ANNEX 27

RESOLUTION MSC.348(91)
Adopted on 28 November 2012

ADOPTION OF A NEW MANDATORY SHIP REPORTING SYSTEM "IN THE BARENTS AREA (BARENTS SRS)"

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 Safety of Navigation at its fifty-eighth regular session,

1. ADOPTS in accordance with SOLAS regulation V/11, a new mandatory ship reporting system "In the Barents Area (Barents SRS)", as set out in the annex;

2. DECIDES that the above-mentioned new mandatory ship reporting system will enter into force at 0000 hours UTC on 1 June 2013;

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 "IN THE BARENTS AREA"
(BARENTS SRS)**

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

1.1 The following categories of ships passing through or proceeding to and from ports and anchorages in the Barents SRS area are required to participate in the ship reporting system:

.1 all ships with a gross tonnage of 5,000 and above;

.2 all tankers;

.3 all ships carrying hazardous cargoes (paragraph 1.2 refers);

.4 a vessel towing when the length of the tow exceeds 200 metres; and

.5 any ship not under command, restricted in their ability to manoeuvre or having defective navigational aids.

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).

1.3 Ships not listed above may participate in the ship reporting system (SRS) on a voluntary basis.

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

2.1 The geographical area covered by the reporting system Barents SRS is defined within the following coordinates and is also shown in the chartlet attached at appendix 1.

Number	Latitude	Longitude
A – Norway	67º 10´.00 N	Norwegian coast
B – Norway	67º 10´.00 N	008º 00´.00 E
C – Norway	68º 15´.00 N	009º 30´.00 E
D – Norway	71º 15´.00 N	019º 00´.00 E
E – Norway	71º 50´.00 N	024º 00´.00 E
F – Norway	71º 50´.00 N	028º 00´.00 E
G – the Russian Federation	71º 00´.00 N	033º 20´.00 E
H – the Russian Federation	the Russian Federation coast	033º 20´.00 E

2.2 The reference charts, which include the operational area of Barents SRS, are:

2.2.1 *Norwegian charts*

No.	Title	Scale	Datum	Edition
514	Barentshavet	1:2000000	WGS 84	2011
311	From Støtt to Andenes	1:350000	ED-50	1960
321	From Andenes to Grøtsund	1:200000	ED-50	1936
322	Fugløybanken-Lopphavet	1:200000	ED-50	1970
323	From Sørøya to Nordkapp	1:200000	ED-50	1962
324	From Nordkapp to Kjølnes	1:200000	ED-50	1959
325	From Slettnes to Grense Jakobselv	1:200000	ED-50	1929

Note: Position coordinates referred to the WGS 84 Datum should be plotted direct onto these charts, as the difference between the WGS 84 and ED 50 Datum is of no practical significance at the actual scale. The geographical positions, listed in the document are given in the WGS 84 Datum.

2.2.2 *Russian Federation charts*

No.	Title	Scale	Datum	Edition
10100	South part of Barents Sea	1:2000000	Pulkovo 1942	2002
11024	From North cape to Rybachyy inlet	1:500000	Pulkovo 1942	2003
11114	From Rybachyy inlet to Kanin Nos	1:500000	Pulkovo 1942	1999
12000	From Varde to cape Teriberskyy	1:200000	Pulkovo 1942	2002
12050	From cape Tsypnavolok to cape Voroniy	1:200000	Pulkovo 1942	2006
12100	From cape Kulneset to cape Tsypnavolok	1:200000	Pulkovo 1942	2004

Note: Position coordinates in WGS 84 datum should be moved 0.4 seconds southward and 11.3 seconds eastward to agree with these charts.

3 FORMAT, CONTENT OF REPORTS, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITY TO WHOM REPORTS SHOULD BE SENT AND AVAILABLE SERVICES

3.1 Procedures of reporting

3.1.1 All Barents SRS reports must be sent to either Vardø VTS centre or Murmansk VTS centre. Ships within the Norwegian monitoring area report to Vardø VTS centre and ships within the Russian Federation monitoring area report to Murmansk VTS centre. Reports shall be given using AIS (Automatic Information System), Norwegian shiprep website, e-mail, fax, SATCom, mobile phone, VHF voice or by a combination of these communication means. Details are given in appendices 2 and 3.

3.1.2 The use of correct and updated AIS information can accomplish the reporting requirements for designators A, B, C, E, F, I, O and W. Details are given in appendix 3.

3.2 Format

3.2.1 The mandatory ship report shall be drafted in accordance with the format shown in appendix 3, as well as resolution A.851(20).

3.3 Content

3.3.1 A report from a ship to Barents SRS by AIS, non-verbal means or by voice communication or combinations thereof must contain the following information; details are given in appendix 3.

A	Name of ship, call sign, IMO identification number and MMSI
B	Date and time
C	Position expressed in latitude and longitude
E	True course
F	Speed in knots
H	Date, time (UTC) and point of entry into Barents SRS area
I	Destination and ETA
O	Maximum present draught
P	Hazardous cargo, class and quantity
Q	Brief details of defects or restrictions in maneuverability
T	Contact information (shipowner and representative)
W	Total number of persons on board
X	Characteristics and total quantity of bunkers in metric tonnes

Note: The master of the ship must forthwith inform the Barents SRS VTS centre concerned of any change in navigational status or in previous information notified, particularly in relation to designator Q.

3.3.2 Proprietary information obtained as a requirement of the mandatory ship reporting system Barents SRS will be protected under this system consistent with the *General Principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants* (resolution A.851(20)).

3.4 Geographical position for submitting reports

3.4.1 Ships entering the Barents SRS operational area shall submit a report when entering into the area or on departure from a port or anchorage within the operational area.

3.4.2 Reports forwarded prior to entering the area can be submitted at any time after entering the Norwegian Economic Zone or the Russian Federation Exclusive Economic Zone and until one hour before entering the Barents SRS operational area. As the Vessel Traffic Services must be able to handle incoming prior reporting, it will not be possible to undertake pre-entry reports any later than one hour prior to entering the area.

3.4.3 Ships departing a port or leaving an anchorage within the Barents SRS area, may also submit a pre-entry report for designators H, P, T, Q and X if transmitted one hour prior to departure.

3.5 Authority

The Federal Agency of Maritime and River Transport and the Norwegian Coastal Administration are the VTS authorities for Murmansk VTS centre and Vardø VTS centre respectively which operate the Barents SRS Ship Reporting System.

4 INFORMATION TO BE PROVIDED TO SHIPS AND PROCEDURES TO BE FOLLOWED

4.1 Ships in the Barents SRS area are required to keep a continuous listening watch on VHF channel 16.

4.2 If requested, the VTS centre concerned shall provide ships with information about positioning, weather forecast, navigational warnings and other hazards in the ship reporting area, from broadcasting devices set up in the coastal States or by other available communication means concurred by involved participants.

4.3 If necessary, the VTS centre can provide individual information to a ship particularly in relation to positioning or local conditions.

4.4 If a ship needs to anchor due to breakdown, low visibility, adverse weather, etc., the VTS centre concerned can recommend suitable anchorages or other places of refuge within the operational area.

5 COMMUNICATION REQUIRED FOR THE BARENTS SRS SYSTEM

5.1 The language used for communication shall be English, using IMO Standard Marine Communication Phrases, when deemed necessary by the VTS centre concerned.

5.2 Details of communication and contact information are given in appendix 2.

6 RULES, REGULATIONS AND RECOMMENDATIONS IN FORCE IN THE AREA OF THE SYSTEM

6.1 Regulations for preventing collisions at sea

The Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended (COLREG) are applicable throughout the operational area of Barents SRS.

6.2 Traffic separation schemes

The traffic separation schemes off the coast of Norway from Vardø to Røst are in the operational area of Barents SRS. They have been adopted by IMO and Rule 10 of the International Regulations for Preventing Collisions at Sea applies.

6.3 Hazardous cargo

6.3.1 The meaning of hazardous cargo is stated in paragraph 1.2 and in resolution MSC.43(64), paragraph 1.4.

6.3.2 Ships carrying hazardous cargoes within the SRS operational area must comply with international and national regulations. The SRS does not relieve ship masters of their responsibility to provide nationally required reports and information to customs authorities.

6.3.3 Discharges of oil and ship-generated waste are monitored jointly by the Russian Federation and Norwegian Authorities.

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

7.1 Sensors, System and communication facilities

7.1.1 Murmansk VTS centre and Vardø VTS centre are equipped with multiple source information processing and retrieval systems, VHF radio, Automatic Identification System (AIS) and Long Range Identification and Tracking (LRIT) facilities.

7.1.2 Both centres have recording equipment to store information regarding a ships transit. In case of an incident, the VTS Authority can use records as evidence.

7.2. Personnel qualifications and training

The Murmansk VTS centre and Vardø VTS centre are both operated by trained and experienced personnel according to national requirements and recommendations by IMO.

7.3. Manning

Murmansk VTS centre and Vardø VTS centre are both manned 24 hours per day, 365 (366) days per year.

8 INFORMATION CONCERNING THE APPLICABLE PROCEDURES IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITY FAIL

8.1 The Murmansk VTS centre and Vardø VTS centre are both designed with sufficient system redundancy to cope with normal equipment failure.

8.2 If essential equipment suffers breakdown, and sufficient operational capability cannot be maintained by backup systems, information on reduced operational capability will be given by the affected VTS centre as needed or broadcasted as a national navigational warning.

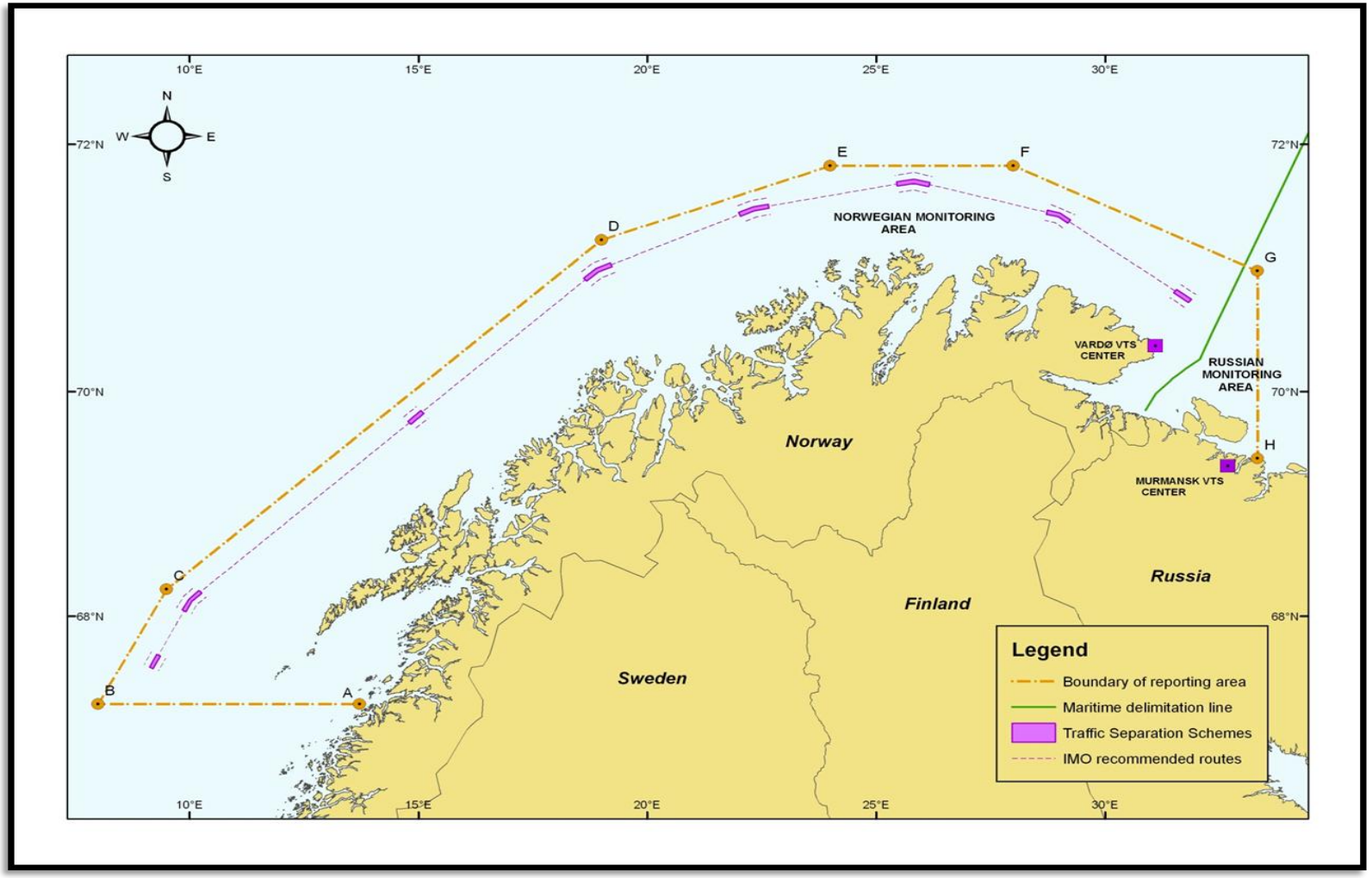
9 MEASURES TO BE TAKEN IF A SHIP FAILS TO COMPLY WITH THE REQUIREMENTS OF THE SYSTEM

9.1 The main objective of the system is to facilitate the exchange of information between the ships and the shore in order to support safe navigation and protect the marine environment. The system will also contribute to providing information to relevant SAR authorities.

9.2 All means will be used to encourage and promote the full participation of ships required to submit reports under SOLAS regulation V/11. 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 Barents SRS is for the exchange of information only and does not provide any additional authority for mandating changes in the vessel's operations. The 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

CHART OF THE BARENTS SRS OPERATIONAL AREA



Appendix 2

CONTACT INFORMATION AND OTHER RELEVANT INFORMATION IN RELATION TO THE VTS CENTRES TO WHICH THE REPORTS MUST BE SUBMITTED

1 CONTACT INFORMATION

1.1 Murmansk VTS centre can be contacted by e-mail, VHF or fax

VHF: Call "Murmansk Traffic" (channel 12)
MMSI: 002734484 or 002734466
E-mail: vts@mf-rmp.ru
Fax: +7 8152 479026

1.2 Vardø VTS centre can be contacted by VHF, e-mail, fax or telephone

VHF: Call Norwegian Coastal Radio Station and request "NOR VTS" (channel 16)
MMSI: 002573550
E-mail: nor.vts@kystverket.no
Fax: +47 78 98 98 99
Telephone: +47 78 98 98 98

2 SUBMISSION OF REPORTS

2.1 Ships within the Russian Federation monitoring area or the Russian Federation Exclusive Economic Zone report to Murmansk VTS centre primarily by e-mail, fax and AIS, alternatively VHF or a combination of these communication means.

2.2 Ships within the Norwegian monitoring area or Norwegian Economic Zone report to Vardø VTS centre primarily by the Norwegian Ship Reporting System at website: www.shiprep.no. Alternatively by AIS, e-mail, fax, telephone and VHF or a combination of these communication means.

Appendix 3

DRAFTING OF REPORTS TO THE MANDATORY SHIP REPORTING SYSTEM "BARENTS SRS"

Summary

Reporting can be done by non-verbal means by the use of AIS and pre-entry non-verbal means as, for example, e-mail, fax or the website www.shiprep.no. If a ship is unable to make use of the non-verbal means or submit a report at least one hour prior to entering the area, reporting is to be done by VHF or by telephone (if outside VHF range).

- Correct and updated AIS information can accomplish reporting of designators A, B, C, E, F, I, O and W.

- Non-verbal means can accomplish reporting of designators A, H, P, Q, T and X.

The scheme below gives the preferred method of reporting combined by AIS, non-verbal means and VHF, as well as information required for each designator.

Designator	AIS	Non-verbal	VHF	Function	Information required
A	Yes	Yes	Yes	Ship	1) Name of ship 2) MMSI number 3) Call sign and – when available – 4) IMO number 5) Additional contact information.
B	Yes			Date and time	A 6-digit group-giving day of month and hours and minutes in Universal Coordinated Time (UTC).
C	Yes			Position	A 5-digit group giving latitude in degrees and minutes, decimal, suffixed with N (north) and a 6-digit group giving longitude in degrees and minutes, decimal, suffixed with E (east) or W (west).
E	Yes			True course	A 3-digit group.
F	Yes			Speed in knots and tenths of knots	A 3-digit group.

Designator	AIS	Non-verbal	VHF	Function	Information required
I	Yes			Destination and ETA	The name of next port of call given in UN LOCODE by AIS. For details and procedures see IMO SN/Circ.244 and www.unece.org/cefact/locode/service/main.htm. ETA date and time group expressed as in (B).
H		Yes		Date, time and point of entry into the Barents SRS area	This information is only required if reporting designators P, T and X are transmitted non-verbally (e.g. e-mail) prior to entry of the Barents SRS. Entry date and time expressed as in (B) and position expressed as in (C).
O	Yes			Maximum present draught in metres	A 2-digit or 3-digit group giving the present maximum draught in metres (e.g. 6.1 or 10.4).
P		Yes		Cargo on board	Cargo and, if hazardous goods present on board, quantity and IMO class (inclusive UN code). Hazardous goods information must be summarized in total tonnes per IMO class when transmitted.
Q		Yes		Defects and deficiencies	Q: Details of defects and deficiencies affecting the equipment of the ship or any other circumstances affecting normal navigation and manoeuvrability.
T		Yes		Ship's owner and represen-tative	Address and particulars from which detailed information on the cargo may be obtained.
W	Yes			Total number of persons on board	State number
X		Yes		Miscella-neous	Type and estimated quantity of bunker fuel in metric tonnes. Must be summarized in total tonnes per type when transmitted.

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