

**RESOLUTION MSC.229(82)**

**(adopted on 5 December 2006)**

**ADOPTION OF A NEW MANDATORY SHIP REPORTING SYSTEM  
“IN THE GALAPAGOS PARTICULARLY SENSITIVE SEA AREA (PSSA) (GALREP)”**

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 (SOLAS), 1974, 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 on Navigation at its fifty-second session,

1. ADOPTS, in accordance with SOLAS regulation V/11, the new mandatory ship reporting system “In the Galapagos Particularly Sensitive Sea Area (PSSA) (GALREP)”, set out in the Annex to the present resolution;
2. DECIDES that the mandatory ship reporting system “In the Galapagos Particularly Sensitive Sea Area (PSSA) (GALREP)” will enter into force at 0000 hours UTC on 1 July 2007;
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**  
**“IN THE GALAPAGOS PARTICULARLY SENSITIVE SEA AREA (PSSA) (GALREP)”**

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

1.1 All ships are required to participate in the mandatory ship reporting system.

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

2.1 The operational area of GALREP covers the Galapagos Area to be Avoided and the Particularly Sensitive Sea Area as shown on the chartlet given in appendix 1.

2.1.1 The co-ordinates of the mandatory ship reporting system are as follows:

<b>Point</b>	<b>Latitude</b>	<b>Longitude</b>
A	02° 30' N	092° 21' W
D1	01° 26' N	089° 03' W
E1	00° 01' S	088° 06' W
F1	00° 12' S	088° 01' W
G1	00° 35' S	087° 54' W
H1	01° 02' S	087° 53' W
I1	02° 34' S	088° 48' W
J1	02° 46' S	089° 30' W
K1	02° 42' S	090° 42' W
L1	02° 05' S	092° 18' W
M1	01° 32' S	092° 44' W
L	01° 49' N	092° 40' W

2.2 The reference chart is I.O.A 20 (2nd edition 1992, updated and reprinted in 2006), issued by the Ecuadorean Navy Oceanography Institute (INOCAR), based on WGS 84 Datum.

**3 Format and content of report, times and geographical positions for submitting reports, Authority to whom reports should be sent and available services**

3.1 Reports may be sent by any modern means of communication, including Inmarsat C, telephone, fax and e-mail, and other available means as described in appendix 2.

**3.2 Format**

3.2.1 The ship report shall be drafted in accordance with the format shown in appendix 3. The information requested from ships is derived from the Standard Reporting Format shown in paragraph 2 of the appendix to IMO resolution A.851(20).

### 3.3 *Content*

#### 3.3.1 A full report from a ship should contain the following information:

- A: Ship identification (name, call sign, IMO number, MMSI number or registration number)
- B: Date/time group
- C: Position
- E: True course
- F: Speed
- G: Name of last port of call
- I: Destination and expected time of arrival
- P: Type(s) of oil cargo, and quantity, quality and density. If these tankers are also carrying other hazardous material, the type, quantity and IMO classification should be stated, as appropriate.
- Q: Used in the event of defects or deficiencies which affect normal navigation
- T: Address for communication of information concerning cargo
- W: Number of persons on board
- X: Miscellaneous information concerning ships:
  - estimated quantity and characteristics of liquid fuel
  - navigational status (*e.g.*, moving under own propulsion, limited manoeuvrability, etc.)

3.3.2 Every reporting message must begin with the word GALREP and include a two-letter prefix to enable identification, *i.e.*, sailing plan “SP”, final report “FR” or deviation report “DR”. Messages using these prefixes will be cost-free to ships.

#### 3.3.3 The reports must be written in accordance with the following table:

- .1 Designators A, B, C, E, F, G, I, P, T, W and X are compulsory for sailing plans;
- .2 Designators A, B, C, E and F must be used for final reports;
- .3 Designators A, B, C, E, F and I must be used for deviation reports; and
- .4 Designator Q is included whenever a problem arises in the reporting area, whether defects, damage, deficiencies or circumstances that affect normal navigation in the reporting area.

### 3.4 *Geographical position for submitting reports*

#### 3.4.1 A ship must give a full report at the following positions:

- .1 on entering the reporting area;
- .2 immediately after leaving a port or anchorage located in the Galapagos PSSA (the co-ordinates of which are at appendix 4);
- .3 when deviating from the route leading to the port of destination or anchorage reported originally;

- .4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or a change in navigational status; and
- .5 on finally leaving the reporting area.

### 3.5 *Authority*

3.5.1 On entering the GALREP mandatory reporting area, ships must send a message to notify the Santa Cruz Maritime Rescue Sub-Centre via Puerto Ayora Radio or Baquerizo Moreno Radio. The Maritime Rescue Sub-Centres and coastal radio stations to which reports must be sent are shown in appendix 2.

3.5.2 If a ship is not able to send a message to Puerto Ayora Radio, it must send one to Baquerizo Moreno Radio, in accordance with the information given in appendix 2.

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

4.1 Ships are required to keep a continuous listening watch in the area.

4.2 The Puerto Ayora Maritime Rescue Sub-Centre will provide ships with the information necessary for safe navigation in the reporting area as required, using the radio transmission resources available in the area.

4.3 If necessary, a specific ship may be informed individually about particular local weather conditions.

## **5 Communication required for the system, frequencies on which reports should be transmitted and information reported**

5.1 Radiocommunications required for the system is as follows:

The reports can be made by any modern means of communication, including Inmarsat C, telephone, fax, and email, and other available means as described in appendix 2.

5.2 Information of commercial confidential nature may be transmitted by non-verbal means.

5.3 The languages of communication used in this system are Spanish or English, using IMO Standard Marine Communication Phrases, where necessary.

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

6.1 *Vessel Traffic Services (VTS)*

Vessel traffic services are available at Puerto Ayora through Puerto Ayora Radio, which provides information for shipping in the Galapagos Particularly Sensitive Sea Area.

## 6.2 *SAR Plan*

6.2.1 The national maritime SAR plan establishes the Coast Guard Command as the maritime rescue co-ordination centre and DIGMER as the SAR co-ordination centre, with its headquarters under the supervision of the Director General for the Merchant Marine. The Galapagos PSSA comes under the jurisdiction of the Galapagos Archipelago administrative area, at the SAR co-ordination sub-centre for the island region, which is responsible for deploying coast guard units operating in that area.

6.2.2 The National Maritime Authority is responsible for prevention and control of pollution produced by oil and other harmful substances in Ecuador's waters and along its coasts. Given the extent of the damage that can be caused by oil spills, there is a national contingency plan to deal with them, whether at sea or along the coasts or rivers. The plan covers the mainland waters, the Galapagos island waters and the rivers of the western region. With regards to planning, implementation and control, geographical areas have been established corresponding to the maritime section of the island region, which includes the Galapagos PSSA, under the responsibility of the island naval operations command in co-ordination with the harbour masters' offices at Puerto Ayora, Puerto Baquerizo Moreno, Puerto Villamil and Seymour, and supported by the fleet air arm, the coast guard and the Galapagos National Park.

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

### *7.1 System capability*

7.1.1 The VTS, Maritime Rescue Sub-Centres, and coastal radio stations are shown in appendix 2; all have skilled personnel constantly on duty.

7.1.2 The accepted means of radiocommunication that are available are listed in appendix 2.

## **8 Information concerning the applicable procedures if the communication facilities of shore based Authority fail**

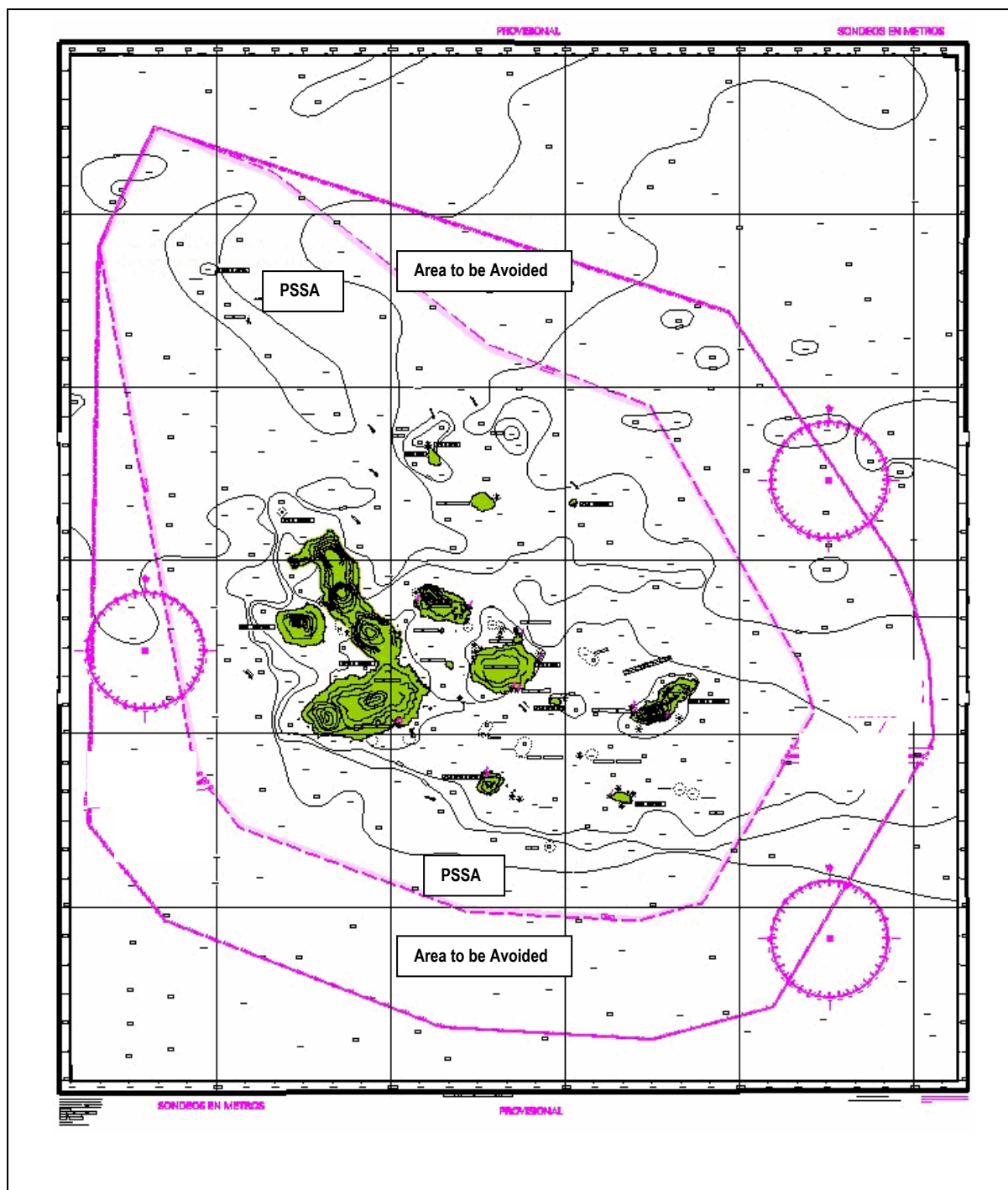
If a ship is not able to send a message to Puerto Ayora Radio, it must send one to Baquerizo Moreno Radio, in accordance with the information given in appendix 2.

## **9 Measures to be taken if a ship fails to comply with the requirements of the system**

If a ship in breach of the mandatory ship reporting system can be identified, any enforcement actions taken shall not be incompatible with international law.

APPENDIX 1

Chart of area covered by the mandatory ship reporting system



## APPENDIX 2

**Vessel traffic services, maritime rescue sub-centres, coastal radio stations and other establishments to which reports must be sent.**

**ECUADOR – GALAPAGOS ISLANDS****SANTA CRUZ: PUERTO AYORA RADIO**

**Name:** HCY

**Geographical co-ordinates:** 00° 44'.59 S, 090° 28'.29 W

**MRSC – SAR Puerto Ayora:** 00° 44'.59 S, 090° 28'.29 W

Tel. : + 593 5 2527473

Fax : + 593 5 2527473

E-mail: [ayoraradio@islasantacruz.com](mailto:ayoraradio@islasantacruz.com)

Inmarsat-C: 473575713

Inmarsat Mini – M:

Voice : 761609548

Fax : 761609549

Data : 761609550

VHF channels:

156.800 MHZ H-24 SIMPLEX C-16

156.525 MHZ H-24 SIMPLEX C-70

MF channels:

4125.0 KHZ H-24 SIMPLEX C-421

2182.0 KHZ H-24 SIMPLEX

2187.5 KHZ H-24 DSC SIMPLEX

MMSI: 007354757.

**PUERTO BAQUERIZO MORENO: BAQUERIZO MORENO RADIO**

**Name:** HCW

**Geographical co-ordinates:** 00° 54' S, 089° 37' W

**MRSC – SAR Puerto Baquerizo Moreno:** 00° 54' S, 089° 37' W

Tel. : +593 5 2520346

Fax : +593 5 2520346

E-mail : [capbaq@digmer.org](mailto:capbaq@digmer.org)

VHF channels :

156.800 MHZ H-24 SIMPLEX C-16

156.525 MHZ H-24 SIMPLEX C-70

MF channels:

4125.0 KHZ H-24 SIMPLEX C-421

2182.0 KHZ H-24 SIMPLEX

2187.5 KHZ H-24 DSC SIMPLEX

MMSI: 007350090

## APPENDIX 3

Designator	Function	Text
System name	Code word	GALREP
	Type of report: Sailing plan: Final report:  Deviation report	One of the following 2-letter identifiers: SP FR (on <u>finally</u> leaving reporting area) to include only <b>A, B, C, E and F</b> . DR to include only <b>A, B, C, E, F and I</b> .
A	Ship	Name and call sign (Name of ship, call sign, IMO No. and MMSI No.), (e.g., TAURUS/HC4019/T-04-0561)
B	Date and time corresponding to position at C, expressed as UTC.	A six-digit group followed by a Z. The first two digits indicate day of the month, the second two the hours and the last two the minutes. The Z indicates that the time is given in UTC (e.g., 081340Z).
C	Position (latitude and longitude)	A 4-digit group giving latitude in degrees and minutes, with the suffix N or S, and a 5-digit group giving longitude in degrees and minutes, with the suffix W (e.g., 0030S 08805W).
E	Course	True course. A 3-digit group (e.g., 270).
F	Speed	Speed in knots. A 2-digit group (e.g., 14).
G	Name of last port of call	Name of the last port of call (e.g., Guayaquil)
I	Destination and ETA (UTC)	Name of destination and date and time group as expressed in B (e.g., Puerto Ayora 082200Z)
P	Cargo	Type(s) of oil cargo, quantity, quality and density of heavy crude, heavy fuel, asphalt and coal tar. If the ships are carrying other potentially hazardous cargoes, indicate type, quantity and IMO classification (e.g., 10,000 TN DIESEL OIL).
Q	Defects, damage, deficiencies, limitations.	Brief details of defects, including damage, deficiencies and other circumstances that impair normal navigation.
T	Address for the communication of cargo information	Name, telephone no., and either fax or e-mail
W	Total no. of people on board	State how many
X	Miscellaneous	Miscellaneous information concerning these ships: Characteristics and approximate quantity of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes. Navigational status (e.g., at anchor, moving under own propulsion, no steering, limited manoeuvrability, depth restriction, moored, aground, etc.)



APPENDIX 4

**Particularly Sensitive Sea Area (PSSA)**

<b>Point</b>	<b>Latitude</b>	<b>Longitude</b>
A	02° 30' N	092° 21' W
B	02° 14' N	091° 40' W
C	01° 14' N	090° 26' W
D	00° 53' N	089° 30' W
E	00° 35' S	088° 38' W
F	00° 52' S	088° 34' W
G	01° 59' S	089° 13' W
H	02° 05' S	089° 34' W
I	02° 01' S	090° 35' W
J	01° 32' S	091° 52' W
K	01° 13' S	092° 07' W
L	01° 49' N	092° 40' W

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