

RESOLUTION MSC.190(79)
(adopted on 6 December 2004)
ADOPTION OF MANDATORY SHIP REPORTING SYSTEM
IN THE WESTERN EUROPEAN PARTICULARLY
SENSITIVE SEA AREA

ANNEX 32

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(adopted on 6 December 2004)**

**ADOPTION OF MANDATORY SHIP REPORTING SYSTEM IN THE WESTERN
EUROPEAN PARTICULARLY SENSITIVE SEA AREA**

THE MARITIME SAFETY COMMITTEE,

RECALLING article 28(b) of the Convention related to the creation of the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 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), as amended by resolution MSC.111(73),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its fiftieth session,

HAVING ALSO NOTED that the Marine Environment Protection Committee, at its fifty-second session, endorsed the recommendations of the Sub-Committee on Safety of Navigation at its fiftieth session and designated the Western European Waters as a Particularly Sensitive Sea Area (PSSA) by resolution MEPC.121(52),

1. ADOPTS, in accordance with SOLAS regulation V/11, the ship-reporting system in the Western European Particularly Sensitive Sea Area as described in the Annexes to this resolution;
2. DECIDES that this mandatory ship-reporting system will enter into force at 0000 hours UTC on 1 July 2005;
3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization who are not parties to the Convention.

ANNEX 1

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM FOR THE WESTERN EUROPEAN PARTICULARLY SENSITIVE SEA AREA

The West European Tanker Reporting System (WETREP) is established in the Western European Particularly Sensitive Sea Area.

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

1.1 Ships required to participate in the mandatory ship reporting system WETREP:

Every kind of oil tanker of more than 600 tonnes deadweight, carrying a cargo of:

- heavy crude oil, meaning crude oils with a density at 15°C of higher than 900 kg/m³;
- heavy fuel oils, meaning fuel oils with a density at 15°C of higher than 900 kg/m³, or a kinematic viscosity at 50°C of higher than 180 mm²/s;
- bitumen and tar and their emulsions.

1.2 Pursuant to SOLAS, the mandatory ship reporting system WETREP does not apply to any warship, naval auxiliary or other vessel owned or operated by a contracting government and used, for the time being, only on government non-commercial service.

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM, AND NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The area covered by the reporting system WETREP is defined within the following co-ordinates and are also shown in the chartlet attached at appendix 3:

Number	Latitude	Longitude
1 (UK)	58° 30' N	UK coast
2 (UK)	58° 30' N	000° W
3 (UK)	62° N	000° W
4 (UK)	62° N	003° W
5 (UK+ Irl)	56° 30' N	012° W
6 (Irl)	54° 40'40".91 N	015° W
7 (Irl)	50° 56'45".36 N	015° W
8 (Irl+UK+F)	48° 27' N	006° 25' W
9 (F)	48° 27' N	008° W
10 (F+S)	44° 52' N	003° 10' W
11 (S)	44° 52' N	010° W
12 (S)	44° 14' N	011° 34' W
13 (S)	42° 55' N	012° 18' W
14 (S+P)	41° 50' N	011° 34' W
15(P)	37° N	009° 49' W

16 (P)	36° 20' N	009° 00' W
17(P)	36° 20' N	007° 47' W
18 (P)	Guadiana River mouth 37° 10' N	007° 25' W
19 (B)	51° 22'25" N	003° 21'52".5 E (border between B and NL)
20 (UK)	52° 12' N	UK east coast
21 (IRL)	52° 10'.3" N	006° 21'.8" W
22 (UK)	52° 01'.52" N	005° 04'.18" W
23 (UK)	54° 51'.43" N	005° 08'.47" W
24 (UK)	54° 40'.39" N	005° 34'.34" W

2.2 The reference chart is Admiralty Chart No. 4011 (World Geodetic System 1984 Datum (WGS 84)).

3 FORMAT, CONTENTS OF REPORT, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORT. AUTHORITIES TO WHOM THE REPORTS MUST BE SENT AND AVAILABLE SERVICES

3.1 Format

3.1.1 WETREP reports shall be sent to the nearest participating coastal or communication station listed in annex 1, appendix 1 and shall be drafted in accordance with the format as shown in appendix 2.

3.1.2 The format of the report described below is in accordance with resolution A.851(20) – appendix, paragraph 2.

3.2 Contents of report

3.2.1 The report required from participating ships contains information that is essential to achieve the objectives of the system:

- .1 the ship's name, call sign, IMO number/MMSI number and position are needed for establishing the identity of the ship and its initial position (letters A, B and C);
- .2 the ship's course, speed and destination, are important in order to maintain track of the ship so as to be able to implement search and rescue measures if a report from a ship fails to appear; to be able to instigate measures for the safe navigation of the ship; and to prevent pollution in the areas where weather conditions are severe (letters E, F, G and I). Proprietary information obtained as a requirement of the mandatory ship reporting system WETREP will be protected under this system consistent with the Guidelines and Criteria for Ship Reporting Systems, as amended (resolution A.851(20));
- .3 the number of persons on board and other relevant information are important in relation to the allocation of resources in a search and rescue operation (letters P, T and W); and

- .4 in accordance with the provisions of the SOLAS and MARPOL conventions, ships will provide information on defects, damage, deficiencies or other limitations (under “Q”) as well as, additional information (under “X”).

3.3 Time and geographical position for submitting report

3.3.1 Ships must report:

- .1 on entry into the Reporting Area as defined in paragraph 2; or
- .2 immediately on departing from a port, terminal or anchorage within the Reporting Area; or
- .3 when they deviate from routeing to their original declared destination port/terminal/anchorage or position “for orders” given at time of entry into Reporting Area; or
- .4 when deviation from planned route is necessary due to weather or equipment malfunction or a change in the navigational status; and
- .5 when finally exiting from Reporting Area.

3.3.2 Ships need not report if, while on normal passage routeing during transit of Reporting Area, the boundary of the Reporting Area is crossed on other occasions apart from the initial entry and final exit.

3.4 Shore-based authorities to whom reports are sent

3.4.1 Upon entering the WETREP reporting area, ships will notify the co-ordination centre of the responsible authority of the Coastal State participating in the system. The vessel traffic services, RCC, coastal radio station or others facilities to whom the reports must be sent to are listed in appendix 1.

3.4.2 Should the ship be unable to send the report to the nearest coastal radio station or other facility, the report shall be sent to the next-nearest coastal radio station or other facility as listed in appendix 1.

3.4.3 Reports may be sent by any modern communication form, including Inmarsat-C, telefax and e-mail as appropriate.

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

4.1 If requested, coastal States can provide ships with information of importance for the safety of navigation in the ship reporting area, from broadcasting devices set up in the coastal States.

4.2 If necessary, individual information can be provided to a ship in relation to the special local conditions.

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

5.1 The vessel traffic services, RCC, coastal radio station or others facilities to whom the reports must be sent to are listed in appendix 1.

5.2 The reports required from a ship entering and navigating in the reporting area shall begin with the word WETREP and shall contain a two-letter abbreviation for identification of the report (Sailing Plan, Final Report or Deviation Report). Telegrams so prefixed are dispatched free of charge to ships.

5.3 Dependent on the type of report, the following information shall be included as referred to under paragraph 6 of appendix 2:

- A : Ship identification (ship name, call sign, IMO identification number and MMSI Number)
- B : Date time group
- C : Position
- E : True course
- F : Speed
- G : Name of last port of call
- I : Name of next port of call with the ETA
- P : Oil cargo type(s), quantity, grade(s) and density. If those tankers carry other hazardous cargo simultaneously: the type, quantity and IMO class of that cargo, as appropriate
- Q : To be used in cases of defects or deficiency affecting normal navigation
- T : Address for the communication of cargo information
- W : Number of persons on board
- X : Various information applicable for those tankers:
 - characteristics and estimated quantity of bunker fuel, for tankers carrying more than 5,000 tonnes of bunker fuel
 - navigational status, (for example, under way with engines, restricted in ability to manoeuvre, etc.)

5.4 Reports shall be in a format consistent with IMO resolution A.851(20).

5.5 Reports shall be free of charge for reporting ships.

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

6.1 Regulations for the Preventing Collisions at Sea

The International Regulations for Preventing Collisions at Sea, 1972 (COLREGs), as amended, apply throughout the area covered by the system.¹

6.2 Traffic separation schemes and other routeing measures

6.2.1 The following IMO adopted Traffic Separation Schemes:

West of the Scilly Isles
South of the Scilly Isles
Off Land's End, between Seven Stones and Longships
South of the Scilly Isles
West of the Scilly Isles
Off Ushant
Off Casquets
In the Strait of Dover and adjacent waters
Off Fastnet Rock
Off Smalls
Off Tuskar Rock
Off Skerries
In the North Channel
Off Finisterre
Off Cape Roca
Off Cape S. Vicente

6.2.2 The following IMO adopted Deep-Water Routes:

Deep-water route leading to the Port of Antifer
Deep-water route forming part of the north-eastbound traffic lane of the Strait of Dover and adjacent waters traffic separation scheme
Deep-water route west of the Hebrides

6.2.3 The following IMO adopted Areas to be Avoided:

In the region of the Rochebonne Shelf
In the English Channel and its approaches
In the Dover Strait
Around the F3 station within the separation scheme "In the Strait of Dover and adjacent waters"
In the region of the Orkney Islands
In the region of the Fair Isle
In the region of the Shetland Islands
Between the Smalls Lighthouse and Grassholme Island
In the region of the Berlengas Islands

¹ Ships carrying dangerous or polluting goods coming from or bound for a port within the reporting area must comply with the European Community Directive on *Vessel Traffic Monitoring* (2002/59/EC).

6.2.4 The following other IMO adopted Routeing Measures:

Recommended directions of traffic flow in the English Channel
Recommended routes in the Fair Isle Channel
Recommendations on navigation around the United Kingdom coast

6.2.5 The following IMO adopted Mandatory Ship Reporting Systems:

Off "Les Casquets" and the adjacent coastal area
In the Dover Strait/Pas-de-Calais
Off Ushant
Off Finisterre

6.2.6 The following Coastal Vessel Traffic Services (VTS):

Corsen VTS
Dover, Channel Navigation Information Service (CNIS)
Finisterre VTS
Gris-Nez VTS

7 SHORE-BASED FACILITIES TO SUPPORT THE OPERATION OF THE SYSTEM

7.1 The vessel traffic services, RCC, coastal radio stations or others facilities to whom the reports must be sent to are listed in appendix 1.

7.2 The vessel traffic services, RCC, coastal radio stations or others facilities that form a part of the service, will at all times be manned.

7.3 All communications facilities

7.3.1 All IMO approved communication methods are accepted and available as detailed in appendix 1.

7.4 Staff training and qualification

7.4.1 Personnel are trained according to national and international recommendations. The training of personnel comprises an overall study of the navigation safety measures, the relevant international (IMO) and national provisions with respect to the safety of navigation.

8 PROCEDURES TO BE FOLLOWED IF SHORE BASED COMMUNICATIONS FAIL

Should the ship be unable to send the report to the nearest coastal radio station or other facility, the report shall be sent to the next-nearest coastal radio station or other facility as listed in appendix 1.

9 MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

The objectives of the system are to initiate SAR and measures to prevent pollution as fast and effective as possible if an emergency is reported or a report from a ship fails to appear, and it is impossible to establish communication with the ship. All means will be used to obtain the full participation of ships required to submit reports. If reports are not submitted and the offending ship can be positively identified, then information will be passed on to the relevant flag State Authorities for investigation and possible prosecution in accordance with national legislation. The mandatory ship reporting system WETREP is for the exchange of information only and does not provide any additional authority for mandating changes in the vessel's operations. This reporting system will be implemented consistent with UNCLOS, SOLAS and other relevant international instruments so that the reporting system will not provide the basis to impinge on a transiting vessel's passage through the reporting area.

Appendix 1

Vessel Traffic Services, RCC, coast radio station or other facilities to whom the reports must be submitted (Geographical positions refer to the World Geodetic System 1984 (WGS 84))

Position co-ordinates

BELGIUM

MRCC – SAR Oostende

51° 14' N 002° 55' E

Tel: +32 59 70 10 00

Tel.: +32 59 70 11 00

Fax: +32 59 70 36 05

Telex: 82125

VHF : 9, 16, 67, 70

MF: 2182

MMSI: 00 205 99 81

FRANCE

MRCC Gris-Nez

50° 52' N 001° 35' E

Tel.: +33 3 21 87 21 87

Fax: +33 3 21 87 78 55

Telex: 130680

Inmarsat-C: 422799256

VHF: 16, 70

MMSI: 002275100

MRCC Corsen

48° 25' N 004° 47' W

Tel.: +33 2 98 89 31 31

Fax: +33 2 98 89 65 75

Telex: 940086

Inmarsat-C: Nil

VHF: 16, 70

MMSI: 002275300

IRELAND

MRCC Dublin

Tel: +353 1 6620922/23

Fax: +353 1 6620795

e-mail: mrccdublin@irishcoastguard.ie

Communications may be sent to MRCC Dublin via:

MRSC Valentia (EJK)

51° 56' N 010° 21' W

MRSC Malin Head (EJM)

55° 22' N 007° 21' W

PORTUGAL

MRCC Lisbon 38° 40' N 009° 19' W
Tel: +351 21 4401950, or
+351 21 4401919 (for emergency only)
Fax: +351 21 4401954
Telex: 60747 P.
e-mail: mrcclisboa@netc.pt.

SPAIN

MRCC Madrid 40° 24' N 003° 43' W
Tel: +34 91 7559133
Fax: +34 91 5261440
Telex: +5241210, +5241224
e-mail: cnecs@sasemar.es

MRCC Finisterre 42° 42' N 008° 59' W 002240993 (MMSI)
Tel: +34 981 767500
Fax: +34 981 767740
Telex: +5282268, +5286207
e-mail: finister@sasemar.es
VHF: 16 & 11
MF: 2182

MRCC Bilbao 43° 20' 8" N 003° 01' W 002241021 (MMSI)
Tel: +34 944 839286
Fax: +34 944 839161
e-mail: bilbao@sasemar.es
VHF: 16 & 10

UNITED KINGDOM

MRCC Falmouth
Tel: +(0)1326 317575
Fax: +(0)1326 318342
Telex: +51 42981
Inmarsat-A and Inmarsat-C
e-mail: falmouthcoastguard@mcga.gov.uk

Sea Area A2 – MF DSC Coast Stations

		(MMSI)
MRCC Aberdeen	57° 25' N 001° 51' W	002320004
MRCC Clyde	55° 58' N 004° 48' W	002320022
MRCC Falmouth	50° 08' N 005° 07' W	002320014
MRSC Holyhead	53° 19' N 004° 38' W	002320018
MRSC Humber	54° 05' N 001° 10' W	002320007
Cullercoats	55° 04' N 001° 28' W	(sub-station)
MRSC Milford Haven	51° 41' N 005° 03' W	002320017
MRCC Shetland	60° 09' N 001° 08' W	002320001
MRSC Stornoway	58° 13' N 006° 20' W	002320024

Appendix 2

Western European Ship Reporting System (WETREP)

Rules for Drafting of Reports

- 1 Ships on voyage to and from the Western European Reporting Area shall send reports:
 - .1 on entry into the Reporting Area; or
 - .2 immediately on departing from a port, terminal or anchorage within the Reporting Area; or
 - .3 when they deviate from routeing to their original declared destination port/terminal/anchorage or position “for orders” given at time of entry into Reporting Area; or
 - .4 when deviation from planned route is necessary due to weather or equipment malfunction or where information under entry “Q” is necessary ; and
 - .5 when finally exiting from Reporting Area.
- 2 Ships need not report if, while on normal passage routeing during transit of Reporting Area, the boundary of the Reporting Area is crossed on other occasions apart from the initial entry and final exit.
- 3 Upon entering the WETREP reporting area, ships will notify the co-ordination centre of the responsible authority of the Coastal State participating in the system. The vessel traffic services, RCC, coastal radio station or others facilities to whom the reports must be sent to are listed in appendix 1.
- 4 Should the ship be unable to send the report to the nearest coastal radio station or other facility, the report shall be sent to the next-nearest coastal radio station or other facility as listed in appendix 1.
- 5 Each report shall begin with the word WETREP and a 2-letter abbreviation for identification of the report. Messages so prefixed are dispatched free of charge to ships.
- 6 The reports shall be drawn up in accordance with the following table. The designators A, B, C, E, F, G, I, P, T, W and X are mandatory for a sailing plan report, A, B, C, E and F for a final report, A, B, C, E, F, and I for a deviation report. The designator Q shall also be included at any time where defects including breakdown, damage, deficiencies, circumstances affecting normal navigation should occur within the reporting area.

Designator	Function	Text
Name of system	Code word	“WETREP”
	Type of report: Sailing Plan Final Report Deviation Report	One of the following 2-letter identifiers: “SP” (Sailing Plan) “FR” (Final Report - on <u>final</u> leaving the Reporting Area) containing only A, B, C, E & F “DR” (Deviation Report) containing only A, B, C, E, F, and I
A	Ship	Name and call sign (ship name, call sign, IMO identification number and MMSI Number) (e.g.: NONESUCH/KTOI)
B	Date Time Group corresponding to the position under designator C given in UTC (Co-ordinated Universal Time)	A 6-digit group followed by a Z. The first 2 digits giving date of month, the next 2 digits giving hours and the last 2 digits minutes. The Z indicates that the time is given in UTC (e.g.: 081340Z).
C	Position by latitude and longitude	A 4-digit group giving latitude in degrees and minutes suffixed with N, and a 5-digit group giving longitude in degrees and minutes suffixed with W. (e.g.: 5512N 03420W).
E	Course	True course A 3-digit group (e.g.: 083).
F	Speed	Speed in knots A 2-digit group (e.g.: 14).
G	Name of last port of call	The name of the last port of call (e.g.: New York).
I	Destination and ETA (UTC)	The name of the destination followed by expected time of arrival, expressed as under designator B. (e.g.: Milford Haven 181400Z).
P	Cargo	Oil cargo type(s), quantity, grade(s) and density of heavy crude oil, heavy fuel oil and bitumen and tar. If those tankers carry other hazardous cargo simultaneously: the type, quantity and IMO class of that cargo, as appropriate.
Q	Defect, damage, deficiency, limitations	Brief details of defects including breakdown, damage, deficiencies or other circumstances affecting normal navigation.
T	Address for the communication of cargo information	Name, telephone number and either: facsimile, e-mail address or URL.
W	Total number of persons on board	State the number.
X	Various information	Various information applicable for those tankers: <ul style="list-style-type: none"> - characteristics and estimated quantity of bunker fuel, for tankers carrying more than 5,000 tonnes of bunker fuel, - navigational status (for example, under way with engines, at anchor, not under command, restricted in ability to manoeuvre, constrained by draught, moored, aground, etc.).

- 7 ***Sailing Plan*** (“SP”) to be sent as a first report:
- a On entering the Reporting Area as defined in paragraph 2.1.
 - b Immediately on departing from a port located within the Reporting Area.

Example:

Name of station to which the report is being sent

WETREP– SP

A. NONESUCH/KTOI

B. 161520Z

C. 4105N1115W

E. 026

F. 15

G. RAS TANNURAH

I. ROTTERDAM 230230Z

P. 56,000 TONNES HEAVY FUEL OILS

T. J. Smith, 00 47 22 31 56 10, Facsimile 00 47 22 31 56 11

W. 23

X. NONE, NONE

- 8 ***Final Report*** (“FR”) to be sent:
- a On leaving the Reporting Area.
 - b On arrival in a port situated within the Reporting Area.

Example:

Name of station to which the report is being sent

WETREP– FR

A. NONESUCH/KTOI

B. 201520Z

C. 5145N0238E

E. 044

F. 16

- 9 ***Deviation Report*** (“DR”) to be sent:
- a When they deviate from routing to their original declared destination/port/terminal/anchorage or position "for orders" given at time of entry into the Reporting Area.
 - b When deviation from planned route is necessary due to weather or equipment malfunction or a change in navigational status.

Example:

Name of station to which the report is being sent

WETREP– FR

A. NONESUCH/KTOI

B. 201520Z

C. 4957N0207W

E. 073

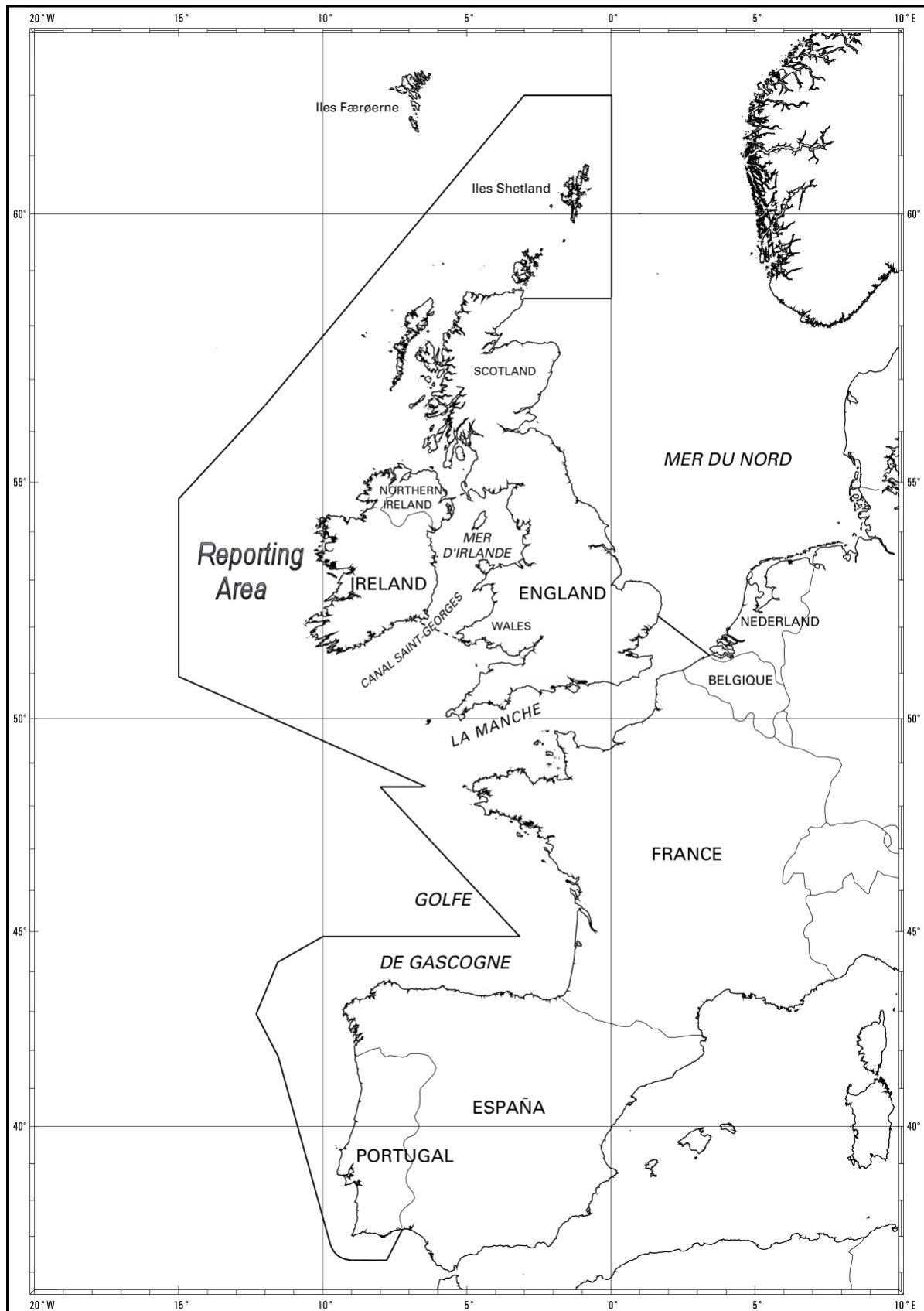
F. 14

I. ROTTERDAM 270230Z

X. NONE, SATISFACTORY

Appendix 3

Chartlet



ANNEX 2

SUMMARY

1 Ships required to report

In the reporting system WETREP, every kind of oil tanker of more than 600 tonnes deadweight, carrying a cargo of:

- heavy crude oil, meaning crude oils with a density at 15°C of higher than 900 kg/m³;
- heavy fuel oils, meaning fuel oils with a density at 15°C of higher than 900 kg/m³, or a kinematic viscosity at 50°C of higher than 180 mm²/s;
- bitumen and tar and their emulsions.

2 Position for submitting reports

Ships on voyage to and from the Western European Reporting Area shall send reports:

- .1 on entry into the Reporting Area; or
- .2 immediately on departing from a port, terminal or anchorage within the Reporting Area; or
- .3 when they deviate from routeing to their original declared destination port/terminal/anchorage or position “for orders” given at time of entry into the Reporting Area; or
- .4 when deviation from planned route is necessary due to weather or equipment malfunction or a change in the navigational status; and
- .5 when finally exiting from the Reporting Area.

Ships need not report if, while on normal passage routeing during transit of the Reporting Area, the boundary of the Reporting Area is crossed on other occasions apart from the initial entry and final exit.

3 Reference chart

United Kingdom Hydrographic Office chart No. 4011. (World Geodetic System 1984 Datum (WGS 84)).

4 Reporting format

System identifier: WETREP

Data to be transmitted in WETREP:

- A : Ship identification (ship name, call sign, IMO identification number and MMSI Number)
- B : date time group
- C : Position
- E : True course
- F : Speed
- G : Name of last port of call
- I : Name of next port of call with ETA
- P : Oil cargo type(s), quantity, grade(s) and density (If those tankers carry other hazardous cargo simultaneously: the type, quantity and IMO class of that cargo, as appropriate)
- Q : To be used in cases of defects or deficiency affecting normal navigation
- T : Address for the communication of cargo information
- W : Number of persons on board
- X : Various information applicable for those tankers:
- characteristics and estimated quantity of bunker fuel, for tankers carrying more than 5,000 tonnes of bunker fuel
 - navigational status (for example, under way with engines, restricted in ability to manoeuvre, etc.)

5 Authority receiving the report

5.1 Upon entering the WETREP reporting area, ships will notify the coordination centre of the responsible authority of the Coastal State participating in the system. The vessel traffic services, RCC, coastal radio station or others facilities to whom the reports must be sent to are listed in appendix 1.

5.2 Should the ship be unable to send the report to the nearest coastal radio station or other facility, the report shall be sent to the next-nearest coastal radio station or other facility as listed in appendix 1.

6 Communication

Reports may be sent by any modern communication form, including Inmarsat-C, telefax and e-mail as appropriate.

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