

CONVENTION ON THE PROTECTION OF THE MARINE ENVIRONMENT OF THE BALTIC SEA AREA
HELCOM 1/20
BALTIC MARINE ENVIRONMENT PROTECTION COMMISSION °- HELSINKI COMMISSION -
ANNEX 18
First Meeting
Helsinki, 5-8 May 1980

HELCOM RECOMMENDATION 1/10

adopted 8 May 1980 having regard to Article 13, Paragraph b) of the Helsinki Convention

RECOMMENDATION CONCERNING A POSITION REPORTING SYSTEM FOR SHIPS IN THE BALTIC SEA AREA

THE COMMISSION,

NOTING Resolution 4 adopted by the Diplomatic Conference on the Protection of the Marine Environment of the Baltic Sea Area, Helsinki 1974, requesting the Participating States to develop and apply a uniform radio position reporting system for larger oil tankers en route within the Baltic Sea Area as well as for ships carrying a significant amount of certain harmful substances, which system should be co-ordinated with *the radio* position reporting system at present operated by the Government of Denmark in the transit, route from the Skaw to Gedser via Storebaelt;

RECOGNIZING the importance of a position reporting system in the Baltic Sea Area as a means of facilitating for Coastal States to take early and effective pollution combatting action, thereby furthering the aims of the Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1974, (Helsinki Convention);

HAVING CONSIDERED the advice of the Interim Commission and its Maritime Working Group,

RECOMMENDS that Governments of the Contracting Parties to the Helsinki Convention

(a) take all measures necessary for the establishment in *the Baltic Sea Area of a "Baltic Sea Position Reporting System"*, to be operated, on a voluntary basis, as from

1 July 1981 and in accordance with the provisions set out in the Attachment hereto,
in. respect of

(i) loaded oil tankers of 20,000 tons gross tonnage and above;

(ii) loaded gas carriers of 1,600 tons gross tonnage and above;

loaded chemical tankers of 1,600 tons gross tonnage and above carrying noxious liquid substances of category A or B, as defined in Annex IV to the Helsinki Convention;

(b) secure participation in the system, to the fullest extent possible, by ships of the categories mentioned in (a) above flying the *flag of their* respective States;

(c) take joint action within the Inter-Governmental Maritime Consultative Organization (IMCO) in order to make the system known to States outside the Baltic Sea Area and to secure, by means of an appropriate IMCO Recommendation, participation in the system, to the fullest extent

possible, by ships of the categories mentioned in (a) above flying the flag of such States;

(d) keep the system under review; with the aim of making adjustments, as appropriate, and assessing the possibilities of extending the system after a trial period of two years.

ATTACHMENT page 1

BALTIC SEA POSITION REPORTING SYSTEM

Each coastal state in the Baltic Sea Area will establish a Position Reporting Center (PRC). The PRC's will receive reports from the participating ships to enable them to inter alia to keep track of the ships of interest to them and will, retransmit reports to other relevant PRC's.

A format for the reports are shown in Appendix 1. This format covers 4 types of reports, Sailing Plan (SP), Position Report (PR), Change Report (CR) and Final Report (FR).

The report from the ship shall be sent, via an appropriate coast radio station and free of charge to the individual ship, and be addressed to the PRC mentioned in Appendix III. The following general rules shall apply:

a. A *Sailing Plan (SP)* shall be sent by a ship when passing the Straw reporting line when inward bound, when leaving a port within the Baltic Sea Area, and when entering the Baltic Sea Area through the Kiel Canal.

The Sailing Plan shall either be addressed to SHIPPOS Aarhus, to the PRC of the country of departure or to the FRG PRC respectively.

The PRC receiving the Sailing Plan will then retransmit the Sailing Plan to the PRC's of the countries the coast of which the ship will pass during its voyage.

b. A Position Report (PR) shall be sent by a ship when passing the reporting lines indicated in Appendix II.

The Position Report shall be addressed to the PRC in accordance with Appendix III.

The PRC receiving this report will retransmit it to the PRC 's of the countries *the coasts of which within* the same Sub-Area the ship will pass.

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- c. A Change Report (*CR*) shall be sent by the ship if its destination is changed or if the estimated time or position for passing the next reporting line or ETA vary in Sub-Area A more than 30 minutes and in the other Sub Areas more than 4 hours or 40 nautical miles from previous reported information *unless the variation is* caused by ice conditions. The Change Report shall be addressed to the PRC to which the latest report has been sent.

The PAC *will take* appropriate action as regards retransmission of information necessitated by the Change Report.

- d. A Final Report (FR) shall- be sent by a ship shortly before or on arrival at its destination in the Baltic Sea Area and when leaving the Baltic Sea Area, either *when passing the reporting* line through the Skaw or via the Kiel Canal. The Final Report shall be addressed to the PRC of the country of destination in the Baltic Sea Area or when the ship is leaving the Baltic Sea Area to SHIPPOS Aarhus or to FRG PRC as *appropriate*.

ATTACHMENT
 SHIP REPORTING FORMMAT
 APPENDIX I page 1

	Designator	Text
<u>Type of Message</u>		BAREP
Type of Report: ALPHA (a 2 letter group) Sailing Plan	A	ALPHA "SP" (Sailing Plan)
Position Report		ALPHA "PR" (Position Report)
Change Report		ALPHA "CP" (Change Report)
Final Report Report)		ALPHA "FR" (Final
Ship call-sign) ~ Date/Time (GMT) group giving day of month--first two digits--hours and minutes--next four digits--suffixed by "ZULU")	B C	BRAVO (Name and CHARLIE (a 6-digit
Position D , DELTA (name of departure port) or DELTA (name of arrival. port) E' ECHO (a 4-digit group giving latitude in degrees and minutes suffixed by "NORTH" ^{F1} and a 4-digit group giving longitude in degrees and minutes suffixed b "EAST") True course ' FOXTROT (a 3-digit group) GOLF (a 2-digit group) Route information H HOTEL (intended route? See note below	D , E' H	DELTA (name of departure port) or DELTA (name of arrival. port) E' ECHO (a 4-digit group giving latitude in degrees and minutes suffixed by "NORTH" ^{F1} and a 4-digit group giving longitude in degrees and minutes suffixed b "EAST") True course ' FOXTROT (a 3-digit group) GOLF (a 2-digit group) Route information H HOTEL (intended route? See note below
Destination and ETA (GMT)	I	INDIA (destination port
Estimated time (GMT) of passing next reporting ire	K	and a 6-digit group as under "C" suffixed by ZULU) KILO Ca 6-digit group as under "C" suffixed by ZULU)
Miscellaneous :	L	LIMA
Cargo		LIMA CARGO (General type an-- amount of cargo)
Draught		LIMA DRAUGHT (max-draught in

Pilot LIMA PILOT (if pilot is on board) metres)

Deficiencies LIMA DEFICIENCIES (any deficiencies which adversely affect safe navigation)

Designator	A	B	4 t ='	f
Type 1				
Sailing Plan	XX	XX	XX XX i	
Position Report, Change Report	XX	XX	XX	
Final. Report	XX	XX	XX XX i	

XX = Always to be included

X = To be included if appropriate

Note: Intended route may be reported for instance by giving *the* designation of a certain route (e.g. ROUTE T) or on which significant offshore points will be passed (e.g. EAST OF GOTLAND).

Specimen message BAREP

ALPHA BRAVO CHARLIE ECHO GOLF HOTEL INDIA NILO

LIMA CARGO LIMA DR-UGHT LIMA P71vJ0T

SIERRA PAPA

NONSUCH MIKE BRAVO CHARLIE DELTA ONE FOUR ONE EIGHT ZERO ZERO ZULU FIVE SEVEN FOUR SIX NORTH ONE ZERO ONE FIVE

ROUTE TANGO AND NORTH OF BORNHOLM GDANSK ONE SIX ONE FIVE ZERO

ONE *FOUR* TNO THREE FOUR FIDE ZULU FOEL OIL FIFTY TUOUSAND TONS ELEVEN METRES

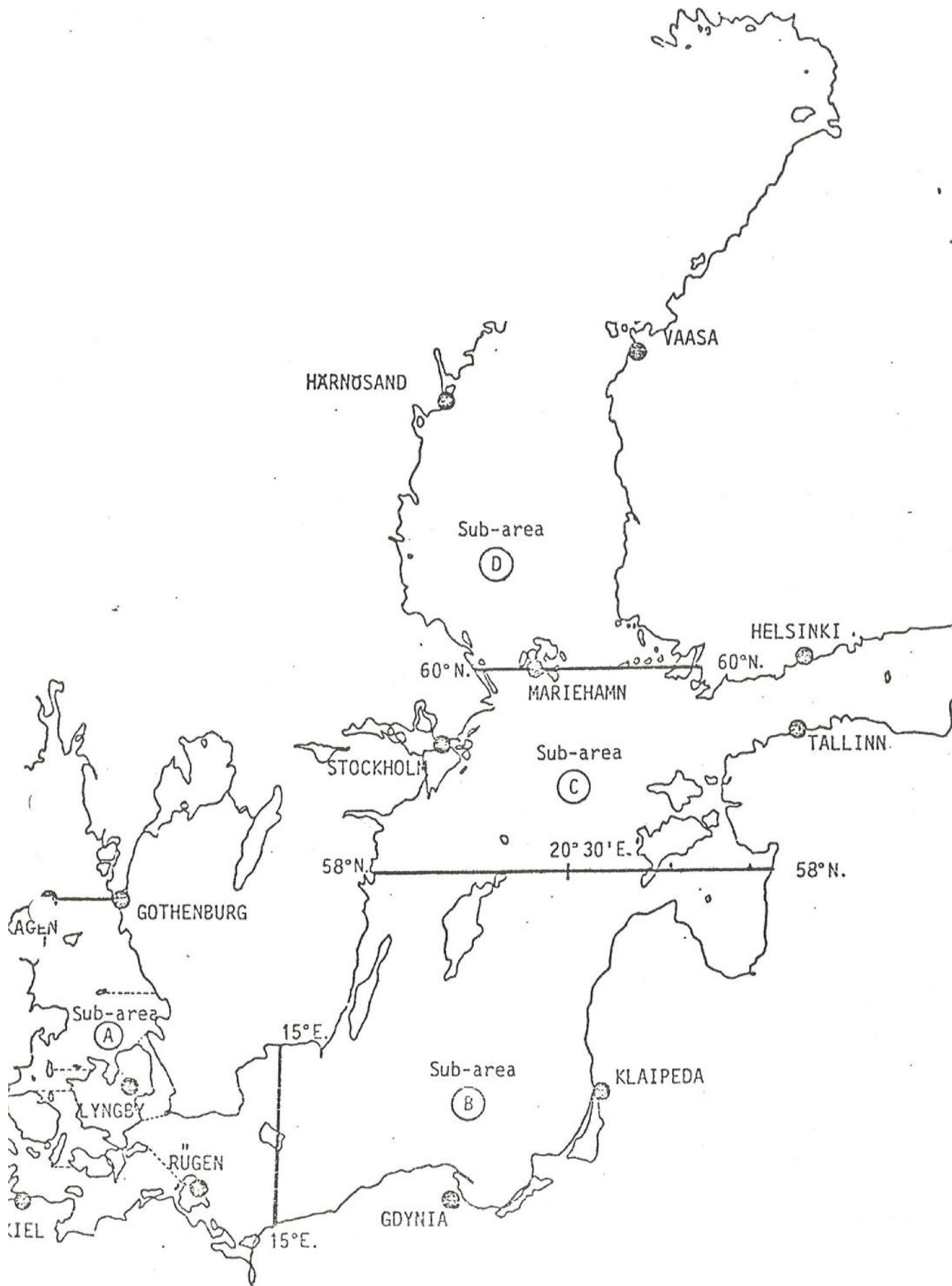
PILOT EMBARKED

FOUR THREE EAST

ZERO ZULU

side GOT

ATTACHMENT APPENDIX II





Radio Stations are indicated in capital letters

0
0
(95)

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ATTACHMENT APPENDIX III

REPORTING ROUTINE

Passing Reporting Line or Kiel Canal	Report from Ship	Type of Report
Kiel	PRC FRG	Inward. <u>bound</u> _SP...~ Outward bound FR
Latitude through the Skaw	SHIPPOS AARHUS	<u>Inward</u> .bound.SP.. Outward bound FR
Anholt _____M.._-_____	SHIPPOS AARHUS	PR
Hatter -----		
Asnaes - - - - -		
Keldsnor -----		
Kadetrenden		
he Sound Northern art	SHIPPOS_AARHUS	PR
Stevns Klint - Falsterbo	Swedish PRC	PR
North of Bornholm Longitude	Swedish PRC ~	PR`

<p>15°E Inward</p> <p style="text-align: right;">bound</p> <p style="text-align: center;">South of Bornholm</p> <p style="text-align: right;">Outward bound</p>	<p>Polish PRC</p> <p>.....</p> <p>GDR PRC</p>	<p>f</p>
<p style="text-align: center;">West of Longitude 10°</p> <p>Latitude - - - - -</p> <p>58°N East of Longitude 20°30~E</p>	<p>Swedish PRC</p> <p>.....</p> <p>USSR PRC</p>	<p>PR</p>
<p style="text-align: center;">West of Åland</p> <p>Latitude - - - - -</p> <p>60°N East of Åland</p>	<p>Swedish PRIJ</p> <p>.....</p> <p>Finnish PRC</p>	<p>PR</p>

