

RESOLUTION A.598(15) adopted on 19 November 1987  
GENERAL PRINCIPLES FOR SHIP REPORTING SYSTEMS  
AND SHIP REPORTING REQUIREMENTS



ASSEMBLY - 15th session  
Agenda item 12

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RESOLUTION A.598(15)

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GENERAL PRINCIPLES FOR SHIP REPORTING SYSTEMS  
AND SHIP REPORTING REQUIREMENTS

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO resolution 3 of the International Conference on Maritime Search and Rescue, 1979, on the need for an internationally agreed format and procedure for ship reporting systems,

RECALLING FURTHER article 8 and Protocol I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), as amended, and also the guidelines for reporting incidents involving harmful substances resolution MEPC 22(22),

CONSIDERING that current national ship reporting systems may use different procedures and reporting formats,

CONSIDERING FURTHER that reporting requirements for loss or likely loss of dangerous goods and harmful substances are not identical,

RECOGNIZING that such different procedures and reporting formats could cause confusion to masters of ships moving from one area to another area covered by different ship reporting systems,

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RECOGNIZING FURTHER that such confusion could be alleviated if ship reporting systems and reporting requirements were to comply as far as practicable with a number of general principles and if reports were made in accordance with a standard format and procedures,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its fifty-third session and by the Marine Environment Protection Committee at its twenty-fourth session,

1. ADOPTS the General Principles for Ship Reporting Systems and Ship Reporting Requirements set out in the Annex to the present resolution;
2. URGES Member Governments to ensure that ship reporting systems and reporting requirements comply as closely as possible with the general principles specified in the Annex to the present resolution;
3. URGES Member Governments to bring the reporting format and procedures to the notice of shipowners and seafarers as well as the designated authorities concerned;
4. REVOKES resolution A.531(13).

ANNEX

GENERAL PRINCIPLES FOR SHIP REPORTING SYSTEMS  
AND SHIP REPORTING REQUIREMENTS

Ship reporting systems and reporting requirements are used to provide, gather or exchange information through radio reports. The information is used to provide data for many purposes including search and rescue, vessel traffic services, weather forecasting and prevention of marine pollution. Ship reporting systems and reporting requirements should, as far as practicable, comply with the following principles:

- 1 Reports should contain only information essential to achieve the objectives of the system.
- 2 Reports should be simple and use the standard international ship reporting format and procedures; where language difficulties may exist, the languages used should include English, using where possible the Standard Marine Navigational Vocabulary, or alternatively the International Code of Signals. The standard reporting format and procedures to be used are given in the appendix to this Annex.
- 3 The number of reports should be kept to a minimum.
- 4 No charge should be made for communication of reports.
- 5 Safety or pollution related reports should be made without delay; however, the time and place of making non-urgent reports should be sufficiently flexible to avoid interference with essential navigational duties.
- 6 Information obtained from the system should be made available to other systems when required for distress, safety and pollution purposes.
- 7 Basic information (ship's particulars, on-board facilities and equipment, etc.) should be reported once, be retained in the system and be updated by the ship when changes occur in the basic information reported.
- 8 The purpose of the system should be clearly defined.

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9 Governments establishing a ship reporting system should notify mariners of full details of the requirements to be met and procedures to be followed. Details regarding types of ships and areas of applicability, times and geographical positions for submitting reports, shore establishments responsible for operation of the system services provided should be clearly specified. Chartlets depicting boundaries of the system and providing other necessary information should be made available to mariners.

10 The establishment and operation of a ship reporting system should take into account:

- .1 international as well as national responsibilities and requirements;
- .2 the cost to ship operators and responsible authorities;
- .3 navigational hazards;
- .4 existing and proposed aids to safety;
- .5 the need for early and continuing consultation with interested parties including a sufficient period to allow for trial, familiarization and assessment to ensure satisfactory operation and to allow necessary changes to be made to the system.

11 Governments should ensure that shore establishments responsible for operation of the system are manned by properly trained persons.

12 Governments should consider the interrelationship between ship reporting systems and other systems.

13 Ship reporting systems should preferably use a single operating radio frequency; where additional frequencies are necessary, the number of frequencies should be restricted to the minimum required for the effective operation of the system.

14 Information provided by the system to ships should be restricted to that necessary for the proper operation of the system and for safety.



15 Ship reporting systems and requirements should provide for special reports from ships concerning defects or deficiencies with respect to their hull, machinery, equipment or manning, or concerning other limitations which could adversely affect navigation and for special reports concerning incidents of actual or probable marine pollution.

16 Governments should issue instructions to their shore establishments responsible for the operation of ship reporting systems to ensure that any reports involving pollution, actual or probable, are relayed without delay to the officer or agency nominated to receive and process such reports, and to ensure that such an officer or agency relays these reports without delay to the flag State of the ship involved and to any other State which may be affected.

17 States which are affected or likely to be affected by pollution incidents and may require information relevant to the incident should take into account the circumstances in which the master is placed, and should endeavour to limit their requests for additional information.

18 Danger messages referred to under regulation V/2 of SOLAS 74, as amended, are not included in the appendix to this Annex. The present practice of transmitting such messages should remain unchanged.

19 The present General Principles for Ship Reporting Systems and Ship Reporting Requirements are intended to supplement, not to replace, the guidelines for reporting incidents involving harmful substances referred to in article V of Protocol I of MARPOL 73/78 (resolution MEPC 22(22) as may be amended).

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## APPENDIX

### 1 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 into the sea within 200 miles of land.   |
| 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, 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.   |

## 2 STANDARD REPORTING FORMAT AND PROCEDURES

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

Where language difficulties may exist, the languages 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 after the alphabetical index in the text.

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



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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 nautical 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 departure	Name of last port of call
H	Entry (hotel)	Date, time and point of entry into system	Entry time expressed as in (B) and entry position expressed as in (C) or (D)

TELEGRAPHY	TELEPHONE (alternative)	FUNCTION	INFORMATION REQUIRED
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)	Radiocommuni- cations	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 substances and gases that could endanger persons or the environment (See detailed reporting require- ments)
Q	Defect, damage, deficiency, limitations (quebec)	Defects/damage/ deficiencies/ other limitations	Brief details of defects, damage, deficiencies or other limitations (See detailed reporting require- ments)

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TELEGRAPHY	TELEPHONE (alternative)	FUNCTION	INFORMATION REQUIRED
R	Pollution/ dangerous goods lost overboard (romeo)	Description of pollution or dangerous goods lost overboard	Brief details of type of pollution (oil, chemicals, etc.) or dangerous goods lost over- board; position expressed as in (C) or (D) (See detailed reporting requirements)
S	Weather (sierra)	Weather conditions	Brief details of weather and sea conditions prevailing
T	Agent (tango)	Ship's representative and/or owner	Details of name and particulars of ship's representa- tive or owner or both for provision of information (See detailed reporting requirements)
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, assist- ance or salvage (See detailed reporting requirements)

### 3 DETAILED REPORTING REQUIREMENTS

#### 3.1 Dangerous goods reports (DG)

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 or whether in portable tank or tank vehicle or packed in vehicle, freight container or other transport 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.

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 or whether in portable tank or tank vehicle or packed in vehicle, freight container or other transport unit.
- 6 An estimate of the quantity and likely condition of the goods.

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

Note: The detailed reporting requirements in section 3 of the appendix are based on MSC/Circ.360 for dangerous goods reports and resolution MEPC.22(22) for harmful substances reports and marine pollutant reports.

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### 3.2 Harmful substances reports (HS)

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

- P
- 1 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, where they are known, or consignee or consignor.
  - 5 Quantity.
- Q
- 1 Condition of the ship as relevant.
  - 2 Ability to transfer cargo/ballast/fuel.
- R
- 1 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, where they are 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.
  - 3 The master of an assisting or salvaging ship should report the particulars of the action undertaken or planned.

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

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

### 3.3 Marine pollutants reports (MP)

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, 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 or whether in portable tank or tank vehicle or packed in vehicle, freight container or other transport 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.

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- 4 Names of manufacturers of goods when known, or consignee or consignor.
  - 5 Types of packages including identification marks or whether in portable tank or tank vehicle or packed in vehicle, freight container or other transport 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.

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

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.

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