

RESOLUTION A.531(13)

*Adopted on 17 November 1983
Agenda item 10(b)*

GENERAL PRINCIPLES FOR SHIP REPORTING SYSTEMS

THE ASSEMBLY,

RECALLING Article 16(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations concerning maritime safety,

CONSIDERING 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,

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

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,

RECOGNIZING FURTHER that such confusion could be alleviated if ship reporting systems complied 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 forty-eighth session,

1. ADOPTS the General Principles for Ship Reporting Systems set out in the Annex to the present resolution;
2. URGES Member Governments to ensure that ship reporting systems comply as closely as possible with the general principles specified in the Annex to the present resolution.

ANNEX

GENERAL PRINCIPLES FOR SHIP REPORTING SYSTEMS

Ship reporting systems are used to gather or exchange information through radio reports. The information is used to provide data for many purposes including search and rescue, traffic services, weather forecasting and prevention of marine pollution. Ship reporting systems 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. The standard reporting format and procedures to be used are given in the Appendix.
- .3 The number of reports should be kept to a minimum.

- .4 Reports should be free of communication charge.
- .5 The times and places of making 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 and safety 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.
- .9 Administrations 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 and 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;
 - .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 Administrations should ensure that shore establishments responsible for operation of the system are manned by properly trained persons.
- .12 Administrations 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 safety.
- .15 Ship reporting systems 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 marine pollution.

APPENDIX

STANDARD REPORTING FORMAT AND PROCEDURES

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

Telegraphy	Telephone (alternative)	Function	Information required
Name of system (e.g. AMVER/AUSREP/MAREP/BAREP/ECAREG)	Name of system (e.g. AMVER/AUSREP/MAREP/BAREP/ECAREG)	System identifier	Ship reporting system (see note 1)
SP PR DR FR Give in full	State in full	Type of report	Type of report: Sailing plan Position report Deviation report Final report Any other report
A	Ship (alpha)	Ship	Name and call sign or ship station identity
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 <i>from</i> 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)
I	Destination and Ee-Tee-Ay (india)	Destination and expected time of arrival	Name of port and date time group expressed as in (B)

Telegraphy	Telephone (alternative)	Function	Information required
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 (see note 2)
M	Radio-communications (mike)	Radio-communications	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	Cargo and brief details of any dangerous cargoes including harmful substances and gases that could endanger persons or the environment
Q	Defect, damage, deficiency, limitations (quebec)	Defects/damage/ deficiencies/other limitations	Brief details of defects, damage, deficiencies or other limitations
R	Pollution (romeo)	Description of pollution incident or observation	Brief details, including type of pollution (oil, chemicals, etc.) position expressed as in (C) or (D)
S	Weather (sierra)	Weather conditions	Brief details of weather and sea conditions prevailing
T	Agent (tango)	Ship's representative	Details of name and particulars of ship's representative for provision of information
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, no-medic
W	Persons (whiskey)	Total number of persons on board	State number
X	Remarks (X-ray)	Miscellaneous	Any other information – give brief details

- Note:**
- 1 If no system is available some reports such as pollution reports should use the name of the coast radio station as name of system.
 - 2 For route information latitude and longitude should be given for each turn point, expressed as in C above, 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 above.
 - 3 The International Code of Signals should be used to send detailed information whenever language problems may exist. When the International Code is used the appropriate indicator should be inserted after the alphabetical index in the text.

PROCEDURES

The report should be sent as follows:

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| Sailing plan | — Before or as near to time of departure from a port within a system or when entering the area covered by a system. |
| Position report | — When necessary to ensure effective operation of the system. |
| Deviation report | — 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 | — On arrival at destination and when leaving the area covered by a system. |
| 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. |