

RESOLUTION MSC 389(94)  
(Adopted on 21 November 2014)  
AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING  
SYSTEM "OFF CHENGSHAN JIAO PROMONTORY"

**ANNEX 16**

**RESOLUTION MSC 389(94)  
(Adopted on 21 November 2014)**

**AMENDMENTS TO THE EXISTING MANDATORY SHIP REPORTING SYSTEM  
"OFF CHENGSHAN JIAO PROMONTORY"**

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 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 Navigation, Communication and Search and Rescue at its first regular session,

- 1 ADOPTS in accordance with SOLAS regulation V/11, the amended mandatory ship reporting system "Off Chengshan Jiao Promontory", as set out in the annex;
- 2 DECIDES that the above-mentioned amended mandatory ship reporting system will enter into force at 0000 hours UTC on 1 June 2015;
- 3 REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Contracting Governments to the SOLAS Convention and to members of the Organization.

## ANNEX

### MANDATORY SHIP REPORTING SYSTEM "OFF CHENGSHAN JIAO PROMONTORY"

#### 1 Categories of ships required to participate in the system

1.1 The following ships are required to participate in the system:

- .1 *passenger ships;*
- .2 *all oil tankers 150 gross tonnage and above, all ships carrying hazardous cargo;*
- .3 *ships of LOA more than 200 m or draft more than 12 m;*
- .4 *ships engaged in towing or pushing another ship, regardless of gross tonnage; and*
- .5 *ships are compulsory to report to VTS in circumstances where they:*
  - .1 are "not under command" or at anchor in the TSSs,
  - .2 are "restricted in their ability to manoeuvre"; or
  - .3 have defective navigational equipment.

1.2 The meaning of hazardous cargoes is as follows:

- .1 goods classified in the International Maritime Dangerous Goods (IMDG Code);
- .2 substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code);
- .3 oils as defined in MARPOL Annex I;
- .4 noxious liquid substances as defined in MARPOL Annex II;
- .5 harmful substances as defined in MARPOL Annex III; and
- .6 radioactive materials specified in the Code for the Safe Carriage of Irradiated Nuclear Fuel, Plutonium and High-level Radioactive Wastes in Flasks on Board Ships (INF Code).

#### 2 Geographical coverage of the system and the numbers and editions of the reference charts used for the delineation of the system

2.1 The waters covered by the Ship Reporting System is the water area with the VTS Centre (geographical position is 37°23'.65N, 122°42'.12E) as the centre and 24 miles as the radius.

2.2 The relevant charts are Chinese charts Nos. 1305, 35001. Chart datum is World Geodetic System 1984 (WGS 84) Datum.

### **3 Format, reporting time and geographical positions for submitting reports, authority to whom the reports should be sent, available services**

#### **3.1 Format**

The format for reporting is as set forth in paragraph 2 of the appendix to Assembly resolution A.851(20)

A	Name of ship, call sign, and IMO number (if applicable)
C or D	Position (latitude and longitude or in relation to a landmark)
E	Course
F	Speed
G	Port of departure
I	Port of destination (optional)
Q	Defects and limitation (ships towing are to report length of tow and name of object in tow)
U	Overall length and gross tonnage

#### **3.2 Content and geographical position for submitting reports**

3.2.1 Participating ships are to report the information in paragraph 3.1 when entering the ship reporting system area. Reports are not required when a participating ship leaves the area.

3.2.2 When a participating ship leaves a port that is located within the reporting area, it shall report its name, position, departure time and port of destination.

3.2.3 When a participating ship arrives at a port or anchorage within the reporting area, it shall report, on arrival at its berth, its name, position and arrival time.

3.2.4 When a traffic incident or a pollution incident occurs within the reporting area, the ship(s) shall immediately report the type, time, and location of the incident, extent of damage or pollution, and whether assistance is needed. The ship(s) shall provide any additional information related to the incident, as required by the shore-based authority.

#### **3.3 Authority**

The competent authority is *Weihai* Maritime Safety Administration, China. The voice call sign is "Chengshan Jiao VTS Centre".

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

4.1 The Chengshan Jiao VTS Centre, where appropriate, will provide participating ships with information such as conflicting ship traffic, abnormal weather conditions, and maritime safety information.

4.2 Participating ships shall maintain a listening watch on the designated VTS *working channel*.

**5 Radio communications required for the system, frequencies on which reports should be transmitted and the information to be reported.**

5.1 The working channels of the Chengshan Jiao VTS Centre are:

*Primary-Channel 08*  
*Secondary-Channel 09 or 65*

5.2 The language used for reports in the system will be Chinese or English. Marine communication phrases in a prescribed format will be used in all direct-printing telegraphy and radiotelephony communications.

**6 Rules and regulations in force in the area of the system**

China has taken appropriate action to implement international conventions to which it is a party including, where appropriate, adopting domestic legislation and promulgating regulations through domestic law. 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, 1973/1978.

**7 Shore-based facilities to support operation of the system**

7.1 Chengshan Jiao VTS Centre is comprised of radar, VHF communications, information processing and display, information transmission, recording, replay, and hydro-meteorological sensors. Its functions are data collection and evaluation, provision of information, navigation assistance, and support to allied services.

7.2 Chengshan Jiao VTS Centre maintains a continuous 24 hour watch.

**8 Alternative communications if the communication facility of the shore-based authority fails**

Chengshan Jiao VTS Centre has built in redundancies with multiple receivers on each channel. Alternative means of ship to shore communication are by HF (SSB), telex (facsimile), email, or cellular telephone.

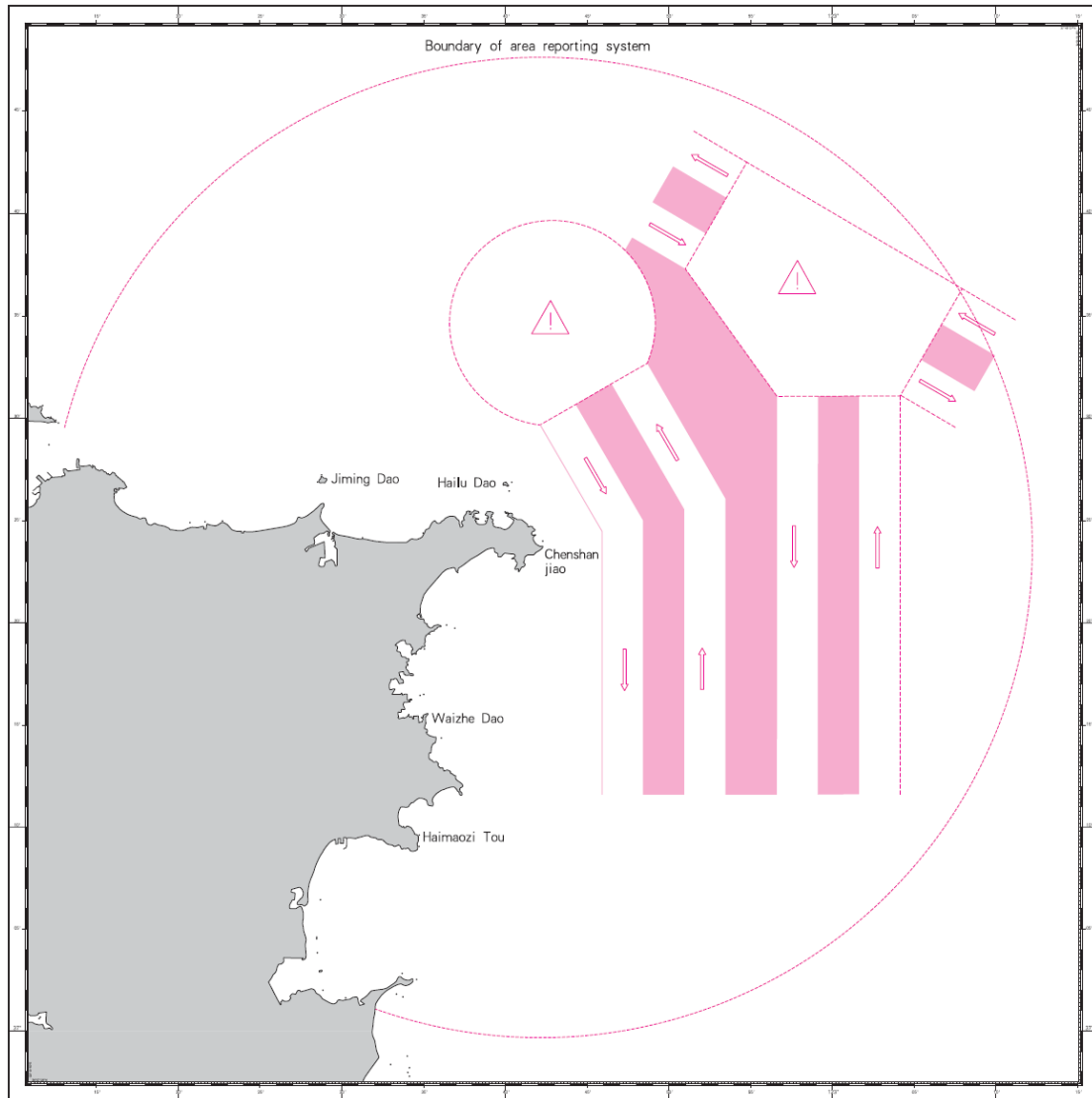
*Fax: +86-631-5232467*  
*Email: whvts@whmsa.gov.cn*  
*Mobile phone: +86-631-5203320 +86-631-5190330*

**9 Measures to be taken if a ship fails to comply**

9.1 Appropriate measures will be taken to enforce compliance with the system, consistent with international law.

**APPENDIX 1**

**CHARTLET**



**BOUNDARY OF MANDATORY SHIP REPORTING SYSTEM  
"OFF CHENGSHAN JIAO PROMONTORY"**

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