

RESOLUTION MSC.231(82)
(adopted on 5 December 2006)
ADOPTION OF AMENDMENTS TO THE EXISTING
MANDATORY SHIP REPORTING SYSTEM "IN THE GULF OF FINLAND"

ANNEX 23

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**ADOPTION OF AMENDMENTS TO THE EXISTING MANDATORY SHIP
REPORTING SYSTEM "IN THE GULF OF FINLAND"**

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/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, in relation to the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20) resolving that the function of adopting ship reporting systems shall be performed by the Committee 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 resolutions MSC.111(73) and MSC.189(79),

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

1. ADOPTS, in accordance with SOLAS regulation V/11, the amendments to the existing mandatory ship reporting system "In the Gulf of Finland", set out in the Annex to the present resolution;
2. DECIDES that the said amendments to the existing mandatory ship reporting system "In the Gulf of Finland Traffic Area " will enter into force at 0000 hours UTC on 1 July 2007;
3. REQUESTS the Secretary-General to bring this resolution and its Annex to the attention of the Member Governments and SOLAS Contracting Governments to the 1974 SOLAS Convention.

ANNEX

AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM "IN THE GULF OF FINLAND"

Amend sub-section 1.1 to read as follows:

1.1 Ships of 300 gross tonnage and over are required to participate in the mandatory ship reporting system. Ships under 300 gross tonnage should make reports in circumstances where they:

- .1 are not under command or at anchor in the TSS;
- .2 are restricted in their ability to manoeuvre; and
- .3 have defective navigational aids.

Amend sub-section 2.1 to read as follows:

2.1 The mandatory ship reporting system in the Gulf of Finland covers the international waters in the Gulf of Finland. In addition, Estonia and Finland have implemented mandatory ship reporting systems to their national water areas outside VTS areas. These reporting systems provide same services and make same requirements to shipping as the system operating in the international waters. The mandatory ship reporting system and the Estonian and Finnish national mandatory ship reporting systems are together referred as the GOFREP and their area of coverage respectively as the GOFREP area.

Amend sub-section 2.2 to read as follows:

2.2 The reference charts are:

- .1 Finnish Maritime Administration chart 901 (2006 edition, scale 1:200 000), Geodetic datum is the national geodetic chart coordinate system (KKJ). WGS 84 latitude correction is -0'.01 and the longitude correction +0'.19. Finnish Maritime Administration charts 952 (2004 edition, scale 1:250 000) and 953 (2004 edition, scale 1:250 000). Geodetic datum for charts 952 and 953 is WGS 84.
- .2 Head Department of Navigation and Oceanography RF Ministry of Defence charts 22060-INT1213 (edition 2000, scale 1:250000). Geodetic datum of year 1942 (Pulkovo). For obtaining position in WGS 84 datum such positions should be moved 0,12' westward. 22061-INT1214 (edition 2002, scale 1:250000). For obtaining position in WGS 84 datum such positions should be moved 0,14' westward.
- .3 Estonian Maritime Administration updated charts 502, 504, 507, 509, 511 (all charts in scale 1:100 000, WGS 84 Datum).

Borderline point by point of the Gulf of Finland ship reporting area

(The co-ordinates below are in WGS 84 Datum)

1)	59° 33'.30 N	022° 30'.00 E	26)	60° 08'.50 N	026° 57'.50 E
2)	59° 36'.50 N	022° 38'.10 E	27)	60° 08'.20 N	026° 54'.50 E
3)	59° 38'.10 N	022° 51'.40 E	28)	60° 05'.00 N	026° 49'.00 E
4)	59° 39'.40 N	023° 21'.10 E	29)	60° 08'.90 N	026° 49'.00 E
5)	59° 47'.00 N	024° 12'.40 E	30)	60° 06'.50 N	026° 38'.00 E
6)	59° 47'.80 N	024° 19'.90 E	31)	60° 06'.10 N	026° 32'.20 E
7)	59° 49'.00 N	024° 29'.30 E	32)	60° 05'.00 N	026° 30'.00 E
8)	59° 53'.50 N	024° 47'.10 E	33)	59° 57'.00 N	026° 30'.00 E
9)	59° 55'.30 N	024° 55'.80 E	34)	59° 56'.30 N	026° 26'.10 E
10)	59° 56'.60 N	025° 10'.20 E	35)	59° 54'.00 N	026° 09'.10 E
11)	59° 55'.90 N	025° 28'.30 E	36)	59° 48'.90 N	026° 01'.20 E
12)	59° 55'.70 N	025° 35'.00 E	37)	59° 49'.60 N	025° 34'.60 E
13)	59° 55'.90 N	025° 37'.20 E	38)	59° 42'.20 N	024° 28'.80 E
14)	59° 58'.60 N	026° 01'.00 E	39)	59° 34'.60 N	023° 57'.10 E
15)	60° 00'.80 N	026° 04'.50 E	40)	59° 28'.90 N	023° 31'.20 E
16)	60° 02'.30 N	026° 11'.30 E	41)	59° 29'.00 N	023° 11'.40 E
17)	60° 02'.80 N	026° 17'.70 E	42)	59° 28'.20 N	023° 08'.50 E
18)	60° 09'.20 N	026° 29'.50 E	43)	59° 27'.40 N	023° 06'.40 E
19)	60° 09'.70 N	026° 36'.70 E	44)	59° 17'.50 N	022° 43'.90 E
20)	60° 11'.40 N	026° 44'.50 E	45)	59° 17'.70 N	022° 36'.10 E
21)	60° 12'.00 N	026° 45'.90 E	46)	59° 16'.20 N	022° 23'.80 E
22)	60° 12'.00 N	027° 13'.40 E	47)	59° 14'.70 N	022° 18'.40 E
23)	60° 12'.00 N	027° 17'.60 E	48)	59° 03'.40 N	021° 50'.90 E
24)	60° 10'.30 N	027° 10'.90 E	49)	59° 02'.10 N	021° 49'.00 E
25)	60° 08'.50 N	027° 04'.20 E	50)	59° 10'.0 N	021° 30'.00 E

Amend section 3 to read as follows:

Short report is always reported verbally on VHF. The short title for ship report is GOFREP. Vessels are urged to update their AIS information before entering the Gulf of Finland since they may fulfil the Full Report reporting requirements through the use of AIS. In cases where it is not possible to transmit the report fully with AIS additional information may be reported by other means.

Amend sub-section 3.2.1 to read as follows:

3.2.1 A short report by voice from a ship to the shore-based Authorities should contain the following information:

- A Vessel's name, call sign and IMO identification. MMSI may be reported.
- C Geographical position by two 6-digit groups; or
- D Bearing and distance in nautical miles from a clearly identified landmark and
- E True course in three (3) digit group.

Amend sub-section 3.2.2 to read as follows:

3.2.2 A full report from a ship to the shore-based Authorities by voice or by non-verbal means should contain the following information:

- A Vessel's name, call sign and IMO identification. MMSI may be reported.
- C Geographical position by two 6-digit groups; or
- D Bearing and distance in nautical miles from a clearly identified landmark and
- E True course in three (3) digit group.
- F Speed in knots with one decimal.
- H Time (UTC) and point of entry into the GOFREP area.
- I Destination and ETA.
- O Vessel's present draught in metres with one decimal.
- P Dangerous goods on board, main classes and total quantity in metric tons with up to two decimals. The amount of classes 1 and 7, if any, shall be reported separately.*)
- Q Brief details of defects or restrictions of manoeuvrability.
- R Description of pollution or dangerous goods lost overboard.
- T Address for the communication of cargo information.
- U Ship's type and length in meters.
- W Total number of persons onboard.
- X Characteristics and estimated quantity of bunker fuel for ships carrying more than 5,000 tons of bunker and navigational status.

*) In addition to designator P report, information on cargo other than dangerous goods is collected from all ships entering or leaving the ports of European Union countries in the Gulf of Finland. Ships are not required to report the information on cargo other than dangerous goods. Information is asked from ships only if it can not be obtained by other means.

All VHF, telephone, radar, AIS and other relevant information will be recorded and the records stored for 30 days.

Amend sub-section 3.3 to read as follows:

3.3.1 The Gulf of Finland mandatory Ship Reporting System area is divided into three areas of monitoring responsibility with a borderline. This borderline is referred as Central Reporting Line and it consists of two parts.

The western part is drawn through the midpoints of the separation zones of the traffic separation schemes off Kõpu, Hankoniemi, Porkkala and Kalbådagrund to 59° 59'.15 N 026°30'.00 E.

The eastern part of the Central Reporting Line is drawn from the point 59° 57'.0 N 026° 30'.00 E to 60° 05'.00 N 026° 30'.00 E and further through the borderline of the Russian territorial sea and the outer limit of the Finnish Exclusive Economic Zone eastwards until the point 60° 08'.90 N 026° 49'.00 E. From this point the Central Reporting Line continues through the limit of the Exclusive Economical Zone (EEZ) of Finland and the EEZ of Russia further to the point 60° 10'.30 N 026° 57'.50 E to 60° 10'.30 N 027° 10'.90 E and to 60° 12'.00 N 027°17'.60 E.

Monitoring of the GOFREP area north of the Central Reporting Line is the responsibility of the Helsinki Traffic and, south of the Central Reporting Line in the area west of longitude 26° 30'.00 E is the monitoring area of the Tallinn Traffic and east of the longitude 26° 30'.00 E south of the Central Reporting Line is the monitoring area of St. Petersburg Traffic. Thus,

- the vessels entering the mandatory ship reporting area north of the Central Reporting Line report to Helsinki Traffic,
- south of the Central Reporting Line east of longitude 26° 30'.00 E report to St. Petersburg Traffic, and
- south of the Central Reporting Line west of longitude 26° 30'.00 E or from Väinameri report to Tallinn Traffic.

3.3.2 Ships shall submit a Full Report:

1. when entering the GOFREP area from the west or from Väinameri,
2. on departure from a port or latest before entering the reporting area,
3. on departure from a port if it shall not enter the reporting area at all,
4. before departing from Russian Port areas.

A Full Report on departure from a port is given to the Traffic Centre of the country whose port the vessel is departing in the Gulf of Finland traffic area.

3.3.3 Ships that are registered in domestic traffic navigating exclusively inside the inner territorial waters are not required to make a Full Report when departing from a port in the Gulf of Finland.

3.3.4 Ships shall submit a Short Report:

1. on entering the GOFREP area from the Estonian or Finnish VTS areas in the Gulf of Finland,
2. on crossing the Western or Väinameri Reporting Line inward-bound to Gulf of Finland,
3. on crossing the Central Reporting Line,
4. whenever there is a change in the vessel's navigational status excluding the change of status when berthing or unberthing.

Short Report is given on VHF when crossing the Central Reporting Line to the Traffic Centre of the country to which monitoring area the vessel is proceeding.

Amend sub-section 4.1.1 to read as follows:

4.1.1 Each Authority provides information to shipping about specific and urgent situations which could cause conflicting traffic movements and other information concerning safety of navigation, for instance information about weather, ice, water level, navigational problems or other hazards. Information is broadcast on the following frequencies when necessary or on request.

Station	Frequency	Times	Additional broadcasts in wintertime
Tallinn	Main channel 61 Reserve channel 81	on request or when needed	on request or when needed
Helsinki	Main channel 60 Reserve channel 80	on request or when needed	on request or when needed
St. Petersburg	Main channel 74 Reserve channel 10	on request or when needed	on request or when needed

Amend sub-section 5.4 to read as follows:

5.4 The reports can be made verbally on VHF, by AIS or by facsimile as follows:

- Full Report in advance is to be sent by facsimile or e-mail.
- Short Report is to be made verbally on VHF.
- Full Report is made by non-verbal means (facsimile, AIS or e-mail) or verbally on VHF.

Delete sub-section 5.5.

Replace term “working channel” with term “reserve channel” in sub-sections 7.1.3.1 and 7.3.3.1.

Amend sub-section 7.2.1.1 to read as follows:

7.2.1.1 The system is managed from the Tallinn VTS Centre. There are two operator’s positions with expansion capabilities and equipment for technical supervision of the systems.

Amend sub-section 7.2.3.1 to read as follows:

7.2.3.1 VHF radio transceivers cover all the TALLINN TRAFFIC area of responsibility. The working channels are as follows:

- Channel 61 main channel
- Channel 81 reserve channel

Delete sub-section 7.2.3.2.

Amend sub-section 7.2.4 to read as follows:

7.2.4 AIS facilities

7.2.4.1 AIS system covers all the TALLINN TRAFFIC area of responsibility. The relevant information can be displayed at the operators working positions on the screens and database.

Add a new sub-section 7.2.5:

7.2.5 Personnel qualifications and training

7.2.5.1 TALLINN TRAFFIC is staffed with personnel trained according to national and international recommendations.

7.2.5.2 The training of the personnel comprises an overall study of the navigation safety measures, the relevant international (IMO) and national provisions with respect to safety of navigation. The training also includes thorough real-time simulations.

Delete sub-section Summary of Ship reporting System in the Gulf of Finland.

Amend Appendix 1 to read as follows:

Designators used in the Gulf of Finland mandatory ship reporting system and the format of the reports

Designator	Function	Information required
A	Ship	Vessel's name, call sign and IMO identification. MMSI may be reported.
C	Position	Geographical position by two 6 digit groups; or
D	Position	Bearing and distance in nautical miles from a clearly identified landmark
E	Course	True course in three (3) digit group
F	Speed	Speed in knots with one decimal
H	Entry	Time (UTC) and point of entry into the GOFREP area
I	Destination and ETA	Destination and expected time of arrival
O	Draught	Vessel's present draught in metres with one decimal
P	Cargo	Dangerous goods on board, main classes and total quantity in metric tons with up to two decimals. The amount of classes 1 and 7, if any, shall be reported separately. ^{*)}
Q	Deficiencies	Brief details of defects or restrictions of manoeuvrability
R	Pollution	Description of pollution or dangerous goods lost overboard
T	Owner or agent	Contact information of agent in the Gulf of Finland
U	Size and type	Ship's type and length in meters
W	Persons	Total number of persons onboard
X	Bunkers and navigational status	Characteristics and estimated quantity of bunker fuel for ships carrying more than 5,000 tons of bunker and navigational status

^{*)} In addition to designator P report, information on cargo other than dangerous goods is collected from all ships entering or leaving the ports of European Union countries in the Gulf of Finland. Ships are not required to report the information on cargo other than dangerous goods. Information is asked from ships only if it can not be obtained by other means.

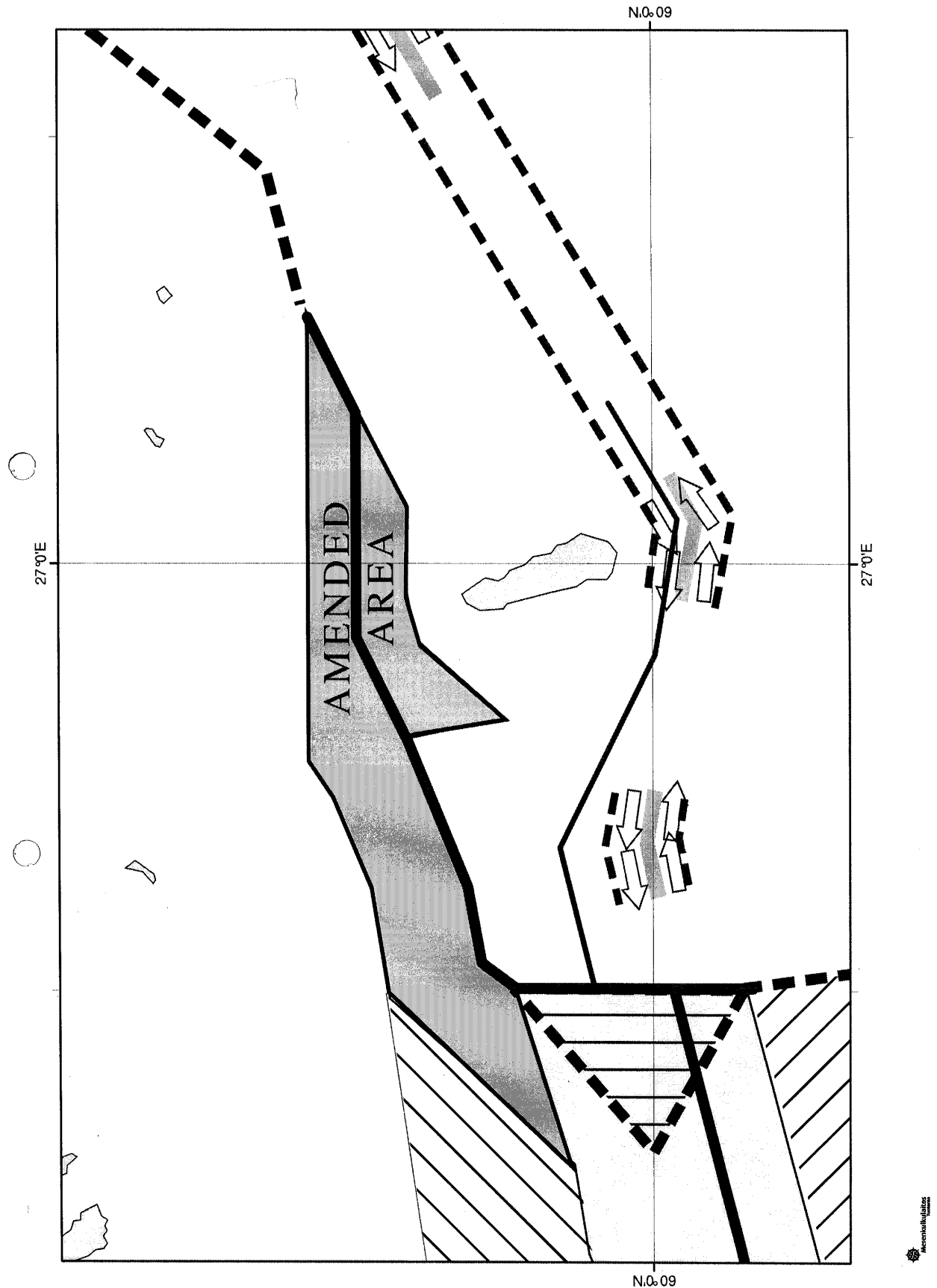
A Short Report consists of designators A, C or D and E. Vessels may additionally be requested to report designator F.

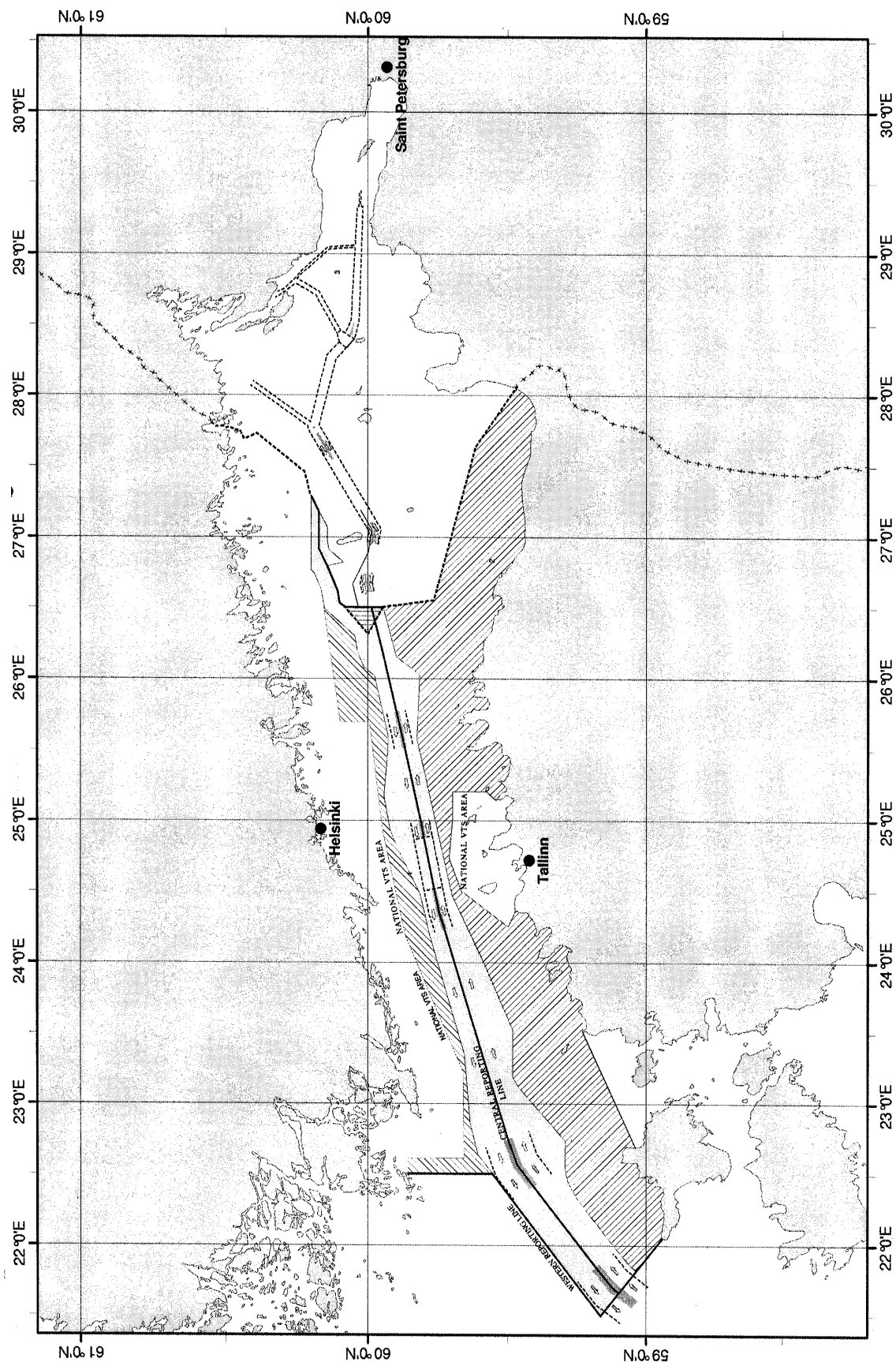
A Full Report consists of designators A, C or D, E, I, O, P, T, U, W and X. Vessels may additionally be requested to report designators F or H.

Vessels not equipped with AIS entering the GOFREP area from the Northern Baltic or Väinameri, are recommended to give a Full Report to the relevant Traffic Centre by fax or e-mail at least one hour before entering the area. In any case, a Full Report shall be given prior to entering the GOFREP area.

If there are any circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions, the Master of the vessel in question is obliged to report designator Q or R, whichever is relevant under the prevailing circumstances. This report shall be made without delay.

Appendix 2





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