

ANNEX 28

RESOLUTION MSC.250(83)

(adopted on 8 October 2007)

**ADOPTION OF A NEW MANDATORY SHIP REPORTING SYSTEM
“OFF THE SOUTH AND SOUTHWEST COAST OF ICELAND (TRANSREP)”**

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, 1974 (SOLAS Convention), in relation to the adoption of 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 of Navigation at its fifty-third session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the new mandatory ship reporting system “Off the southwest coast of Iceland”;
2. DECIDES that the ship reporting system, “Off the southwest coast of Iceland (TRANSREP)”, will enter into force at 0000 hours UTC on 1 July 2008; and
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

MANDATORY SHIP REPORTING SYSTEM “OFF THE SOUTH AND SOUTHWEST COAST OF ICELAND (TRANSREP)”

1 Categories of ships required to participate in the system

1.1 Ships of the following categories are required to participate in the system:

- .1 ships calling at ports located within the eastern ATBA off the south and southwest coast of Iceland; and
- .2 ships of less than 5,000 gross tonnage permitted to transit the eastern ATBA south of latitude 63° 45' N when engaged on voyages between Icelandic ports and not carrying dangerous or noxious cargoes in bulk or in cargo tanks.

Pursuant to SOLAS 1974, the mandatory ship reporting system does not apply to any warship, naval auxiliary, coast guard vessel, or other vessel owned or operated by a contracting government and used, for the time being, only on government non-commercial service. However, such ships are encouraged to participate in the reporting system. The mandatory ship reporting system does not apply to fishing vessels with fishing rights within Iceland's exclusive economic zone (EEZ) and research vessels.

2 Geographical coverage of the system and the number and edition of the reference charts used for the delineation of the system

The reporting system covers the proposed ATBA (the eastern area) off the south and southwest coast of Iceland located entirely within Icelandic territorial waters, and is bounded by lines connecting the following geographical positions:

(25)	Dyrhólaey Light	63° 24'.13 N	019° 07'.83 W
(24)	S of Surtsey Island	63° 10'.00 N	020° 38'.00 W
(23)	S of Reykjanes Point	63° 40'.90 N	022° 40'.20 W
(22)	SW of Reykjanes Point	63° 45'.80 N	022° 44'.40 W
(21)	Húllid Passage SE part	63° 47'.00 N	022° 47'.60 W
(20)	Húllid Passage NE part	63° 48'.00 N	022° 48'.40 W
(19)	SW of Litla Sandvik	63° 49'.20 N	022° 47'.30 W
(18)	Off Sandgerdi	64° 01'.70 N	022° 58'.30 W
(8)	NW of Gardskagi Point	64° 07'.20 N	022° 47'.50 W
(9)	N of Gardskagi Point	64° 07'.20 N	022° 41'.40 W
(17)	Gardskagi Light	64° 04'.92 N	022° 41'.40 W

(The reference chart, which includes all the area of coverage for the system is Icelandic Chart No.31, INT 1105 *Dyrhólaey – Snæfellsnes*, (new edition June 2004) based on Datum WGS-84.)

3 Format, contents of report, times and geographical positions for submitting reports, Authority to whom reports must be sent and available services

The ship report, short title “TRANSREP”, shall be made to the shore-based Authority, Icelandic Maritime Traffic Service (MTS), located in Reykjavík. Reports should be made using VHF voice transmissions.

3.1 Format

The ship report to the shore-based Authority shall be in accordance with the format shown in paragraph 5.5. The information requested from ships is derived from the standard reporting format and procedures set out in paragraph 2 of the appendix to resolution A.851(20).

3.2 Content

The report required from a ship to the shore-based Authority contains only information which is essential to meet the objectives of the system:

Information considered to be essential:

A	Name of ship, call sign and IMO number
C or D	Position (latitude and longitude or in relation to a landmark)
E	Course
F	Speed
G	Port of departure
H	Date, time and point of entry into system
I	Port of destination
K	Date, time and point of exit from system or departure from a harbour within the ATBA
L	Intended track within the ATBA

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

3.3 Geographical position for submitting reports

Ships entering the ATBA shall report to the MTS their estimated time of crossing the area limits, specified in paragraph 2, 4 hours prior to entering the area or when departing from harbours in Faxaflói Bay. Ships leaving harbours within the ATBA shall report on departure.

3.4 Authority

The shore-based Authority is the Icelandic Maritime Traffic Service (MTS), which is operated by the Icelandic Coast Guard.

4 Information to be provided to ships and procedures to be followed

Detected and identified ships are monitored by AIS, which in no way releases their master from his responsibility for safe navigation.

Following the reception of a report, the Maritime Traffic Service can, on request, provide:

- information on navigational conditions; and
- information on weather conditions.

5 Radiocommunication required for the system, frequencies on which reports should be transmitted and information to be reported

- .1 TRANSREP will be based on VHF voice radiocommunications.
- .2 The call to the shore-based Authority shall be made on VHF channel 70 (16).
- .3 However, a ship which cannot use VHF channel 70 (16) in order to transmit the reports should use MF DSC or INMARSAT.
- .4 The language used for communication shall be English, using the IMO Standard Marine Communication Phrases, where necessary.
- .5 Information to be reported:
 - A Name of ship, call sign and IMO number
 - C or D Position (latitude and longitude or in relation to a landmark)
 - E Course
 - F Speed
 - G Port of departure
 - H Date, time and point of entry into system
 - I Port of destination
 - K Date, time and point of exit from system or departure from a harbour within the ATBA
 - L Intended track within the ATBA

6 Rules and regulations in force in the areas of the system

Relevant laws in force include domestic legislation and regulations to implement the Convention on the International Regulations for Preventing Collisions at Sea, 1972, the International Convention for the Safety of Life at Sea, 1974, and the International Convention for the Prevention of Pollution from Ships, 73/78.

7 Shore-based facilities to support operation of the system

The Icelandic Maritime Traffic Service (MTS).

- The MTS is equipped with AIS covering the whole of the ATBA;
- VHF, MF, HF and INMARSAT communication equipment;
- Telephone, telefax and e-mail communication facilities, and
- Personnel operating the system: The MTS is manned by Coast Guard personnel on a 24-hour basis.

8 Alternative communication if the communication facilities of the shore-based Authority fail

TRANSREP is planned with a sufficient system redundancy to cope with normal equipment failure.
