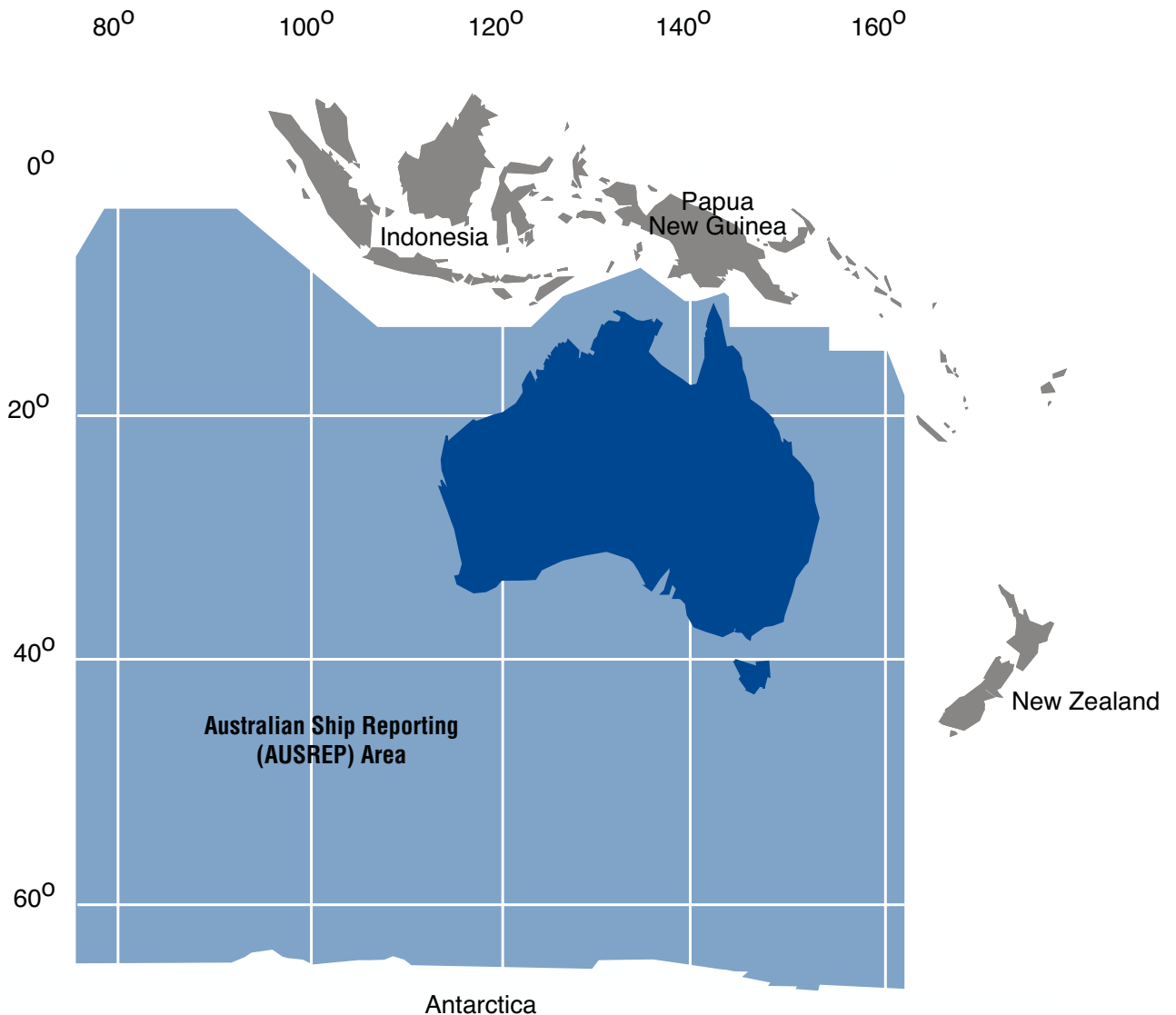




Australian Government
Australian Maritime Safety Authority

AUSREP

Ship reporting instructions for the Australian area 2011 Edition



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References to Gender

For ease of writing the male gender is used throughout this publication. This should not be taken to mean any inequity or gender bias on the part of the Australian Maritime Safety Authority.

Further Information or Advice on AUSREP Procedures

Further information or advice on AUSREP procedures and copies of these instructions are available free of charge from:

- **Australian Maritime Safety Authority (RCC Australia)**

Telephone (02) 6230 6880 (International +61 2 6230 6880)

Facsimile (02) 6230 6868 (International +61 2 6230 6868)

Postal Address GPO Box 2181
Canberra City ACT 2601 Australia

- **AMSA offices in major ports. See www.amsa.gov.au/About_AMSA/AMSA_Offices.asp**

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IMPORTANT NOTES ON FORMAT FIELDS & PROCEDURES

To enable efficient processing by RCC Australia computer systems, Masters are encouraged to send reports in IMO format. Message format fields should be clearly identified by the relevant alphabetical letter.

Date/Time Group

Dates and times contained in AUSREP reports are to be in Universal Co-ordinated Time (UTC) and must include the suffix 'UTC'.

Example: 5 November 2100UTC transmitted as 052100UTC

Latitude/Longitude

Latitude Four figure group indicated by suffix 'S' (south) with seconds rounded to nearest minute.

Longitude Five figure group indicated by suffix 'E' (east) with seconds rounded up or down to nearest minute.

Example: Latitude 13°15'46" south transmitted as 13 16S

Longitude 152°06'24" east transmitted as 152 06E

Intended Route

Indicate Great Circle or Rhumb Line with way points being followed, expressed in latitude or longitude. Courses are not required if way points are mentioned.

Speed

Anticipated average speed ship will make till next report. Must be specified in knots and decimals of knots to the nearest tenth of a knot. eg: 13.74 would be sent as 13.7; and 13.77 would be sent as 13.8.

Course

True course anticipated until next reporting time. Must be written as three digits; eg: 073. When more than one course will be steered enter 'various'.

Next report date/time (UTC)

If you send a PR at a time different from that which you nominated in your previous message, then the next report must not be more than twenty-four hours later.

Rules for DR's

AUSREP - Should a ship, at any time, be in a position more than two hours steaming from the position that would be predicted from the last SP or PR, a DR MUST BE SENT.

Severe Weather

Ships which anticipate passing through areas of severe weather conditions or are experiencing severe weather, are urged to report their position at more frequent intervals to RCC Australia . The time of their next anticipated position report should be included under format field "N" (Date/ time of next report). This is the time that RCC Australia will use when calculating the "overdue time" and the time to use when calculating the start of the "positive checking process".

Radio Stations Monitored

Identification details should be provided on those CRS which the ship normally works for commercial radio communications. If the ship is fitted with Satellite Communications, the station identity number(s) should also be included.

1. USER DEFINITIONS

AMSA	Australian Maritime Safety authority established under the <i>Australian Maritime Safety Authority Act 1990</i> .
AUSREP	The Australian Ship Reporting System established under Division 14 of Part IV of the <i>Navigation Act 1912</i> .
DR	Deviation report – sent when voyage details change or an estimate previously given for a position varies by more than 2 hours steaming time.
FR	Final Report – ends an AUSREP voyage
IMO	International Maritime Organization.
Polling	Automatic position reporting using Inmarsat-C data packets.
PR	Position Report
RCC Australia	The Rescue Coordination Centre located in Canberra, Australia responsible for coordinating search and rescue across the Australian SRR.
REEFVTS	The Great Barrier Reef and Torres Strait Vessel Traffic Service established by Australia as a means of enhancing navigational safety and environmental protection in Torres Strait and the Great Barrier Reef.
SAR	Search and Rescue.
SOLAS	International Convention for the Safety of Life at Sea.
SP	Sailing Plan – initiates AUSREP voyage.
SRR	Search and Rescue Region.

2. PURPOSE AND INTENT

This manual is intended to provide users of the Australian Ship Reporting System (AUSREP) with information to assist them in optimising the service provided. For ships subject to mandatory ship reporting, the manual serves as an aid to the ship's Master in complying with reporting obligations.

This manual is not intended to replace or alter any legislative requirements imposed by the *Navigation Act 1912* with respect to waters within the AUSREP area. Any apparent conflict between the manual and relevant legislation should be resolved in favour of the legislation.

The Master of a ship remains at all times responsible for the manner in which the ship is operated and manoeuvred and is responsible for the safe navigation of the ship under all circumstances.

Nothing in this manual is intended to relieve any ship owner, operator, charterer, Master, or person directing the movement of a ship from the consequences of any failure to comply with any applicable law or regulation or of any neglect or lack of precaution that may be required by the ordinary practice of seamanship, or by the special circumstances of the case.

3. CHANGES TO THIS EDITION

The manual has been amended to streamline content and clarify reporting procedures.

4. INMARSAT COMMUNICATIONS

Ships participating in AUSREP are required to log in and use Station 12 and region codes 312 for IOR and 212 for POR. Masters are requested to use SAC 1243 for AUSREP messages. More details are available in the relevant sections of this book.

5. AUSTRALIAN SHIP REPORTING SYSTEM (AUSREP)

5.1 INTRODUCTION

AUSREP is a ship reporting system designed to contribute to safety of life at sea and is operated by the Australian Maritime Safety Authority (AMSA) through the Australian Rescue Coordination Centre (RCC Australia) in Canberra. Participation in AUSREP is mandatory for certain ships but other commercial ships visiting Australia or transiting Australian waters are encouraged to participate voluntarily.

Australia established AUSREP in 1973 as a result of an incident where a trading ship was lost off the West coast of Tasmania. Because the route normally taken by the ship to Melbourne from Hobart was along the East coast of Tasmania that is where the search was centred. As a result the ship was never found and the survivors spent many days in a liferaft before making it ashore. AUSREP was established so that ships trading in the Australian region could notify the authorities of their planned routes and itineraries. AUSREP was established in accordance with the International Convention for the Safety of Life at Sea (SOLAS). SOLAS required signatories to that Convention to provide marine search and rescue (SAR) services and in accordance with this requirement, Australia established AUSREP as a source of ship position data.

The International Convention on Maritime Search and Rescue was opened for signature in 1979 and, by becoming a signatory to the SAR Convention, Australia has accepted SAR responsibility for the area shown below. The AUSREP system has been continued and allows Australia to meet its obligations under Chapter 5 of the Annex to the SAR Convention as it relates to ship reporting systems.

Ships participating in AUSREP are provided with a positive SAR watch. This means that if a position report or final report is not received, RCC Australia will initiate checks to establish the safety of the ship. These checks are aimed solely at establishing whether a ship and its crew are safe. The checks include broadcasts to shipping and communications with owners, agents and/or charterers. If these checks are unsuccessful, then an air search may be started. As a positive system, it is vital that Masters comply with the defined procedures as closely as circumstances permit.

Before the advent of more advanced alerting devices and methods the only way that authorities became aware that several large bulk carriers had foundered in the Indian Ocean over the years was because they failed to report to AUSREP at the designated times. Searches were conducted and survivors found. Although alerting methods and devices now render AUSREP secondary for alerting purposes the system continues to offer ships a degree of confidence.

AUSREP provides positional data on ships transiting Australia's region and allows the Rescue Coordination Centre to determine which ships could render assistance in the vicinity of SAR incidents. The search and rescue officers conducting such operations in the Australian region routinely use this facet of AUSREP. Given the expansiveness of Australia's search and rescue region, merchantmen are often the only resource available that can quickly respond to an incident.

5.2 AUSREP COVERAGE AREA

The area of coverage for AUSREP and for the Australian Maritime Search and Rescue Region (SRR) are identical.

Coordinates of this area are:

The coast of the Antarctic continent in longitude 75°E thence:

6°00'S	75°00'E	9°37'S	141°01'06"E
2°00'S	78°00'E	9°08'S	143°53'E
2°00'S	92°00'E	9°24'S	144°13'E
12°00'S	107°00'E	12°00'S	144°00'E
12°00'S	123°20'E	12°00'S	155°00'E
9°20'S	126°50'E	14°00'S	155°00'E
7°00'S	135°00'E	14°00'S	161°15'E
9°50'S	139°40'E	17°40'S	163°00'E
9°50'S	141°00'E		

thence to the coast of the Antarctic continent in longitude 163° 00'E

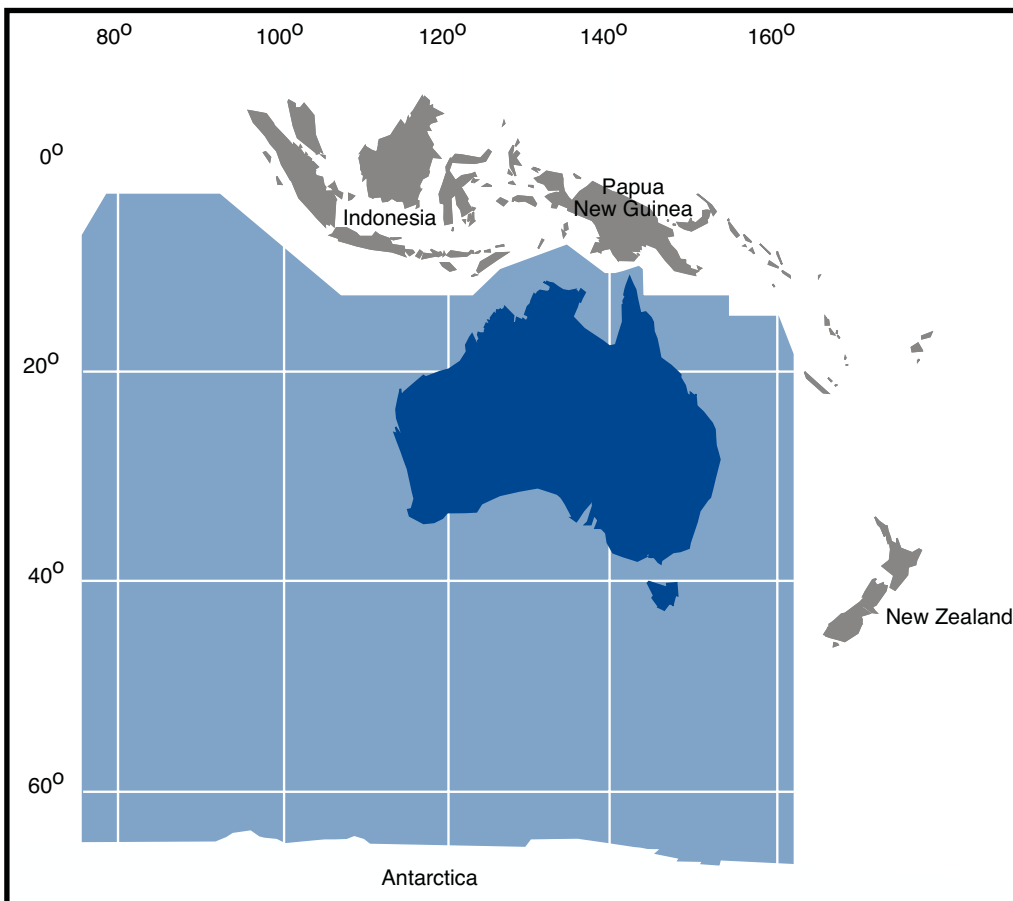


Figure 1 – AUSREP Coverage Area

5.3 COMPETENT AUTHORITY

The Australian Maritime Safety Authority operates AUSREP and is the competent authority for both SOLAS and SAR Convention purposes.

5.4 ADMINISTRATION

AUSREP is operated by AMSA as part of the services offered by the Rescue Coordination Centre (RCC Australia). RCC Australia is manned 24 hours a day by persons with considerable maritime and/or aviation experience.

5.5 MANDATORY REPORTING REQUIREMENTS

The Commonwealth of Australia *Navigation Act 1912* (Division 14 Part IV) makes participation in AUSREP mandatory for certain ships.

The following ships must report to AUSREP:

- All Australian registered ships engaged in interstate or overseas trade and commerce, while in the AUSREP area;
- Ships not registered in Australia, but engaged in the coasting trade between Australia and an external territory, or between external territories, while in the AUSREP area;
- Ships not registered in Australia, but demised under charter parties to charterers whose residence or principal places of business are in Australia, while in the AUSREP area;
- Foreign ships, other than the above mentioned ships, from their arrival at their first Australian port until their departure from their final Australian port. However, they are encouraged to participate in AUSREP from their entry into and final departure from the AUSREP area; and
- Australian fishing vessels proceeding on overseas voyages, while in the AUSREP area, but not including those vessels operating from Queensland ports, which may call at ports in Papua New Guinea as an incidental part of their fishing operation.

A definition of 'overseas voyage' is given in section 6 (1) of the *Navigation Act 1912*.

5.6 VOLUNTARY PARTICIPATION

Ships participating in AUSREP will have their positions plotted for search and rescue reasons. Not only does this enable the RCC to maintain a positive SAR watch on the ship but also allows for ships in the vicinity of search and rescue incidents to be recognised. To assist AMSA in achieving its purpose Masters are strongly encouraged to report to AUSREP voluntarily even where it is not mandated. Such participation will enhance the safety of reporting ships and that of others operating in the Australian SRR.

5.7 SMALL CRAFT AUSREP

Small craft may use AUSREP provided:

- the voyage is 200nms or more; or
- the voyage will take longer than 24 hours; and
- the appropriate communications equipment is carried (see Section 6).

Position reports must be sent via Inmarsat or via the AMSA HF DSC network that will allow vessels to report directly to RCC Australia.

5.8 REEFVTS INTERACTION

Ships transiting through the Great Barrier Reef and the Torres Strait must report to the REEFVTS.

Ships participating in AUSREP will continue to be polled whilst transiting the REEFVTS area.

When a ship departs a port within the REEFVTS area and intends to report to AUSREP upon exiting the REEFVTS area, a Sailing Plan should be sent to RCC Australia within 2 hours of departure from the port.

When a ship departs the REEFVTS Area and is reporting to AUSREP, the master should continue reporting directly to RCC Australia until the ship departs from the AUSREP Area.

Procedures for reporting to the REEFVTS are provided in the **Great Barrier Reef and Torres Strait Vessel Traffic Service User Guide** available from AMSA and Maritime Safety Queensland offices. An electronic copy of the user manual is also located on the AMSA and MSQ websites.



Figure 2 – REEFVTS Area

6. COMMUNICATIONS WITH RCC AUSTRALIA

6.1 PRIMARY COMMUNICATIONS

Ships participating in AUSREP are required to provide several reports:

- Sailing Plans;
- Position Reports (if polling is not available);
- Deviation Reports; and
- Final Reports.

The primary means of communication with AUSREP for reporting purposes are:

- Inmarsat-C. Messages sent to AUSREP using special access code (SAC 1243) via the Perth LES (Pacific 212 or Indian 312 Ocean Region satellites) will be reverse charged to RCC Australia.
- HF DSC. Messages sent via the AMSA HF DSC network will be free of charge. Initial contact through the AMSA HF DSC station is made by using a DSC safety priority call to MMSI 005030001. The AUSREP message can then be passed on an appropriate RT frequency. All reports sent by voice should include the mandatory format fields including the identifying letter.

If Inmarsat-C reports are not sent using SAC 1243 via 212 or 312 it is likely that the messages will not be received by RCC Australia and charges will apply to the ship.

While reporting to AUSREP, Masters should ensure that the ship's Inmarsat-C equipment remains active in the 'LOGIN' mode at all times. Masters of ships being polled as the method of position reporting will still be required to send Sailing Plans, Deviation Reports and Final Reports so that the system integrity is maintained. Masters are asked not to send manual position reports unless polling is unavailable or they are directed by RCC Australia to do so. Polling is the required method of position reporting when participating in AUSREP.

Masters are required to set up their Inmarsat-C terminal's Address Book with the new Special Access Code (SAC) 1243 via Perth LES 212 (Pacific Ocean) or 312 (Indian Ocean). When setting up the address book entry for sending to SAC 1243, ASCII, 7-bit or IA5 needs to be selected for data presentation or character code. See Figure 3 for example Thrane & Thrane screens.

6.2 ALTERNATIVE COMMUNICATIONS

If for any reason communications are not possible via Inmarsat-C or via the AMSA HF DSC station, the required information must be passed by alternative means to RCC Australia using one of the following:

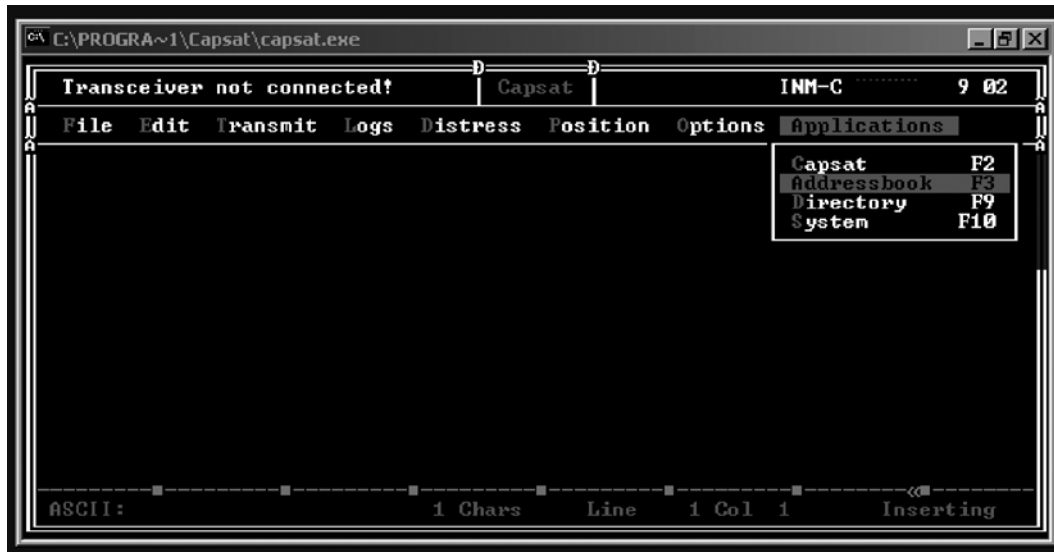
- Other Inmarsat phone/fax services. Ships will be charged for messages sent to RCC Australia using Inmarsat systems other than Inmarsat-C.
- Other (non Inmarsat) satellite phone/fax service. A reverse charge telephone call or facsimile may be used to pass Sailing Plans and Final Reports when in port.

Contact details for RCC Australia are:

- Telephone: +61 (0) 2 6230 6880 or free call 1800 641 792
- Facsimile: +61 (0) 2 6230 6868 or free fax 1800 622 153
- Email: rccaus@amsa.gov.au

Masters are reminded that the AUSREP system is a positive SAR system and any unreported deviations from the Sailing Plan will be investigated.

1. Go to "Addressbook"



2. Select "New", insert "SAC 1243", choose "Special" and enter "1243" and choose 7 bit.
The MES SDM allows SAC codes to be configured in Inmarsat-C terminals

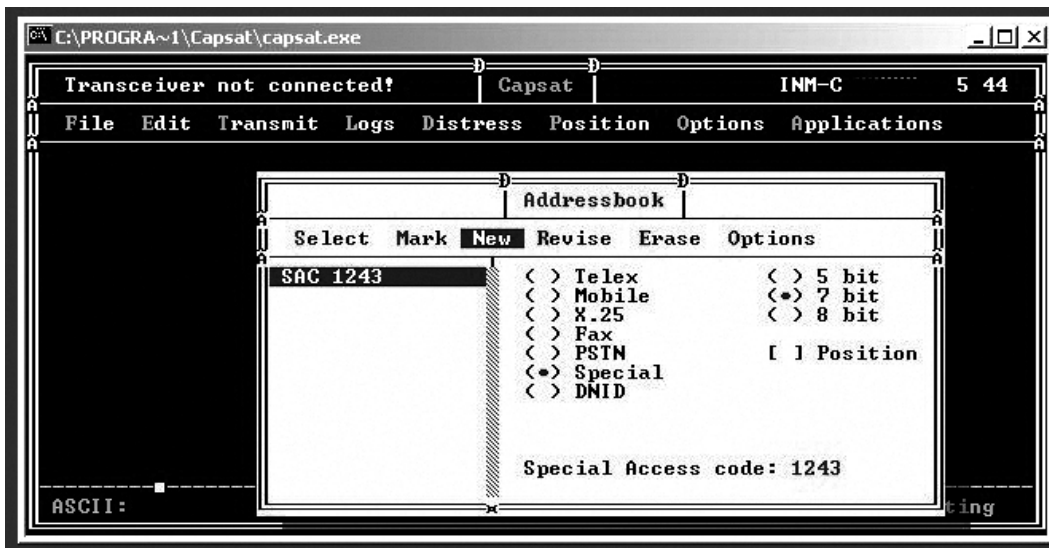


Figure 3 – Thrane & Thrane Inmarsat-C sample screens

7. SHIP REPORTING OBLIGATIONS

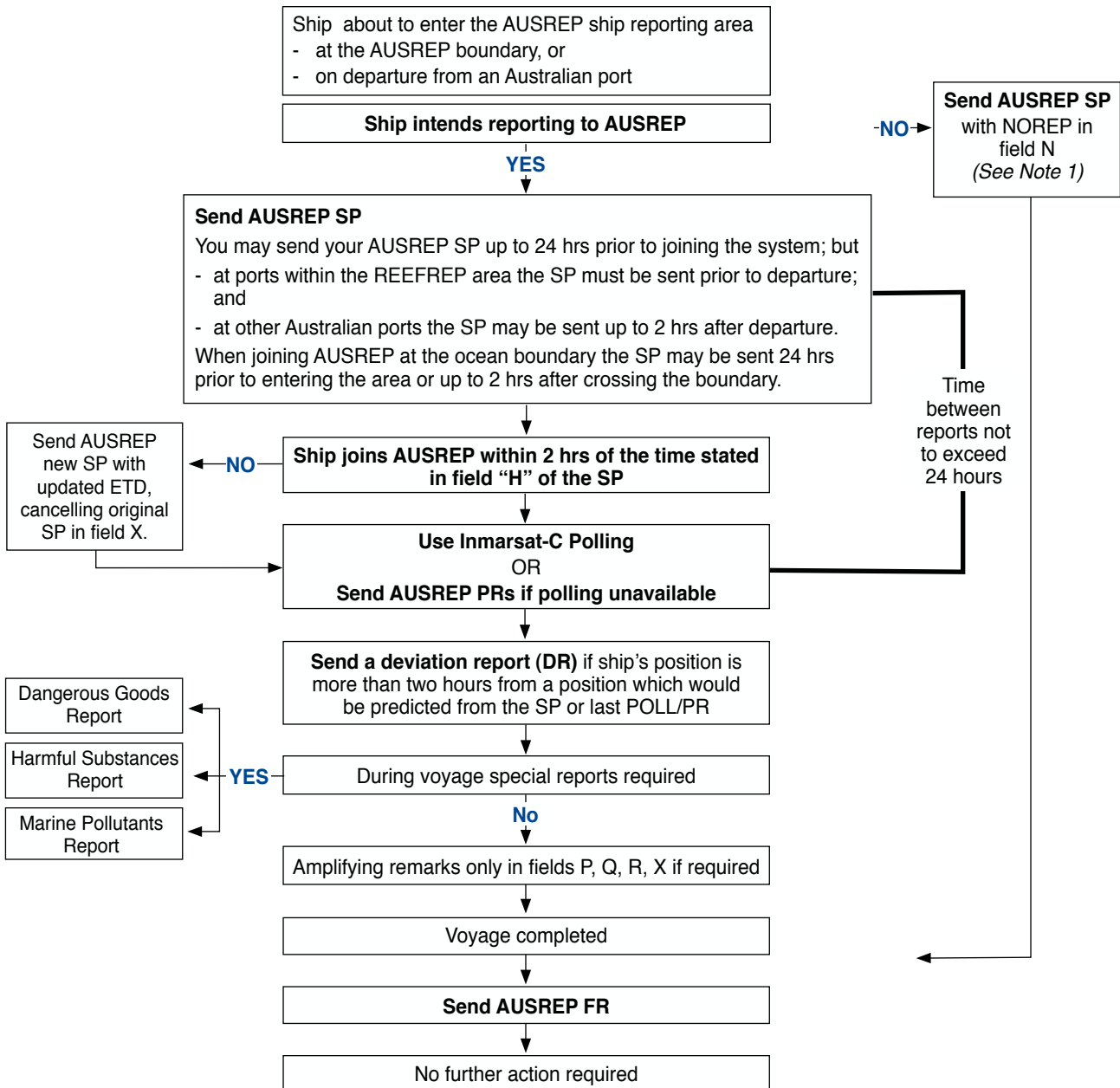
7.1 AUSREP REPORTING

The following reports must be provided to AUSREP:

- Sailing Plan (SP)
- Position reports (PR) (if polling is not available)
- Deviation Reports (DR), where applicable
- Final Report (FR)
- Special Report Types, where applicable:
 - Dangerous Goods report (DG)
 - Harmful Substances report (HS)
 - Marine Pollutants report (MP)

Detailed reporting requirements for special report types are listed in Appendix A.

AUSREP Reporting Sequence



Note 1: Foreign ships may only use NOREP procedures on transit from and to the AUSREP boundary. All ships must either use Inmarsat C Polling or manually report between Australian ports.

7.2 DEFECTS, DAMAGE, DEFICIENCIES OR OTHER LIMITATIONS

Masters should advise RCC Australia, or the ReefCentre (if in the REEF VTS area) by using the Special Report types when:

- damage to the ship or its equipment will affect its operation and or seaworthiness; or
- damage to the ship or its equipment means that a loss of cargo or pollution from the ship is about to, or is likely to happen.

(Examples of such incidents include, but are not limited to, the following: failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipboard navigational aids, collision, grounding, fire, explosion, structural failure, flooding, cargo shifting.)

When making reports about the likelihood of a discharge Masters should take into account the sea and wind state and also traffic density in the area at the time and place of the incident.

7.3 REPORT FORMATS

The Sailing Plan, Position Reports, Deviation Reports and Final Reports should all be sent using selected standard IMO message format fields (Appendix B).

7.4 OVERDUE AUSREP REPORTS

AUSREP is a positive reporting system. If a PR or FR is not received by RCC Australia within two hours of the expected time, action is taken to ascertain the ship's whereabouts and confirm the safety of its crew.

7.5 WHAT IF A REPORT CANNOT BE SENT?

If for any reason a Master is unable to send a PR or FR they should ensure that an attempt is made to pass a message through another ship or harbour or other shore authority as appropriate.

7.6 ACTION TAKEN BY RCC AUSTRALIA IN THE EVENT OF AN OVERDUE REPORT

The action taken by RCC Australia if your report is not received as expected will depend upon prevailing circumstances, but will generally include:

- internal checks to establish if your ship's report has been received by RCC Australia;
- for Inmarsat equipped ships, attempts to contact the ship directly;
- for Inmarsat-C equipped ships, an individual poll of the ship's terminal may be done to confirm the ship's position;
- attempt to contact ship directly by calling on HF DSC to ship's MMSI;
- an all station broadcast indicating concern for the safety of the ship due to non-receipt of the PR or FR;
- extensive communication checks with overseas Coast Radio Stations, owners, agents and other ships are carried out to trace the last sighting or contact with the ship; and
- at twenty-one hours overdue an Urgency Signal PAN PAN will be broadcast.

By the time twenty-one hours has elapsed, search planning will be in progress and details of the ship included in NAVAREA X and facsimile weather broadcasts via VMC and VMW.

By the time the report is twenty-four hours overdue, positive SAR action will have been started to locate the ship. This action may include the launching of search aircraft.

Note: The resources available for an air search decrease with distance from an Australian base.

7.7 REPORTS TO AMVER

While participating in AUSREP, Masters may also wish their reports to be forwarded for inclusion in the AMVER system operated by the United States Coast Guard. The words 'PASS TO AMVER' should be added to format field 'Y' of the Sailing Plan to indicate this requirement. The letters in the word 'AMVER' must not be separated by spaces as this may disrupt the computer processing of the message.

RCC Australia will only forward AMVER reports to the US Coast Guard while a ship is active in the AUSREP system. Masters of ships outside the AUSREP area should make reports to AMVER by email addressed to amvermsg@amver.org or transmit Inmarsat-C message through TELENOR using Aussaguel LES (321) when in the Indian Ocean Region and Santa Paula LES (201) when in the Pacific Ocean Region to ensure the reports are received by AMVER.

7.8 REPORTS TO OTHER REPORTING SYSTEMS

Reports from ships to other reporting systems (JASREP etc) will not be forwarded by RCC Australia. Ships are requested to pass these reports direct.

7.9 SAILING PLAN

The Sailing Plan (SP) contains information necessary to initiate a plot and gives an outline of the intended passage. The AUSREP SP should be sent up to 24 hours prior to leaving an Australian port or entering the AUSREP area or within 2 hours of leaving port or crossing the AUSREP boundary. If the ship does not sail or cross the boundary within two hours of sending the SP, the original SP must be cancelled and another sent within 2 hours of the revised sailing time.

An SP must contain the following mandatory fields: A, F, H, K, L, M, N,U and V. The additional fields G, I, Q, R, X and Y should be added if applicable.

Joining Polling. By inserting the word 'POLL' in section N of the Sailing Plan, a Master indicates his ship is available to be polled using Inmarsat-C. Masters should not send Position Reports if polling is being used. The inclusion of 'POLL' in the Sailing Plan authorises the down load of a Data Network Identifier (DNID) to the ship's Inmarsat-C terminal that allows RCC Australia to poll the ship's position.

Masters will still be required to enter the word 'POLL' in the Sailing Plan for any voyage where polling is available. Masters must provide the number of the Inmarsat-C terminal to be polled in section M of the Sailing Plan. Masters are asked to use the same terminal each time they are polled for AUSREP.

The DNID may remain in the ship's terminal but the ship will only be polled using that DNID while active in AUSREP. Because Inmarsat-C polling uses a rectangular area that extends slightly beyond the AUSREP area, Masters may find that their ship continues to be polled even though they are outside the designated AUSREP area. This happens particularly to the North and Northeast of the area. The additional polling is not referenced or stored once a Final Report is received from the ship.

Port names. Use the actual port name only, **do not** include additional items such as PBG or Pilotage Boarding Ground. A list of the correct spelling for common ports used by AUSREP participants is shown at Appendix D.

Example AUSREP SP

The HESPERUS (BCBC), a container ship, is making for Sydney from Melbourne. She departs Melbourne at 0700 on the 2nd and arrives in Sydney 1300 on the 3rd of the month. She has a speed of advance of 18 knots. The ship is fitted with Inmarsat-C and the ship is available to be polled by RCC Australia.

ID	System identifier and message type	AUSREP/SP//
A	Ship Name/Callsign/IMO number	A/HESPERUS/BCBC/8502458//
F	Speed	F/18//
G	Name of last non-Australian Port of Call (if applicable)	G/Auckland//
H	Date/Time and point joining the AUSREP system eg. Either Lat/Long of point of entry to AUSREP area or Australian port of departure	H/020700UTC/35065/15130E// H/020700UTC/Melbourne
I	Next non-Australian Port of Call and ETA (if applicable)	I/UJANG PANDUNG/080100UTC//
K	Date/Time of point of departure from the AUSREP system eg. either Lat/Long of point of exit from AUSREP area or Australian port ship is making for	K/031300UTC/12005/15100E// K/031300UTC/Sydney
L	Route information	L/Sydney/ direct coastal route//
M	Communication arrangements. Coast Radio Stations monitored, Inmarsat/DSC numbers	M/GKA/9VG/INMARSAT B 322443110/ INMARSAT C 422446210//
N	Agreement to use Inmarsat C polling (insert word 'POLL') or Date/Time of next report (UTC) if reporting manually (Where agreeing to POLL please do not send PRs as well).	N/POLL//
Q	Defects and Damage, other limitations as applicable	Q/FWD HOT CRANE DAMAGE DUE TO WHARF COLLISION//
U	Ship type, length (metres) and gross tonnage	U/CONTAINER/150/98800//
V	Medical Personnel	V/NO MEDIC//
X	Remarks	X/NAME CALLSIGN CHANGED FROM SWEETAPPLE /ABAB SINCE LAST VOYAGE//
Y	Request to relay report to AMVER <i>Note: RCC Australia will only on pass to AMVER if ship active in AUSREP.</i>	Y/PASS TO AMVER//

7.10 SHIPS NOT INTENDING TO SEND POSITION REPORTS (NOREP)

All ships must report at least daily when sailing between Australian ports. Foreign ships departing an Australian port for overseas need not send position reports outbound. Masters are asked to consider continuing reporting via polling to assist with SAR planning and response.

If the Master of a foreign ship departing on an overseas voyage from an Australian port does not intend sending AUSREP position reports, an SP **must** be sent to RCC Australia and include the word NOREP in place of the 'Date/Time of next report' in format field 'N'. Amplifying remarks may be included in field 'X' if required.

Under this option, RCC Australia will not undertake any 'positive checks' regarding the ship's safety. A NOREP ship must comply with the mandatory requirements of REEFVTS should the ship enter the Great Barrier Reef and Torres Strait area.

7.11 POSITION REPORTS

Inmarsat-C polling is mandatory for ships participating in AUSREP. Masters should not send Position Reports manually whilst the ship is being polled. All costs associated with Inmarsat-C polling are borne by AMSA.

Position Reports (PR) should only be sent where Inmarsat-C polling is not available or when RCC Australia directs a Master to do so. Where required, PRs should be sent at a convenient time between 2200 UTC and 0800 UTC as nominated by the Master. The interval between reports must not exceed 24 hours.

AUSREP PRs are processed automatically by RCC Australia. Automatic processing is efficient but an operator may not always see the message. If a Master has additional important safety information that requires the immediate attention of an operator, the information should be entered into Field X of a PR preceded by the word 'ALERT'. This will send the message to an operator for action.

Please only use "ALERT" to identify important safety information for immediate action.

Masters are reminded that facsimile or email are not suitable for AUSREP PRs. RCC Australia cannot keep a SAR watch for ships that do not use GMDSS communications at sea (Inmarsat-C or HF DSC).

A PR must contain the following mandatory fields: A, B, C, E, F and N. The additional fields X and Y should be added if applicable.

The information contained in the PR will be used by RCC Australia to update the plot. The PR must reflect the position of the ship at the time of the report. Masters should always ensure that the Date/Time of next report is appropriate for the ship's time and location on the following day. Speed must be the anticipated speed until the next report time. Advice on how to describe the course is contained in Appendix C.

If relying on Inmarsat-C polling and the Master becomes aware that there is a revised ETA for the next port or for exiting the AUSREP area boundary, a Deviation Report (DR) should be sent to notify RCC Australia.

Example AUSREP PR

ID	System identifier and message type	AUSREP/PR//
A	Ship Name/Callsign/IMO number	A/HESPERUS/BCBC/8502458//
B	Date/Time of event	B/030400UTC//
C	Position - Lat/Long	C/0748S/07940E//
E	Course	E/129//
F	Speed	F/8.5//
N	Date/time of next report	N/040400UTC//
X	Remarks	X/ETA NOW 060200UTC//
Y		Y/PASS TO AMVER

7.12 DEVIATION REPORTS

A Deviation Report (DR) must be sent when a ship is more than two hours steaming from the position that would be predicted from the last PR or SP. A DR can also be sent when any other voyage details are altered.

The mandatory fields for a DR are: A, B, C, N and X. Additional fields should be included where applicable. The reason for the deviation should be included in Field X.

Example AUSREP DR

ID	System identifier and message type	AUSREP/DR//
A	Ship Name/Callsign/IMO number	A/HESPERUS/BCBC/8502458//
B	Date/Time of event	B/050200UTC//
C	Position - Lat/Long	C/3900S/14500E//
F	Speed	F/6//
I	Next port of destination and ETA (UTC)	I/ADELAIDE/080200UTC//
N	Date/time of next report	N/060200UTC//
X	Remarks	X/REDUCED SPEED DUE TO MAIN ENGINE PROBLEMS//

7.13 FINAL REPORTS

An AUSREP Final Report (FR) should be sent:

- for ships enroute overseas and departing the AUSREP area, at the AUSREP boundary;
- for ships ending a voyage at an Australian port within the REEF VTS area, at the last REEF VTS reporting point; and
- for ships ending a voyage at any other Australian port, when within 2 hours steaming of the port or pilot station.

Note:

When a ship approaches an Australian destination and arrives at a position where VHF contact is made with the local harbour authority or pilot station, which under normal circumstances is within two hours steaming of the pilotage, an FR is to be sent to RCC Australia. Under no circumstances should an FR be sent more than two hours before arrival. Alternatively, if the arrival is outside radio watch keeping hours for the port, the FR may be phoned to RCC Australia immediately after berthing, but no later than two hours after arrival. If it is known that the ship is to anchor or berth where telephone facilities are not available, then the FR should be sent to RCC Australia via Inmarsat-C or HF DSC.

Mandatory fields for an FR are A and K.

Masters must ensure that an FR is always sent to RCC Australia to prevent unnecessary SAR action and a waste of valuable resources.

Example Final Report

ID	System identifier and message type	AUSREP/FR//
A	Ship Name/Callsign/IMO number	A/HESPERUS/BCBC/8502458//
K	Date, time and point of exit from AUSREP area or Australian port of arrival.	K/080200UTC/ADELAIDE//

APPENDIX A: SPECIAL REPORT TYPES DETAILED REPORTING REQUIREMENTS

Dangerous Goods (DG) Reports

When an incident takes place involving the loss or likely loss overboard of packaged dangerous goods, including those in freight containers, potable tanks, road and rail vehicles and shipborne barges, into the sea.

The primary report should contain message format fields A, B, C, M, Q, R, S, T, U of the standard reporting format

If the condition of the ship is such that there is danger of further loss of packaged dangerous goods into the sea, fields P and Q of the standard reporting format should be reported

A	Ship Name/Callsign/IMO number
B	Date/time of position
C	Position
M	Coast Radio Stations monitored/Inmarsat numbers
P	<p>P1 Correct technical name or names of goods.</p> <p>P2 UN number or numbers.</p> <p>P3 IMO hazard class or classes.</p> <p>P4 Names of manufacturers of goods when known, or consignee or consignor.</p> <p>P5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.</p> <p>P6 An estimate of the quantity and likely condition of the goods.</p>
Q	<p>Q1 An assessment of the defects and damage.</p> <p>Q2 The ability of the ship to transfer cargo and ballast or fuel.</p>
R	<p>R1 Correct technical name or names of goods.</p> <p>R2 UN number or numbers.</p> <p>R3 IMO hazard class or classes.</p> <p>R4 Names of manufacturers of goods when known, or consignee or consignor.</p> <p>R5 Types of packages including identification marks. Specify whether portable tank or tank vehicle, or whether vehicle or freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.</p> <p>R6 An estimate of the quantity and likely condition of the goods.</p> <p>R7 Whether lost goods floated or sank.</p> <p>R8 Whether loss is continuing.</p> <p>R9 Cause of loss.</p>
S	Prevailing weather conditions.
T	Name, address, phone number and email address (if applicable) of the ships owners and representatives (charterer, manager or agent)
U	Ship size and type. Details of length, breadth, tonnage etc.

Particulars not immediately available should be inserted in a supplementary message or messages.

Harmful Substances (HS) Reports

When an incident takes place involving the discharge or probable discharge of oil (Annex I of MARPOL 73/78) or noxious liquid substances in bulk (Annex II of MARPOL 73/78).

In the case of actual discharge the primary report should contain message format fields A, B, C, E, F, L, M, N, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge, field B should also be included.

A	Ship Name/Callsign/IMO number
B	Date/time of position
C	Position
E	Course
F	Speed
L	Route
M	Coast Radio Stations monitored/Inmarsat numbers
N	Nominated daily reporting time
P	<p>P1 Type of oil or the correct technical name of the noxious liquid substances on board.</p> <p>P2 UN number or numbers.</p> <p>P3 Pollution category (A, B, C or D), for noxious liquid substances.</p> <p>P4 Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor.</p> <p>P5 Quantity.</p>
Q	<p>Q1 An assessment of the defects and damage.</p> <p>Q2 The ability of the ship to transfer cargo and ballast or fuel.</p>
R	<p>R1 Type of oil or the correct technical name of the noxious liquid discharged into the sea.</p> <p>R2 UN number or numbers.</p> <p>R3 Pollution category (A, B, C or D), for noxious liquid substances.</p> <p>R4 Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor.</p> <p>R5 An estimate of the quantity of the substances.</p> <p>R6 Whether lost substances floated or sank.</p> <p>R7 Whether loss is continuing.</p> <p>R8 Cause of loss.</p> <p>R9 Estimate of movement of the discharge or lost substances, giving current conditions if known.</p> <p>R10 Estimate of the surface area of the spill if possible.</p>
S	Prevailing weather conditions.
T	Name, address, phone number and email address (if applicable) of the ships owners and representatives (charterer, manager or agent)
U	Ship size and type. Details of length, breadth, tonnage etc.
X	<p>X1 Actions being taken with regard to the discharge and the movement of the ship.</p> <p>X2 Assistance or salvage efforts which have been requested or which have been provided by others.</p> <p>X3 The master of an assisting or salvaging ship should report the particulars of the action undertaken or planned.</p>

Particulars not immediately available should be inserted in a supplementary message or messages.

Assisting Ships

The Master of any ship engaged in, or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, fields A, B, C, E, F, L, M, N, P, Q, R, S, T, U, X of the standard reporting format.

Marine Pollutants (MP) Reports

In the case of loss or likely loss overboard of harmful substances in packaged form including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, identified in the International Maritime Dangerous Goods Code as marine pollutants (Annex III of MARPOL 73/78).

In the case of actual discharges the primary report should contain message format fields A, B, C, M, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge, field P should also be included.

A	Ship Name/Callsign/IMO number
B	Date/time of position
C	Position
M	Coast Radio Stations monitored/Inmarsat numbers
P	<p>P1 Correct technical name or names of goods.</p> <p>P2 UN number or numbers.</p> <p>P3 IMO hazard class or classes.</p> <p>P4 Names of manufacturers of goods when known, or consignee or consignor.</p> <p>P5 Types of packages including identification marks or whether in portable tank or tank vehicle or whether vehicle of freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.</p> <p>P6 An estimate of the quantity and likely condition of the goods.</p>
Q	<p>Q1 Condition of the ship as relevant.</p> <p>Q2 Ability to transfer cargo-ballast-fuel.</p>
R	<p>R1 Correct technical name or names of goods.</p> <p>R2 UN number or numbers.</p> <p>R3 IMO hazard class or classes.</p> <p>R4 Names of manufacturers of goods when known, or consignee or consignor.</p> <p>R5 Types of packages including identification marks, specify whether in portable tank or tank vehicle or whether vehicle of freight container or other cargo transport unit containing packages. Include official registration marks and numbers assigned to the unit.</p> <p>R6 An estimate of the quantity and likely condition of the goods.</p> <p>R7 Whether lost goods floated or sank.</p> <p>R8 Whether loss is continuing.</p> <p>R9 Cause of loss.</p>
S	Prevailing weather conditions.
T	T1 Name, address, telex and telephone number of the ship's owner and representative (charterer, manager or operator of the ship or their agent).
U	Ship size and type. Details of length, breadth, tonnage etc.
X	<p>X1 Action being taken with regard to the discharge and the movement of the ship.</p> <p>X2 Assistance or salvage efforts which have been requested or which have been provided by others.</p> <p>X3 The Master of an assisting or salvaging ship should report the particulars of the action undertaken or planned.</p>

Particulars not immediately available should be inserted in a supplementary message or messages. The master of any ship engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, fields: A, B, C, M, P, Q, R, S, T, U, X of the standard reporting format.

APPENDIX B: IMO MESSAGE FORMAT FIELDS FOR AUSREP REPORTS

The message format fields listed below comply with IMO Resolution A648(16) of 19 October 1989 and are described in a manner suitable for them to be used by the AUSREP ship reporting system.

System Identifier: AUSREP

Message Type Identifiers: SP, PR, DR or FR as appropriate.

- A. 1 - Ship name; 2 - callsign; and 3 - IMO number.
- B. Date/Time of event (UTC).
- C. Position (latitude and longitude in degrees and minutes)
- D. (Not to be used in AUSREP messages).
- E. Course.
- F. Speed (ship's anticipated average speed until next report -in knots & tenths of knots).
- G. Name of last non-Australian port of call.
- H. Date/Time (UTC) and point of joining the AUSREP system. The point of joining must be either the Australian port the ship is departing from, or if joining from overseas, the latitude/longitude of crossing the AUSREP boundary.
- I. Next non-Australian port of destination and estimated time of arrival at that port.
- J. Coastal pilotage details: 1 - Yes/No; 2 - last name of Pilot; and 3 - licence number of pilot.
- K. Date/Time (UTC) and point of exit from the AUSREP system (point of exit is either the latitude/longitude of crossing the AUSREP boundary or the Australian port to which the ship is bound).
- L. Route information
- M. Radiocommunications arrangements. State in full: names of stations/frequencies guarded including MMSI and Inmarsat numbers (A, B, C, F77 etc).
- N. Insert word POLL if ship available to be polled by Inmarsat-C.
If not, enter nominated Date/Time of next report (UTC) and reason why ship cannot be polled.
- O. Draught (fore and aft in metres and tenths of metres).
- P*. Cargo information may be passed by non-voice means if required. 1 - Normal name of the Cargo; and 2 - indicate Yes or No if cargo is classified as hazardous.
- Q*. Defects or other limitations such as damage, failure or breakdown affecting the safety of the ship.
- R*. Brief details of type of pollution lost overboard (oil, chemicals, etc) and also report if any pollution sighted.
- S. Weather conditions in area.
- T. Ship' s agents.
- U. 1 - Ship type; 2 - ship length (metres); and 3 - gross tonnage.
- V. Medical personnel carried.
- W. Number of persons on board.
- X. Remarks. If polling, report make and type of Inmarsat-C terminal.
- Y. Request to relay a report to another system eg. AMVER.
Note: RCC Australia will only on-pass reports to AMVER whilst ship is reporting to AUSREP.

* Refer to Appendix A for "Detailed Reporting Requirements" for Dangerous Goods (DG), Harmful Substances (HS), Marine Pollutants (MP).

APPENDIX C: CHECK LIST FOR AUSREP REPORTS

X Mandatory field
* Optional field as appropriate to circumstances.

	SP	PR	DR	FR
A	X	X	X	X
B		X	X	
C		X	X	
D				
E		X	* required if affected by deviation	
F	X	X	* required if affected by deviation	
G	* required when entering AUSREP system from overseas			
H	X			
I	* required when leaving AUSREP system			
J			* required if affected by deviation	
K	X		* required if affected by deviation	X
L	X		* required if affected by deviation	
M	X		* required if affected by deviation	
N	X	X	X	
Q	* details as required			
R	* details as required			
U	X			
V	X			
X	* details as required	* details as required	X reason for deviation	
Y	* details as required	* details as required	* details as required	* details as required

APPENDIX D: LIST OF COMMON PORT NAMES

Abbot Point	Cairns	Cossack Pioneer	Garden Point
Abrolhous Houtman Is	Caloundra	Crocodile Island	Geelong
Adelaide	Cape Arnhem	Croker Island	Gellibrand
Adele Island	Cape Bedford		Georgetown
Albany	Cape Bougainville	Dalrymple Bay	Geraldton
Albatross Bay	Cape Bowling Green	Dampier	Gladstone
Althorpe Island	Cape Byron	Darwin	Glomar Shoal
Altona	Cape Croker	Davies Reef	Goods Island
Anderson Bay	Cape Cuvier	Davis Station	Goulburn Island
Ardrossan	Cape Don	De Entrecasteaux Pt	Gove
Arno Bay	Cape Ferguson	Deal Island	Gorgon Gas Field
Augusta	Cape Flattery	Deep Sea Duchess	Grafton Passage
Aurukun	Cape Fourcroy	Delamere Location	Grassy Harbour
	Cape Gambier	Derby	Griffin Venture
Ballast Head	Cape Grenville	Devonport	Groote Eylandt
Bamaga	Cape Hotham	Diane Bank (NW End)	
Barracouta Platform	Cape Inscription	Dumont D'urville	Halibut Platform
Barrow Island	Cape Lambert	Dundas Strait	Hamilton Island
Barrys Beach	Cape Leeuwin		Harriet Oilfield
Barwon Heads	Cape Leveque	East Diamond Islet	Harvey H Ward
Baska Manta	Cape Londonderry	Eddystone Point	Hastings
Bathurst Head	Cape Melville	Eden	Hayman Island
Bathurst Island	Cape Moreton	Edithburgh	Hay Point
Bayu Undan	Cape Nelson	Edward River	Hedland
Beauty Point	Cape Otway	Elcho Island	Hervey Bay
Bell Bay	Cape Schanck	Endeavour Strait	High Peak Island
Bickerton Island	Cape Sidmouth	Enfield	Hobart
Billabong	Cape Sorrell	Esperance	Hogan Island
Bing Bong	Cape Tribulation	Euston Reef	Holmes Reefs
Black Point	Cape Van Diemen	Evans Shoal	Horn Island
Blacktip Field	Cape Wessel	Exeter 1	Houghton Island
Booby Island	Cape Weymouth	Exmouth Gulf	
Botany Bay	Carnarvon		Inglis Island
Bowden Reef	Challis Venture	Fitzroy Island	Inspection Head
Bowen	Chapman Island	Flagstaff Point	
Bramble Cay	Chesterfield Reef	Fletcher 1	Jabiru Oilfield
Brisbane	Christmas Island	Flinders Island	Jabiru Venture
Broadhurst Reef	Clarence River	Flinders Reef	Jervis Bay
Broken Bay	Cliffy Island	Flounder A Platform	Jervoise Bay
Broome	Cocos (Keeling) Island	Fork Reef	Jomard Passage
Browse Island	Coffs Harbour	Fortescue Platform	Jurien Bay
Buckingham River	Commonwealth Bay	Fraser Island	
Buffalo Venture	Cooktown	Fredrick Reefs	Kalumburu
Bunbury	Coral Bay	Fremantle	Kangaroo Island
Bundaberg	Corallina		Karratha
Burnie	Coringa Islet	Gabo Island	Karumba
Byford Dolphin	Corner Inlet	Gapuwiyak	Kembla

Kenn Reefs	Mourilyan	Port Pirie	Ulladulla
King Island	Murgenella	Port Stanvac	Umbakumba
King Sound	Murray Island	Port Stephens	Undan
Kingscote	Mutineer Exeter Oilfield	Port Walcott	Urangan
Koolan Island	Myrmidon Reef	Port Warrender	Useless Loop
Kuri Bay		Port Welshpool	
Kurnell	Napier Broome Bay	Portland	Vanderlin Island
Kwinana	Naracoopa	Princess Charlotte Bay	Vansittart Bay
	Needle Reef	Proper Bay	Varanus
Lady Barron	Newcastle		
Launceston	Nganhurra	Raine Island	Vernon Islands
Legendre	Nguiu	Rapid Bay	
Lesueur Island	Norfolk Island	Risdon	Wadeye
Lingi Point	North East Cay	Rockhampton	Wallaroo
Lizard Island	North Flinders Reefs	Roper River	Waratah Bay
Lockhart River	North Haven	Rose River	Warruwi
Lombok Strait	North West Cape	Round Head	Weipa
Lonsdale	Numbulwar		Welshpool
Lord Howe Island		Sandy Cape	West Cape Howe
Loutit Bay	Oberon Bay	Scott Reef	Westernport
Lowendal Islands	Ocean Bounty	Seringapatam Reef	Whitsunday Island
Lucinda	Ocean Epoch	Selat Karimata	Whyalla
	Ocean General	Shute Harbour	Wigcam
Maatsuyker Island	Onslow	Southport	Willis Islets
Mackay	Orontes Bank	Southwest Island	Willis Island
Mackerel Platform	Orpheus Island	Spring Bay	Wilson's Promontory
Maningrida	Osprey Reefs	Stanley	Withnell Bay
Margie		Stokes Bay	Wollongong
Marion Bay	Pandora Reef	Strahan	Wooley Butt
Marion Reef	Pearce Point	Sugarloaf Point	Wooli
Maryborough	Pera Head	Sunda Strait	
Mawson Station	Pipon Island	Sydney	Wyndham
McCluer Island	Pirlangimpi		
McMurdo Sound	Plank Shoal	Tasman Island	Yam Island
Melbourne	Pluto Field	Tasman Point	Yamba
Mellish Reef	Point Cartwright	Terra Nova Base	Yampi Sound
Melville Island	Point Henry	Thevenard Harbour	
Mermaid Strait	Point Lonsdale	Thevenard Island	Yorke Island
Middleton Reef	Point Murat	Thursday Island	Yorkey's Knob
Milingimbi	Port Alma	Townsville	
Milner Bay	Port Arthur	Triabunna	
Minerva	Port Bonython	Trial Bay	
Minjilang	Port Bremer	Troughton Island	
Mitchell River	Port Broughton	Trudhoe Island	
Monkey Mia	Port Kembla	Truscott	
Montebello Island	Port Lambert	Tuattara	
Mooloolaba	Port Latta	Tuesday Islets	
Moors Reef	Port Lincoln	Twofold Bay	
Mornington Island	Port Musgrave		
Mount Adolphus Island	Port Phillip Bay		

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