ANNEX 10

RESOLUTION MSC.52(66)
(adopted on 30 May 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/8-1 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.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-first session,

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

   - "In the Torres Strait region and the Inner route of the Great Barrier Reef" described in Annex 1 to the present resolution; and

   - "Off Ushant" described in Annex 2 to the present resolution;

2. DECIDES that the mandatory ship reporting system:

   - "In the Torres Strait and the Inner route of the Great Barrier Reef" will enter into force at 0000 UTC hours on 1 January 1997; and

   - "Off Ushant" will enter into force at 0000 UTC hours on [30 November 1996];

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

MANDATORY SHIP REPORTING SYSTEM "THE TORRES STRAIT REGION AND THE INNER ROUTE OF THE GREAT BARRIER REEF"

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 m or greater in overall length;

.2 All ships, regardless of length, carrying in bulk hazardous and/or potentially polluting cargo, in accordance with the definitions at resolution MSC.43(64), paragraph 1.4;

.3 Ships engaged in towing or pushing where either the towing or pushing vessel or the towed or pushed vessel is a vessel prescribed within the categories in subparagraphs .1 and .2.

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 general area, as shown in the chartlet at appendix 1, covering the Torres Strait between longitude 141° 45'E and 143º45'E, centred on 10ºS latitude, including the Endeavour Strait, and the waters of the Great Barrier Reef (GBR) between the Australian coast and the outer edge of the GBR, from the latitude of Cape York (10º40'S) southwards to 22ºS.

2.2 Charts AUS 376 (Torres/Endeavour Straits) and AUS 367, AUS 370-375 (Queensland coast) provide large-scale coverage of the operational area; also international series small scale charts AUS 4602 and 4603.

3 FORMAT AND CONTENT OF REPORT TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

The ship report short title "REEFREP", will be made to the ship reporting centre located at Hay Point in Queensland. Examples of the format and content of all required reports are shown at appendix 2. A ship may elect, for reasons of commercial confidentiality, to communicate that section of the REEFREP ENTRY report which provides information on cargo (line P) by non-verbal means prior to entering the system. This can be achieved by including cargo information in the AUSREP Sailing Plan (SP) message.

.1 ***Entry and Exit Reports:*** Ships will be required to provide a full REEFREP Position Report (PR) when passing the first designated reporting point on entering the REEFREP operational area, unless an AUSREP Sailing Plan (SP) message has been sent well in advance in which case an abbreviated REEFREP PR will suffice. When finally departing the REEFREP area, or entering a port within the area, the REEFREP system will associate the required PR and the designated reporting point and automatically recognize this report

as an exit message.

.2 ***Intermediate Position Reports:*** Ships transiting the operational area will also be required to provide brief position reports at defined reporting points using normal PR formats.

The intermediate reporting positions will be generally about 100-120 nautical miles apart. Position reports will be limited to the identity of the ship, position, any variation to the last reported speed and any further information the master considers to be of value to the system.

.3 ***Defect Reports:*** Ships within the reporting area suffering damage, failure or breakdown affecting the safety of the ship will be required to provide a defect report using field "θ" within the prescribed PR message format.

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

4.1 The ship reporting centre will provide information to shipping on potentially conflicting traffic movements resulting from the analysis of incoming reports.

4.2 Certain sections of the route in the Torres Strait and the far northern sector of the inner route of the GBR present a particular navigational hazard in situations where large ships might be passing or overtaking, especially deeper draught ships. When the ship reporting centre considers that ships are approaching such sections, any relevant traffic information held by the centre will be passed to them. Because of the extensive size of the REEFREP area it is not be intended to routinely broadcast traffic information across the whole area but to advise individual ships as necessary.

4.3 Traffic information, including other advice received from ships or local maritime authorities which impacts on navigational safety will be passed to ships in relevant areas. Examples include concentrations of fishing vessels, unusual weather conditions, etc.

4.4 Normal maritime safety information (MSI) in the form of navigational warnings (AUSCOAST Warnings) will continue to be issued in the appropriate broadcasts from MRCC AUSTRALIA. The ship reporting centre will maintain details of MSI for the REEFREP area for the information of participating ships.

5 COMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

5.1 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.

5.2 VHF channels 5, 18 and 19 in the international maritime mobile band have been allocated for the reporting points in the system.

5.3 Information of commercial confidentiality may be transmitted by non-verbal means.

5.4 The language used for reports in the system will be English, using the IMO *Standard Marine Communications Phrases* where necessary.

5.5 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

Compulsory pilotage rules apply in the northern section of the inner route (Cape York to Cairns) and in Hydrographers Passage. Other regulations apply domestic law in accordance with the terms of international conventions.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

7.1 The existing port information centre at Hay Point, on the central Queensland coast, close to the main shipping route through the inner route of the GBR and Hydrographer's Passage, has been designated as the ship reporting centre for the system.

7.2 The system will include radar coverage at certain focal areas in the Torres Strait and inner route of the GBR. Radar will be installed in the Torres Strait, in the vicinity of Cairns and in the Whitsunday Islands area.

7.3 All VHF communications and radar data will be relayed into the ship reporting centre, which will be equipped to provide a high standard of service to meet the system requirements and will be operated by trained and experienced personnel. Operator standards will be in accordance with *"Guidelines on the Recruitment, Qualification and Training of Vessel Traffic Service (VTS) Operators*" (MSC/Circ.578).

7.4 The hardware and software for the system is being developed.

7.5 The system will be operated to quality standards with service levels being constantly monitored.

7.6 Measures are in hand to install DGPS Broadcast Stations operating in the MF band (285-325 kHz) on Horn Island (Torres Strait) by the end of 1995 and further stations in the inner route of the GBR during 1996/98. The DGPS service will provide additional high accuracy navigational assistance throughout the reporting area.

7.7 The REEFREP ship reporting system information will be interfaced with the AUSREP system operated by MRCC AUSTRALIA.

8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

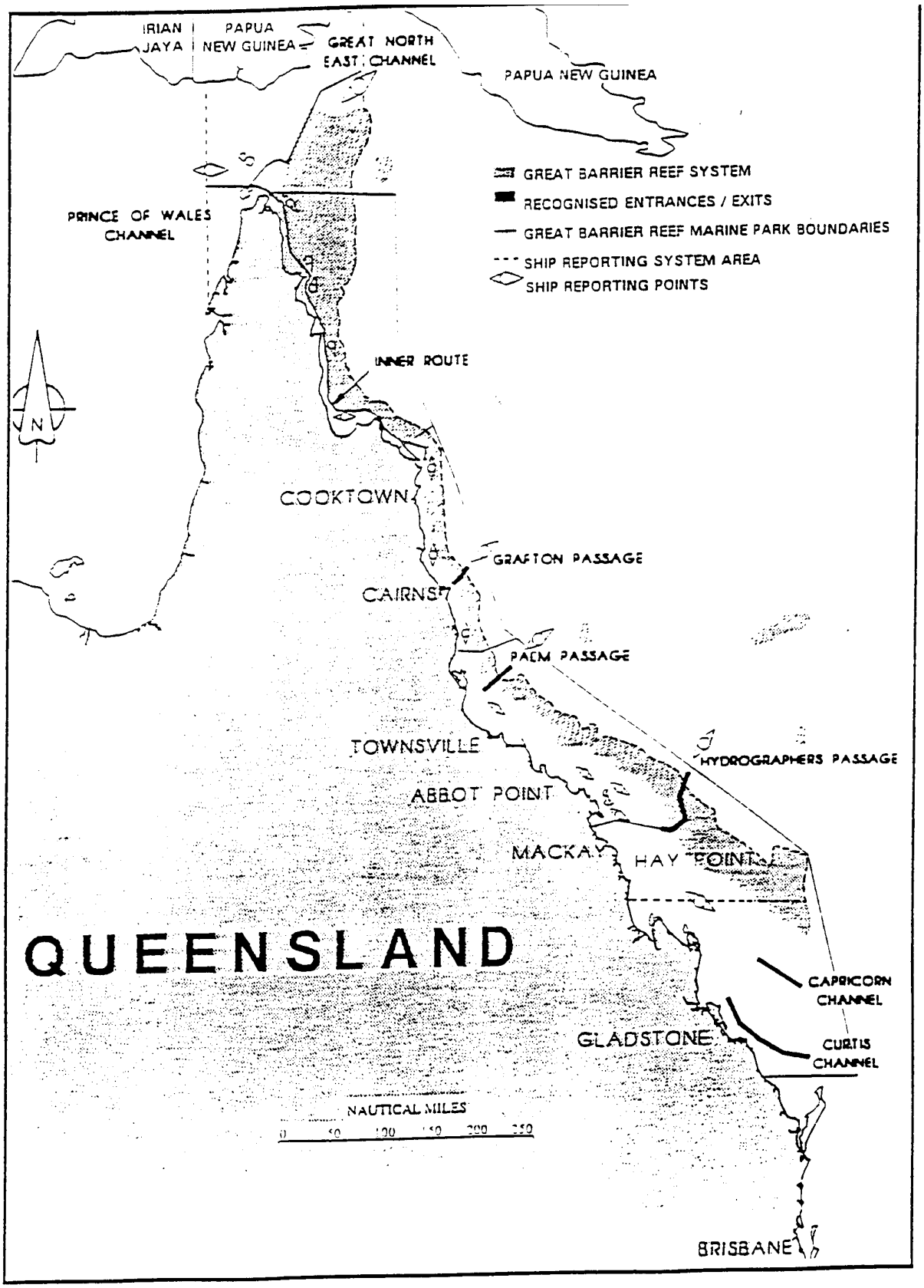
In the event of failure of the system VHF communications, a report from a participating ship can be passed by any of the following methods:

.1 *Seaphone* through the commercial VHF coastal network;

.2 SATCOM; and

.3 HF Radio through Townsville Radio (VIT).

APPENDIX 1



PROPOSED SHIP REPORTING SYSTEM TORRES STRAIT AND
GREAT BARRIER REEF AREAS

APPENDIX 2

REEFREP ENTRY (Full Report)

EXAMPLE 1: Ship sailing from a port within the reporting area, routeing through the area and departing the area through Grafton Passage bound for Pusan via Jomard Entrance.

Format		**Example**
		REEFREP ENTRY
A.	Ships name and call sign	A. MERIDIAN /VIPM
B.	Date/Time of position (UTC)	B. 020200Z
C.	Name of Reporting Point	C. TOWNSVILLE
E.	Course (normally various)	E. VARIOUS
F.	Speed	F. 15
G.	Departed (port if outside reporting area)	G. --
H.	Date/Time of entry in system and point of entry (not required if advised at C)	
J.	Pilot embarked or ordered	J. NO*
L.	Intended route	L. INNER ROUTE TO GRAFTON
O.	Draft O.	10
P.	Cargo P.	COAL
Q.	Defects/deficiencies (only if relevant)	Q. NIL
U.	Ship type and length (metres)	U. BULK CARRIER/250
X.	Remarks	X. JOINING INNER ROUTE AT BREWER 020400Z

* Pilot not mandatory for this area of the GBR.

EXAMPLE 2: Ship entering the reporting area north bound for Port Moresby using inner route and Great North East Channel.

Format		**Example**
		REEFREP ENTRY
A.	Ships name and call sign	A. MERIDIAN /VIPM
B.	Date/Time of position (UTC)	B. 020200Z
C.	Name of Reporting Point	C. HIGH PEAK
E.	Course (normally various)	E. VARIOUS
F.	Speed	F. 15
G.	Departed (port if outside reporting area)	G. BRISBANE
H.	Date/Time of entry in system and point of entry (not required if advised at C)	
J.	Pilot embarked or ordered	J. PILOT EMBARKED
L.	Intended route	L. INNER ROUTE AND GREAT NORTH EAST CHANNEL
O.	Draft	O. 10
P.	Cargo	P. GENERAL CARGO
Q	Defects/deficiencies (only if relevant)	
U.	Ship type and length (metres)	U. RESEARCH/65
X.	Remarks	X. CONDUCTING RESEARCH ON PASSAGE

REEFREP REPORT

EXAMPLE: Ship reporting at an intermediate reporting point within reporting area.

Format		**Example**
		REEFREP REPORT
A.	Ships name and call sign	A. ENTERPRISE/VIPM
B.	Name of Reporting Point	B. CHARLOTTE
F.	Speed (if change from last report)	F. SPEED NOW 11.5
X.	Remarks	X. LARGE CONCENTRATION OF FISHING VESSELS VICINITY HANNAH ISLAND

REEFREP DEFECT

EXAMPLE: Ship reporting defect within reporting area.

Format		**Example**
		REEFREP DEFECT
A.	Ships name and call sign	A. ENTERPRISE/VIPM
B.	Date/Time position	B. 030205Z
C.	Latitude/Longitude or Reporting Point	C. 1400S 14400E
Q.	Nature of defect/damage	Q. BOTH RADARS UNSERVICEABLE IN HEAVY RAIN SQUALLS; ALSO MINOR STEERING DEFECT
X.	Remarks	X. PROCEEDING TO ANCHOR 180 HANNAH ISLAND LT 1.0 TO EFFECT REPAIRS

EXAMPLE 2: Ship defect repaired.

Format		**Example**
		REEFREP DEFECT
A.	Ships name and call sign	A. ENTERPRISE/VIPM
B.	Date/Time position	B. 030215Z
C.	Latitude/Longitude or Reporting Point	C. 1401S 14001E
F.	Speed	F. 8.5
X.	Remarks	X. DEFECT REPAIRED, REJOINING ROUTE

REEFREP EXIT

EXAMPLE 1: Ship westbound reporting exit from reporting area at Torres Strait.

Format		**Example**
		REEFREP EXIT
A.	Ships name and call sign	A. MITSUBISHI/XUGT
K.	Point of exit	K. COOK
I.	Destination (via route)	I. SINGAPORE VIA LOMBOK
X.	Remarks	X. FINAL REPORT

EXAMPLE 2: Ship reporting exit from reporting area at Palm Passage.

Format		**Example**
		REEFREP EXIT
A.	Ships name and call sign	A. IRON MAIDEN/RXTP
K.	Point of exit	K. PALM
I.	Destination (via route)	I. PUSAN VIA ROSSEL ISLAND

X.	Remarks (must include FINAL REPORT)	X. FINAL REPORT

EXAMPLE 3: Ship reporting arrival at a port within reporting area (after transiting from another port also within the area).

Format		**Example**
		REEFREP EXIT
A.	Ships name and call sign	A. NORTHERN STAR/CPIM
K.	Point of exit	K. CAIRNS
I.	Destination (via route) if outside REEFREP area	
X.	Remarks (must include FINAL REPORT)	X. ARRIVED CAIRNS, FINAL REPORT

EXAMPLE 4: Ship eastbound reporting exit from reporting area at Great North East Channel.

Format		**Example**
		REEFREP EXIT
A.	Ships name and call sign	A. ENTERPRISE/VIPM
K.	Point of exit	K. DARNLEY
I.	Destination (via route)	I. PORT MORESBY DIRECT
X.	Remarks (must include FINAL REPORT)	X. FINAL REPORT

ANNEX 2

MANDATORY SHIP REPORTING SYSTEM "OFF USHANT"

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

Ships of more than 300 grt are required to participate in the system. This threshold is that used within the framework of the MAREP system, recently amended with regard to the categories of ships included (IMO document SN/Circ.167, annex , page 4).

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 covers a circular area 35 miles in radius centred on the Ile d'Ouesant (Stiff radar tower). The TSS covers the entire area. However, the Corsen/Ouessant vessel traffic service gathers all information relating to traffic within the area for which the MRCC Corsen is responsible, bounded as follows:

- to the south: parallel 47º47.9'N (via the Pointe de Penmarc'h)
- to the west: meridian 008º W
- to the north: a line connecting the positions
  - 48º50'N - 008º00' W
  - 49º30'N - 004º00' W
  - 48º53'N - 002º20' W
  - 48º49' N - 001º49' W
  - 48º37'.5N - 001º34'W (Baie de Mont St. Michel)

The reference chart which includes all the area of coverage for the system is the French chart No. 6989 of the Navy Hydrographic and Oceanographic Service.

3 FORMAT AND CONTENTS OF REPORT, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORT, 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 MAREP POSREP type reports sent to the VTS by ships reporting within the scheme.

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.

The information given below is derived from the format-type given in paragraph 2 of the appendix to resolution A.648(16) of IMO.

3.1 Content

The report required should include:

.1 information considered to be essential:

- the name of the ship, its call sign or IMO identification number, its position (letters A and C or D);

- information considered necessary;

- the course and speed of the ship (letters E and F). When they receive a position report message, the VTS operators attempt to correlate the position of the ship with the information at their disposal:

  - radar echo at the position indicated
  - direction-finder readings
  - description of the surroundings given by the ship's watch - position in relation to other ships (in the event of heavy traffic)
  - course and speed.

  Information on course and speed are therefore additional elements allowing the VTS operators to correlate the position announced and, if necessary, to identify one ship among a group of ships;

- access to the north-eastbound lane of the "Off Ushant" traffic separation scheme is prohibited to certain cargoes (oils, noxious liquid substances MARPOL A and B in particular). In order to allow the VTS operators to monitor application of the traffic regulations within the TSS approved by IMO, ships requiring to transit in the north-eastbound lane must confirm that they are not transporting a cargo for which passage in this area is prohibited; and

.2 in addition, in accordance with the provisions of the SOLAS and MARPOL Conventions, the ships must report information relating to defects, damage, deficiencies or other limitations as well as, if necessary, information relating to pollution incidents or loss of cargo.

3.2 Recipient of report

The shore-based authority is the Corsen/Ouessant vessel traffic service (voice communication sign "Ushant Traffic") installed at the CROSS CORSEN site. The Regional Centre for Surveillance and Rescue Operations - CROSS CORSEN is a service provided by the Department of Maritime Affairs, a department of the Ministry of Equipment, Transport and Tourism. It combines the maritime rescue coordination centre (MRCC) and the VTS as well as carrying out functions for the French Administration (monitoring fishing, monitoring pollution).

The VTS broadcasts a regular information bulletin at H + 10 mn and H + 40 mn. This bulletin includes:

- information on traffic
- urgent warnings to mariners concerning the area
- special weather bulletins

In addition, a regular weather bulletin is broadcast every three hours from 01H50 UTC.

This information is broadcast in French and in English on VHF channel 79 after a call on channel 16.

If necessary, the VTS is capable of providing individual information to a ship, in particular with regard to positioning and navigational assistance.

4 INFORMATION TO BE PROVIDED TO PARTICIPATING SHIPS AND PROCEDURES TO BE FOLLOWED

The VTS processes the requests for anchoring made by the ships in the area for which the MRCC Corsen is responsible.

Detected and identified ships are monitored by radar which in no way releases the masters from responsibility for their navigation.

The vessel traffic services in the Channel inform each other of the transit of ships, in particular those having hazardous cargoes. First, the identification for a southbound ship which has reported in accordance with the MAREP recommendations to the VTS at Jobourg are transmitted to the VTS at Corsen/Ouessant which then sets up an HPA at the north-east RACON radio beacon of the Ushant traffic separation scheme.

5 COMMUNICATION 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 will be made by voice on VHF radio. The channels defined are channel 13, monitored permanently by the VTS, as well as channel 79 and 80 which are also used to broadcast safety information. However, information of commercial confidentiality may be transmitted by non-verbal means.

The frequencies mentioned above will be used pending modifications made necessary by the use of an automatic identification system for which the draft definition of operational standards is under review.

In some cases, it could be decided to use the medium frequency band for communication with

ships, according to procedures which will be specified subsequently.

6 RELEVANT RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

The international regulations for preventing collisions at sea are applicable throughout the area of coverage of the proposed system.

The "Off Ushant" traffic separation scheme has been approved by IMO and therefore rule 10 applies (document MSC XXXVIII/22, annex 7, pages 7 and 8).

In addition to the international regulatory scheme there are national regulations regarding vessel traffic and ship reporting. These are specifically:

- decree No. 84/93 of the port-admiral for the Atlantic of 11 October 1993 regulating navigation in the "Off Ushant" TSS, the associated inshore traffic area and the fairways and waters of Fromveur, Four, Helle and Raz de Sein. Repealing a previous decree of 14 December 1978, it makes reporting mandatory for ships intending to use the north-eastbound lane of the TSS (situated in territorial waters), as well as inshore fairways. This decree repeats the provisions of the MSC document concerning the conditions for entry to the north-eastbound lane.

  The conditions for entry to the fairways and waterways are also specified.

- joint prefectorial decree 326 Cherbourg/18/81 Brest of 13 May 1981 regulating navigation in the approaches to the French coast in the Channel and the Atlantic in order to prevent accidental marine pollution.

  This decree, concerning ships having hazardous cargoes, stipulates in particular:

  - for ships intending to enter French territorial waters, mandatory ship reporting with a six-hour advance warning. In addition to information concerning the identity of the ship, the report must specify the place and time of entry into French waters, the port arrived from and the destination, the cargo and the state of manoeuvrability and navigational capacities,

  - a mandatory 16 VHF watch while travelling through territorial waters,

  - navigation at less than 7 miles from the coast is forbidden for ships of more than 1,600 gross tonnage,

  - mandatory reporting to the French shipping authorities of any damage occurring at less than 50 miles from the French coast.

  Within the area of applicability of the proposed system, the provisions of this decree apply more specifically in the following cases:

  - transit, via the north-eastbound lane of the TSS, of a ship having a cargo which is

not prohibited in this lane but which comes under the decree,

- traffic coming from or going towards the Port de Brest with hazardous cargoes.

- Decree No. 54/84 of the port-admiral for the Atlantic of 31 July 1984 regulating entry, movement and berthing of foreign ships in the internal waters of the second maritime region.

In addition to these provisions of a regulatory nature, also relevant are the Franco-British MAREP recommendations regarding ships of more than 300 tons gross tonnage and in particular those facing specific difficulties.

Application of these recommendations for the Ouessant area is as follows for the VTS:

- for northbound traffic, taking account of the information transmitted by ships approaching the TSS, plotting and radar monitoring and sending to the Jobourg VTS of MAREP information for ships having hazardous cargoes or facing specific difficulties in order to allow this VTS to set up an arrival forecast for the ship at the Casquets TSS;

- for southbound traffic, prior receipt, by the Jobourg VTS, of MAREP information concerning hazardous shipping or shipping facing specific difficulties and which have reported to Les Casquets. Plotting and radar monitoring of the ships identified.

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

The Corsen/Ouessant vehicle traffic service is set up at the Regional Centre for surveillance and rescue operations at Corsen. This service has radar and radio facilities.

7.1 Radar facilities

The surveillance radar type THOMSON TRS 3405 is installed at the Stiff tower at Ouessant. The installation includes three transmitter receivers, a main antenna and a stand-by antenna. The nominal range of the radar is 64 miles. The antenna is positioned at 110 metres above the chart zero. Technical staff are permanently on duty at the tower. Radar messages are sent to the centre at Corsen via a radio-relay system where they are processed and then used by the staff on watch. The watch is carried out using visual display screens. The operators work using synthetic radar display. Each ship detected in the area of applicability has its echo noted as an automatically referenced radar track. Additional information is collected by the operators for each track identified. The vessel traffic service is equipped with a system for processing and storing radar data that allows statistics and course calculations to be printed. A complete reorganization of the processing and display chain will be carried out in the near future. The extraction and follow-up performances of the new system will be improved. Aids for the operators will form part of the new equipment. The operator will be alerted automatically as soon as violations or unusual behaviour is detected. It is also intended to add the Lloyds file, on CD ROM, to the "ships" file. It will be possible to obtain the record of a ship's track rapidly, to print texts and courses automatically and to write messages. Other databases will be used on office-type computers.

7.2 Radiocommunications facilities

Surveillance staff use the radio equipment installed at the Stiff tower in the Corsen centre. The vessel traffic service has the use of four single-channel VHF transmitter receivers. If necessary, the VTS may, from time to time, use the VHF and MHF radio equipment belonging to the MRCC. These are VHF installations at Stiff, at the Pointe du Raz and at the Corsen site.

The VTS is also equipped with VHF air and UHF installations allowing links with aircraft carrying out surveillance missions.

A renovation of the equipment is being undertaken. With regard to radio facilities, it will include the installation of channel 70 digital selective calling VHF equipment at Stiff and at the Pointe du Raz.

The vessel traffic service operators use VHF radio direction-finding equipment precise to within 0.5º. One is installed at the Pointe du Raz, the other at the Ihare de Creac'h lighthouse. On each radio direction-finder it is possible to select two different tracks.

8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

The vessel traffic service VHF radiocommunications equipment is installed at Ouessant. It includes four single-channel transmitter/receivers plus a multi-channel transmitter/receiver on standby. A multi-channel transmitter/receiver normally dedicated to the MRCC Corsen completes the installation.

In the event that the radio-relay system between Stiff and Corsen breaks down, two emergency multi-channel VHF transmitter/receivers installed at the Corsen site can be used.

If none of the VTS VHF equipment is operational at the Corsen Centre, it would still be possible for the naval staff on watch at Stiff to intervene, as that staff has its own radio equipment and would be able to maintain contact with the ships. It should be noted that in the event that the surveillance radar breaks down, this watch would take over temporarily from the vessel traffic service at Corsen/Ushant, pending the arrival, by the most rapid means (helicopter), of the VTS staff on Ile d'Ouessant island. A breakdown involving several of the VTS VHF radios would not remove all possibility of contact between the VTS and the ships.

There is therefore no reason to provide for a specific procedure in this event.

If it became necessary to establish an MHF link, in the event of a breakdown at the MHF installation at the Corsen Centre, the inshore radio station, Le Conquet Radio, would be called upon.

SUMMARY

1 General

1.1 Vessels concerned: all vessels having a gross registered tonnage equal to or exceeding 300 tons.

1.2 Area on entering which the vessels should report:

- on entering a circular area 35 miles in radius centred on the Ile d'Ouessant (Stiff radar tower).

1.3 Reference chart: chart No. 6989 of the French Navy Hydrographic and Oceanographic Department.

1.4 Reporting format (in accordance with 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).

Name of system: OUESSREP
Data to be transmitted:

Heading:	Information
A	Name + call sign + IMO number
C or D	Position
E	Course
F	Speed
P	Cargo if presence on board of potentially dangerous cargoes (for vessels in the north-eastbound lane).
Q	Defects (if relevant)
R	Pollution/dangerous goods lost overboard (if relevant)

In the event of defect, pollution or goods lost overboard, additional information may be requested.

1.5 Authority to whom the report should be sent:

Regional Centre for Surveillance and Rescue Operations at Corsen/Ouessant (CROSS Corsen), call sign USHANT TRAFFIC.

(In addition to the vessel traffic service (VTS), the Centre carries out the functions of a rescue co-ordination centre (RCC), call sign CROSS CORSEN).

1.6 Communication facilities

The reports will be transmitted by radio telephone in VHF on channel 13 or, in the event of failure, on channel 79, according to the information given by the Centre.

It is proposed that the reports be transmitted in the future by automatic means when the relevant standards have been put in place by the Organization.

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