transmission between ship and shore is at Appendix 3.

3.2 Content

Ships are required to provide the following information: the name of the ship; call sign or IMO identification number if applicable; position when entering the system; course; speed; route; and destination. Commercially sensitive information received in conjunction with the reporting system shall be kept confidential.

3.3 Geographical position for submitting reports

Participating ships are required to report to a shore-based authority only when entering the reporting area during a single voyage (that is, a voyage in which a ship is in the area to visit one or multiple ports or traverse the area before leaving for a port outside the reporting area); ships will not be required to report in again after leaving a port in the area or when exiting the system.

3.4 Authority

The authority for both areas of the system is the United States Coast Guard.

4 Information to be provided to participating ships and procedures to be followed

Ships will be provided with the following information:

4.1 Mariners shall be informed that they are entering an area of critical importance for the protection of the highly endangered right whale; that such whales are present; and that ship strikes pose a serious threat to whales and may cause damage to ships. Communication systems between ship and shore are described in paragraphs 7 and 8, below.

4.2 To obtain seasonal right whale advisories which are broadcast periodically, mariners would also be advised to monitor Coast Guard Broadcast Notice to Mariners, NAVTEX, NOAA Weather Radio, and, in the northeastern ship reporting system area only, the Cape Cod Canal Vessel Traffic Control and the Bay of Fundy Vessel Traffic Control. These advisories are based on surveys that are flown seasonally and in daylight and good weather conditions only. The sighting information may be useful only for brief periods as the whales move and surveys detect a small percentage of the whales present.

4.3 Mariners would be advised to consult with NAVTEX, Inmarsat-C SafetyNET (satellite text broadcasts), the United States Coast Pilot, Notice to Mariners, the nautical charts for information on the boundaries of the right whale critical habitat and the national marine sanctuary, applicable regulations, and precautionary measures that mariners may take to reduce the risk of hitting right whales. Mariners will further be advised that information placards, videos, and other educational materials are available from shipping agents, port authorities, pilots, relevant state agencies, the Coast Guard, and the National Marine Fisheries Service.

4.4 In the message back to the ship, mariners would also be requested to report any whale sightings and dead, injured, or entangled marine mammals to the nearest local Coast Guard station.

4.5 Where available, specific and timely information on whale locations will be provided to ships.

5 Radiocommunications required for the system, frequencies on which reports should be transmitted and the information to be reported

5.1 The reporting system in the northeastern United States will operate independently of the system in the southeastern United States. The system in the northeastern United States will operate year round, and the system in the southeastern United States will operate from 15 November through 15 April.

5.2 The systems will require ships to report in standard format preferably through Inmarsat-C. For ships using Inmarsat-C, the message will be sent to the shore-based authority described in paragraph 7.1 and a message will be automatically transmitted back to the ship also via Inmarsat-C.

5.3 Ships not equipped with Inmarsat-C will be required to report in standard format to the shore-based authority described in paragraph 7.2, either through direct-printing telegraphy (Inmarsat A/B, HF, MF or VHF) or by telephony (Inmarsat A/B, MF, HF or VHF). Ships reporting through such direct-printing telegraphy systems will receive a message from the shore-based authority described in paragraph 7.2.

5.4 The language used for reports in the system will be English, using the IMO *Standard Marine Communication Phrases* where necessary. Standard phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.

5.5 Commercially sensitive information will be kept confidential.

5.6 The United States will review the ship reporting systems no later than five years after their implementation date, to examine advances made in ship communication technologies and to ensure effective operation of the systems.

6 Rules and regulations in force in the areas of the system

The United States has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. Relevant laws in force include domestic legislation and regulations to implement the International Convention on Collision Regulations, the Safety of Life at Sea Convention, the International Convention on the Prevention of Pollution from Ships, the International Convention on Oil Pollution, Preparedness, Response and Co-operation, the Convention on the International Trade in Endangered Species of Wild Fauna and Flora, the International Convention for the Regulation of Whaling, and other treaties. Relevant domestic legislation includes the Ports and Waterways Safety Act, the Endangered Species Act, the Whaling Convention Act, the Marine Mammal Protection Act, the Marine Protection Resources and Sanctuaries Act, and a variety of other acts. In some cases, rules have been promulgated including those relating specifically to right whales or governing ship operations. For example, a regulation has been promulgated which prohibits most approaches within 500 yards (460 meters) of a northern right whale. This regulation, as well as other domestic law, is implemented and enforced consistent with international law.

7 Shore-based facilities to support operation of the system

7.1 The shore-based authority for those ships reporting via Inmarsat-C is the United States Coast Guard. The e-mail address to be used for this reporting will be provided well in advance of implementation of the systems through Notices to Mariners.

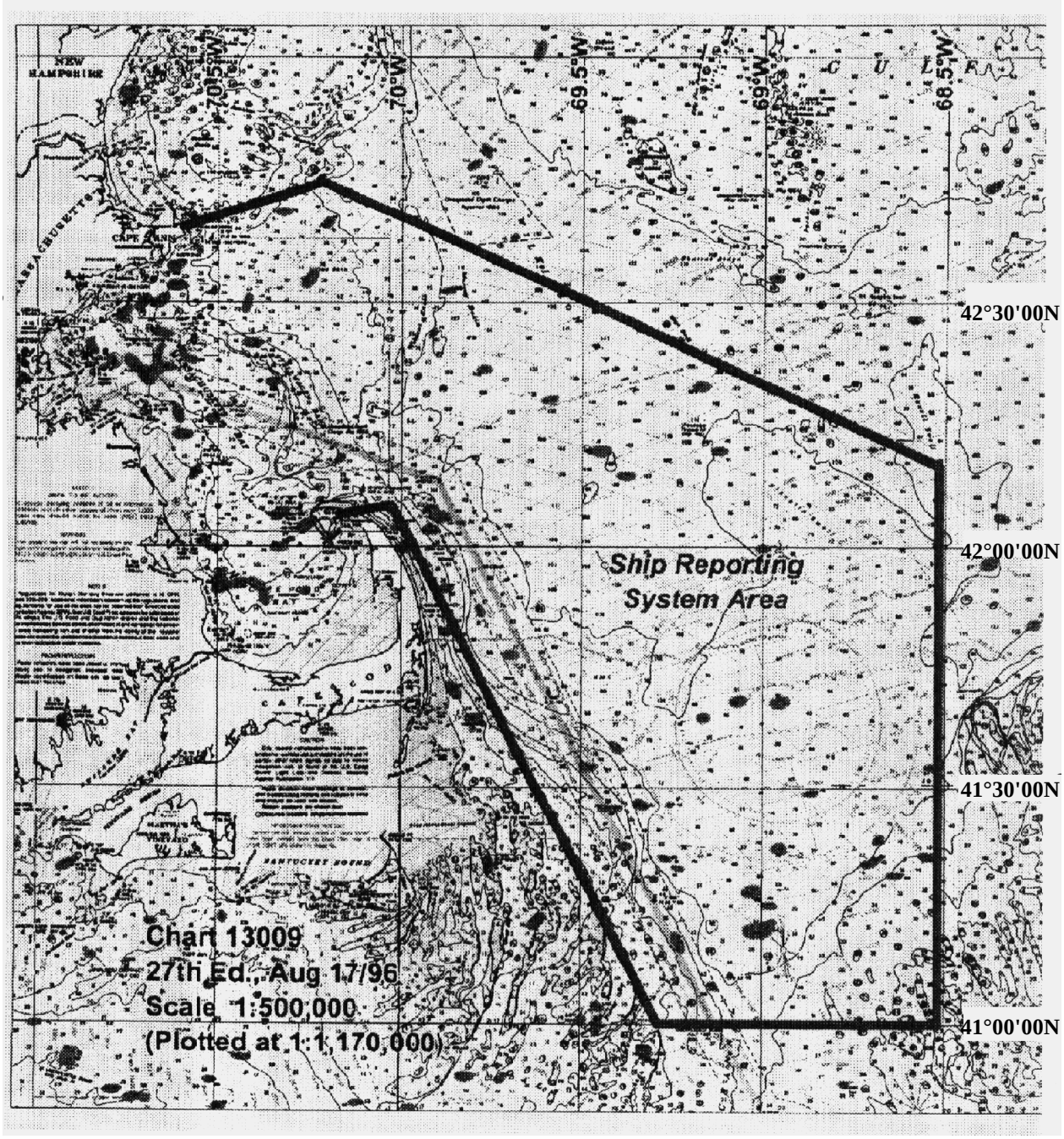
7.2 The small percentage of ships that do not have Inmarsat-C capabilities will be required to contact the nearest Coast Guard communication station through appropriate communication channels. The United States Coast Guard maintains communication stations along the United States east coast. Information about these stations can be found in the GMDSS Master Plan (GMDSS/Circ.7) or National Imagary and Mapping Agency (NIMA) Publication 117. Information received from the ships will be sent electronically to a central location for data storage, handling, and retrieval.

8 Alternative communications if the communication facilities of the shore-based authority fails

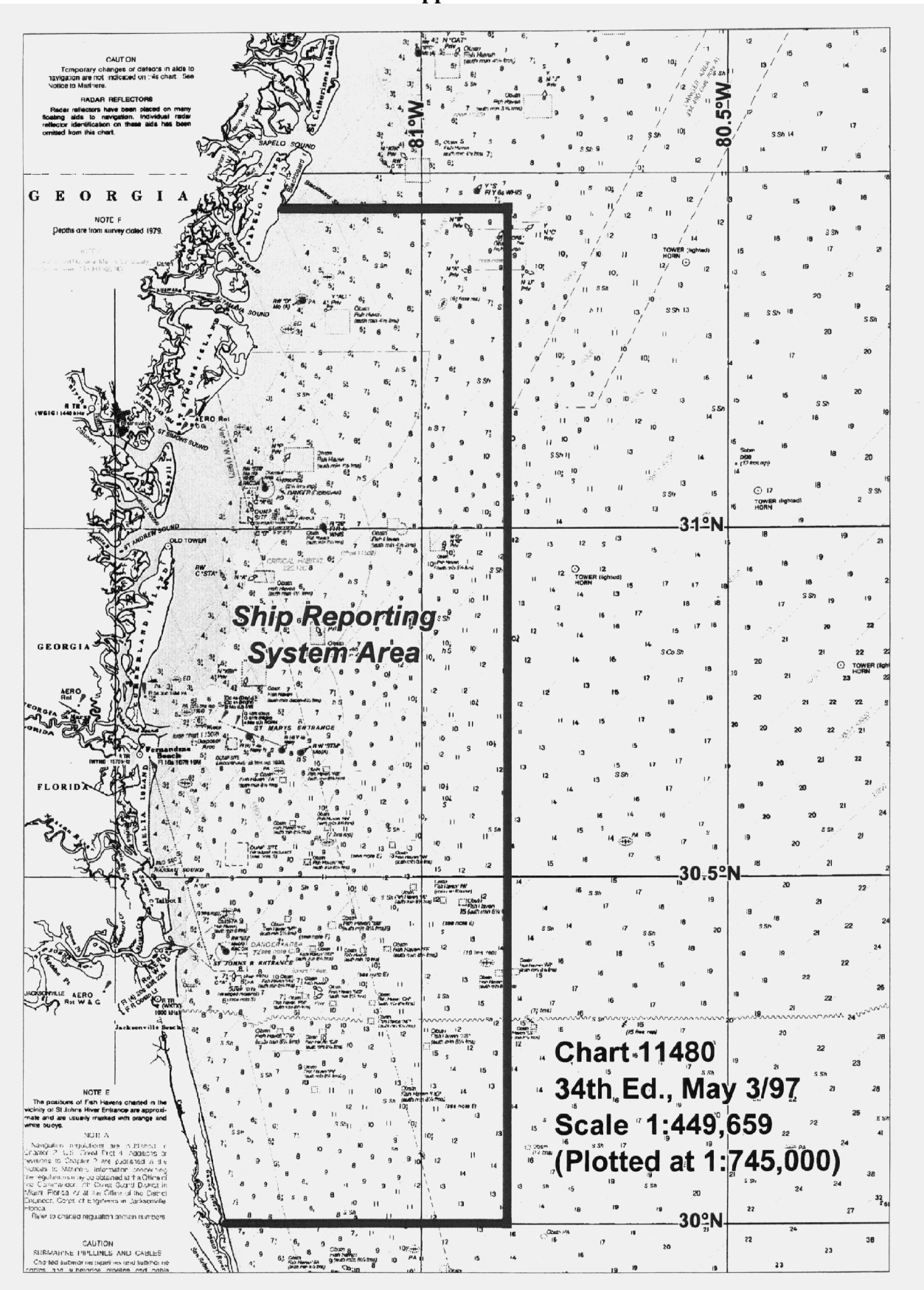
Short-term failure of the reporting systems due to communications problems will not result in a loss of life, and will have minimal impact on the safety of vessels. NAVTEX Broadcast Notice to Mariners can be used to notify mariners of the temporary failure of the system and can provide mariners with basic information necessary to avoid right whales. Downtime is likely to be minimal and is not expected to result in increased ship strikes and whale mortality. For those ships reporting through INMARSAT C or direct printing radiotelegraphy, the standard protocol now used for such systems will be used to re-route incoming and outgoing communications through an alternate address and it is expected that this will minimize the system's downtime, though some delay may occur.

The Coast Guard operated MF, HF, VHF voice communications systems, by design, have built in redundancies and overlapping coverage areas and an individual equipment or site failure are unlikely to affect the ability of a mariner to contact a Coast Guard facility to make a required report.

Appendix 1


NEW HAMPSHIRE
70°15'W
70°W
69.5°W
69°W
68.5°W
42°30'00N
42°00'00N
41°30'00N
41°00'00N
Ship Reporting System Area
Chart 13009
27th Ed., Aug 17/96
Scale 1:500,000
(Plotted at 1:1,170,000)

Appendix 2


Ship Reporting
System Area
Chart 11480
34th Ed., May 3/97
Scale 1:449,659
(Plotted at 1:745,000)
81°W
80.5°W
31°N
30.5°N
30°N
GEORGIA
FLORIDA
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
NOTE F
Depths are from survey dated 1979.
NOTE E
The positions of Fish Havens charted in the vicinity of St Johns River Entrance are approximate and are usually marked with orange and white buoys.
CAUTION
SUBMARINE PIPELINES AND CABLES

Appendix 3

Example of Message from the Ship

A **Ship Name**

B **Call Sign or IMO Identification Number**

D **Course**

E **Speed**

H **Entry**

I **Destination**

L **Route**

Example of Message Back to the Ship

00016April1999
From: Shore-based Authority
To: M/V Ship

You are entering an area where North Atlantic right whales exist. Right whales are critically endangered and at risk from ship strikes. Whales can damage ships' sonar dome, propeller, and shaft. Recommend monitoring Coast Guard Broadcast Notice to Mariners, NAVTEX, NOAA Weather Radio, or, in the northeast only, Cape Cod Canal Vessel Traffic Control and Bay of Fundy Vessel Traffic Control for latest advisories and sightings reports. These advisories and reports are based on surveys which are conducted seasonally; however, such surveys only locate only a small percentage of the whales, the information from them remains valid only for a short period of time because the whales move, and they cannot be conducted at night or in inclement weather.

Urge exercising prudent seamanship to avoid approaching right whales. Recommend consulting NAVTEX, Inmarsat-C SafetyNET, the United States Coast Pilot, and Notices to Mariners for information on precautionary measures that may be taken to reduce the risk of hitting right whales and for applicable regulations. Right whale critical habitat and the Stellwagen Bank National Marine Sanctuary are also marked on charts.

Right whale information placards, videos, and other educational material are available from shipping agents, port authorities, relevant state agencies, the United States Coast Guard, and the National Marine Fisheries Service. Mariners are requested to report right whale sightings, whale entanglements, or dead whales to the Coast Guard on VHF Channel 16.

ANNEX 2

DESCRIPTION OF THE MANDATORY SHIP-REPORTING SYSTEM FOR THE DOVER STRAIT/PAS-DE-CALAIS

1 Categories of ships required to participate in the system

Ships of 300 gross tonnage and over are required to participate in the system. This threshold is the same as used in the existing voluntary MAREP scheme (SN/Circ.167, annex, page 4).

Within the coverage area, these arrangements replace the existing MAREP scheme for ships of 300 gross tonnage and over. However, ships of less than 300 gross tonnage should continue to make reports under the existing voluntary arrangements in circumstances where they:-

- are "not under command" or at anchor in the TSS or its ITZs;
- are "restricted in their ability to manoeuvre"; or,
- have defective navigational aids.

The MAREP arrangements outside the coverage area of this system remain unchanged.

2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system

The system covers a 65 mile stretch of the Dover Strait/Pas-de-Calais and is bounded by a line to the east drawn from North Foreland to the border between France and Belgium; and by a line to the west drawn from the Royal Sovereign Light Tower, through the Bassurelle Light Buoy (at its assigned position of 50°32'.80 N, 000°57'.80 E) to the coast of France.

The reference charts are British Admiralty Charts 2449 (1998 edition, scale 1:150,000) and 2451 (1991 edition, scale 1:150,000), and also chart 7312 of the French Navy Hydrographic and Oceanographic Service (INT 1072) (1994 edition, scale 1:375000). Also relevant is the British Admiralty Chart 5500 - *Mariners' Routeing Guide English Channel and Southern North Sea* and the French Navy Hydrographic and Oceanographic Service, 5HOM 8001 Chart - *Guide pour la préparation de la traversee de la Manche.*

The area of the reporting system is covered by modern hydrographic surveys and areas of unstable seabed are regularly resurveyed to ensure navigational safety.

3 Format and content of reports, times and geographical positions for submitting reports, authority to whom reports should be sent and available services

The reports required from ships entering the area covered by the system are position reports similar to the existing MAREP/POSREP arrangements. The short title for the ship-report is CALDOVREP.

Reports should be made using VHF voice transmissions. However, when reporting to DOVER COASTGUARD, ships can fulfil the reporting requirements of a CALDOVREP through the use of automatic ship identification transponders by the Organization.

A ship may elect, for reasons of commercial confidentiality, to communicate that section of the report which provides information on cargo by non-verbal means prior to entering the system.

3.1 Format

The information given below is derived from the format-type given in paragraph 2 of the appendix to resolution A.851(20).

3.2 Content

A report from a ship to the shore-based authorities should contain the following information to achieve the objectives of the system:

A	-	Name of the ship, call sign, IMO identification number (or MMSI for transponder reports)
C or D	-	Position (expressed in latitude and longitude).
E and F	-	Course and speed of the ship.
O	-	Vessel's draught.
L	-	Route information
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.

Note:
On receipt of a position message, the VTS 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. This will be achieved automatically if a transponder is used.

3.3 Geographical position for submitting reports

North-east bound traffic should report to GRIS NEZ TRAFFIC on the French coast 2 nautical miles before crossing the line from the Royal Sovereign light tower, through the Bassurelle Light Buoy (at its assigned position of 50°32'.8N, 000°57'.8E) to the coast of France.

South-west-bound traffic should report to the shore at DOVER COASTGUARD on the English coast when within VHF range of North Foreland and not later when crossing the line drawn from North Foreland to the border between France and Belgium (Appendix).

Crossing Traffic

Reports to the nearer of the two shore stations should be made on departure from a port within the coverage area. Recognizing that cross-Channel ferries generally operate according to published schedules, special reporting arrangements can be made on a ship-by-ship basis, subject to the approval of **both** GRIS NEZ TRAFFIC and DOVER COASTGUARD.

Further reports should be made to the relevant shore station whenever there is a change of navigational circumstance, particularly in relation to items Q and R of the reporting format.

3.4 Authority

The shore-based authorities are the Regional Centre for Surveillance and Rescue Operations, CROSS GRIS NEZ (Call Sign: GRIS NEZ TRAFFIC) - provided by the French Ministry with responsibility for maritime navigation, and the Maritime Rescue Co-ordination Centre, MRCC DOVER (Call Sign: DOVER COASTGUARD) - provided by HM Coastguard, which is part of the United Kingdom's Department of the Environment, Transport and the Regions.

Both GRIS NEZ and DOVER sites monitor shipping in the TSS in the Dover Strait / Pas de Calais using radar and each provides regular information about weather and navigational hazards as part of the joint Channel Navigation Information Service (CNIS). Information is broadcast at the following times and on the following frequencies:-

Station	**Frequency**	**Times**	**Additional broadcasts in times of poor visibility**
Gris Nez (Call Sign: GRIS NEZ TRAFFIC)	VHF Ch 79	H + 10	H + 25
Dover (Call Sign: DOVER COASTGUARD)	VHF Ch 11	H + 40	H + 55

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.

4 Information to be provided to participating ships

If necessary, individual information can be provided to a ship, particularly in relation to positioning and navigational assistance.

5 Radiocommunications requirements for the system, frequencies on which reports should be transmitted and information to be reported

The radiocommunications equipment required for the system is that defined in the GMDSS for Sea Area A1.

The ship reports can be made by voice on VHF radio using Ch 13 (GRIS NEZ TRAFFIC) or Ch 11 (DOVER COASTGUARD).

Ship reports to DOVER COASTGUARD can alternatively be made by automatic ship-identification transponder, where available, using a suitably adapted DSC facility on VHF Ch 70, or equipment conforming to the standards adopted for the Universal AIS Transponder.

Confidential information may be transmitted by other means.

6 Relevant rules and regulations in force in the area of the system

The International Regulations for Preventing Collisions at Sea 1972 (as amended) apply throughout the reporting area. In particular, Rule 10 of those Regulations applies to the IMO-adopted TSS.

Ships carrying dangerous or hazardous cargoes and bound to or from any port within the proposed reporting area must comply with the European HAZMAT Directive (EC Directive 93/75).

In addition to these international requirements, the Joint Decree of the Préfét Maritime de l'Atlantique and the Préfét Maritime de la Manche et de la Mer du Nord (No. 92/97 - Brest, No. 03/97 - Cherbourg) control navigation in the approaches to the French coast in the North Sea, the English Channel and the Atlantic in order to prevent accidental marine pollution. The Regulations make provision, in particular, for ships transporting hydrocarbons (MARPOL '73 Annex I), harmful liquid substances (MARPOL Annex II), noxious substances (MARPOL Annex III), dangerous goods (IMDG Code), preparing to pass through or remain in French territorial waters, to send an advance report to the appropriate CROSS five hours before entering territorial waters, or six hours before departure. The message sent to the CROSS must make clear the ship's intended movements in territorial waters and the status of its ability to manoeuvre and navigate.

The same Regulations require ships to monitor VHF Ch 16 or other specific frequencies in certain areas, and require the reporting of any accident within 50 miles of the French coast and the taking of any action required by the maritime authorities to reduce risks.

The United Kingdom has established a pollution control zone under the Merchant Shipping (Prevention of Pollution) (Limits) Regulations 1996. The proposed reporting area is included within those limits. Ships causing pollution within the area can be prosecuted and fined more than £250,000.

7 Shore-based facilities to support operation of the system

Dover Coastguard

The Channel Navigation Information Service (CNIS) has radar, an Information Processing and Retrieval System (IPRS), access to the United Kingdom's HM Coastguard operational radiocommunications, VHF Direction Finding (DF), radio VHF Digital Selective Calling (DSC), and Automatic Identification System (AIS) facilities. CNIS supports the primary responsibilities of preserving safety of life at sea and co-ordinating responses to incidents.

7.1 CNIS facility

The CNIS processing and display system receives inputs from the radar and VHF DF equipment, processes the information and presents it on any or all of six displays. Each display shows processed images (tracks) from any of the three radar inputs overlaid on a synthetic map of a selected area. New targets entering radar range are automatically tagged with a unique track number. The position, course and speed information of up to 300 tracks is automatically updated and recorded, for each of the three radars, throughout the vessel's passage through the CNIS area, giving the CNIS a 900 track capability.

DOVER COASTGUARD maintain a continuous watch on traffic in the Dover Strait/Pas-de-Calais. Operators can add vessel information to the associated IPRS database (such as name and cargo) and can display that supporting information on a separate screen. CNIS is capable of providing an automatic alarm to identify any track which strays into an unauthorised area. VHF DF vectors appear when a VHF radio transmits on the frequency selected on the VHF DF equipment Recording equipment automatically stores information from all tracks, which can either be replayed on the system or specific track movements can be plotted onto an A0 size sheet of paper. CNIS operators have access to Lloyd's Register and Hazardous Cargo data on a separate computer.

7.2 Radar facilities

Three surveillance radars cover the CNIS area and the area of the mandatory ship-reporting system. These are TERMA Dual X Band systems, each comprising main and back-up transceivers (type 232075) and a single antenna. The radars are located at:

- **Margate** - The antenna is 118 metres above mean ordnance datum and covers the area from the southern area of the North Sea to Dover;

- **Dover** - The antenna is 125 metres above mean ordnance datum and covers the area from North Foreland to Hastings; and,

- **Fairlight** - The antenna is 126 metres above mean ordnance datum and covers the area from Dover to the western boundary of the CNIS area.

Data from the Margate and Fairlight radars are transmitted to DOVER COASTGUARD via microwave links. The radars have a minimum operational range of 75 nautical miles, although the operational range of each radar is limited by radar video units to 35 nautical miles to prevent the track table from filling up with vessels which are not entering the CNIS area.

7.3 VHF DF facilities

CNIS automatically displays vectors generated from the DF systems at Dover, Fairlight, North Foreland, St. Frieux and Cap Gris Nez. All of the DF systems may be set to one of a number of the VHF channels used in the area. In parallel, Channel 16 receivers monitor the distress channel, should a distress call be sent.

7.4 Radiocommunication facilities

Radiocommunications terminals are sited in the consoles of the MRCC DOVER Operations Room. VHF radio receivers are located at Dover, while their associated transmitters are at West Hougham (near Folkestone) to gain optimum coverage of 13 VHF channels. MF is also fitted at Dover. Other VHF Transmitters are fitted at Fairlight and North Foreland radio sites and are controlled via landlines. The VHF channels used are:

- VHF Air (AM) on 132.65 MHz
- Ch 0 (SAR);
- Ch 6 (inter ship / scene of search for SAR);
- Ch 9 (pilotage) - receive only;
- Ch 10 (counter pollution);
- Ch 11 (port operations and CNIS) - continuously monitored;
- Ch 12 (Thames port control) - receive only;
- Ch 13 (inter ship and port operations);
- Ch 14 (Thames port control) -receive only;
- Ch 16 (international distress) - continuously monitored;
- Ch 30 (special operations);
- Ch 67 (small ship safety) - secondary SAR;
- Ch 69 (inter ship, port operations and CNIS)
- Ch 73 (Ch 0 back up);
- Ch 74 (Dover port control);
- Ch 80 (marinas);
- Ch 99 (Coastguard private channel).

7.5 VHF DSC facilities

A VHF Ch 70 digital calling system has been installed as part of the GMDSS requirement. Its purpose is to provide rapid distress alerting between vessels and the shore, routine calling of vessels and AIS facilities. DSC communications are available to all operator positions at DOVER COASTGUARD. DSC takes priority over all other operations.

7.6 AIS facilities

DOVER COASTGUARD can interrogate ships fitted with transponders to gain information on their identity and position. This information is displayed as an icon on an electronic charting package covering the CNIS area.

GRIS NEZ TRAFFIC

Similar facilities to those at DOVER COASTGUARD are also available at GRIS NEZ TRAFFIC. The two centres act in partnership in the operation of the CNIS. GRIS NEZ TRAFFIC specifically has the following facilities.

7.7 Radar facilities

GRIS NEZ TRAFFIC is equipped with two radar installations at:-

- **Cap Gris Nez; and**
- **Mont St. Frieux.**

The two radar installations are linked to a single processing system, giving a complete visual display of the area covered.

7.8 Particular features

The system at GRIS NEZ TRAFFIC allows the simultaneous monitoring of 1,000 tracks, which can be recorded and saved for up to a year. Advanced functions include alarms signalling risk scenarios, the identification of tracks infringing Rule 10 of the COLREGs, the monitoring of ships which make abrupt changes of course and speed, the observation of ships entering prohibited areas, and the monitoring of ships at anchor. All situations can be recorded, archived, and replayed either on screen or in the form of a print out.

7.9 Radiocommunication facilities

CROSS GRIS NEZ is equipped with 4 VHF radio installations, allowing coverage of the whole of the reporting area. Each station can send or receive on:

- VHF DSC Ch 70 (continuously monitored)
- Ch 16 (continuously monitored)
- Ch 13 (on which ships are requested to send their reports - again, continuously monitored)

One station (Cap Gris Nez) has facilities to send and receive information on MF, both through radiotelegraphy and DSC on a frequency of 2187.5 kHz, which is continually monitored.

7.10 Direction finding equipment

GRIS NEZ TRAFFIC is equipped with 2 VHF radio direction finders installed at Cap Gris Nez and Mont St. Frieux, allowing VHF calls to be located precisely. Each installation can monitor 2 frequencies simultaneously within an accuracy of 0.5°.

7.11 Personnel

Both DOVER COASTGUARD and GRIS NEZ TRAFFIC are staffed by personnel experienced in the management of ship reporting systems.

8 Alternative communication if the shore-based facilities fail

CNIS is designed with sufficient system redundancy to cope with normal equipment failure. Radars have dual transmitter/receivers controlled either from MRCC DOVER or the radar site. Radiocommunications are controlled at the MRCC. In the event of a failure there, each transmitter/receiver can be operated from the radar site. Limited coverage can also be achieved using emergency 25W transceivers, or 5W portable radios at DOVER COASTGUARD. If CNIS operations are jeopardised at either DOVER COASTGUARD or GRIS NEZ TRAFFIC, then the other site can assume total control.

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/8-1. 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 inspectors.

SUMMARY

1 Categories of ships to report

All ships of 300 gross tonnage and over.

2 When and where to report

North-east bound traffic: GRIS NEZ TRAFFIC on the French coast 2 nautical miles before crossing the line from the Royal Sovereign Light Tower, through the Bassurelle Buoy (at its assigned position of 50°32'.80 N, 000°57'.80 E) to the French coast.

South-west bound traffic: DOVER COASTGUARD on the English coast when within VHF range of North Foreland, and not later than when crossing the line drawn from North Foreland to the border between France and Belgium.

Report to the nearer of the two shore stations on departure from a port **within the area covered**.

3 How to report

By voice on VHF radio using Ch 13 (GRIS NEZ TRAFFIC) or Ch 11 (DOVER COASTGUARD).

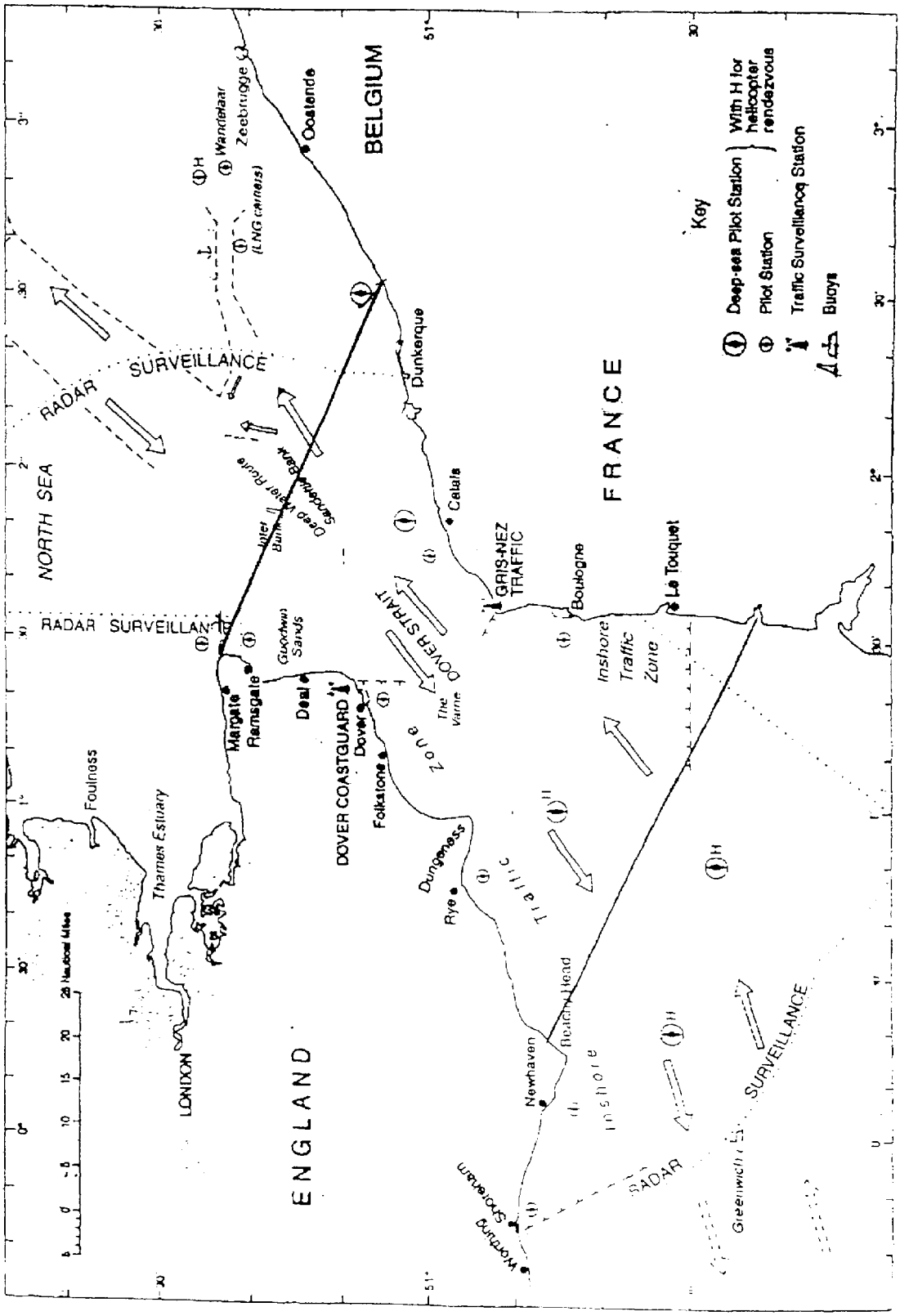
Alternatively to DOVER COASTGUARD by automatic ship-identification transponder, or using equipment conforming to the standards adopted for the Universal AIS Transponder.

Confidential information may be transmitted by other means.

4 Reporting format

A	-	Name of the ship, call sign, IMO identification number (or MMSI for transponder reports)
C or D	-	Position (expressed in latitude and longitude)
E and F	-	Course and speed of the ship.
O	-	Vessel's draught.
L	-	Route information
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.

Appendix



English Channel to North Sea, from Shoreham to Zeebrugge