



MASTREP and Australian Mandatory Reporting **GUIDE**

2nd Edition February 2016

MASTREP Ship Reporting for the Australian Area

The Modernised Australian Ship Tracking and Reporting System (MASTREP) as described in *Marine Order 63 Vessel Reporting Systems*, effective 1 January 2016, is used to track the location of vessels. Under this system:

- positional reporting for vessels is sourced from the vessel's Automatic Identification System (AIS);
- Sailing Plans, Deviation Reports and Final Reports are not required;
- communications with vessels continue to be available through Inmarsat, HF, satellite telephony and other means;
- Special Reports are required to support AMSA's role in shipping oversight and incident reporting management.

MASTREP is operated by the Australian Maritime Safety Authority (AMSA) as part of the services offered by the Joint Rescue Coordination Centre (JRCC Australia). JRCC Australia is staffed 24 hours per day.

Benefits of MASTREP

MASTREP is designed to minimise the reporting requirements on vessels using International Marine Organization (IMO) mandated AIS technology to provide positional advice to AMSA. It:

- increases the timeliness and accuracy of data collected from a much larger number of vessels plying the waters within the Australian Search and Rescue Region (SRR);
- provides AMSA with the capability to significantly improve its pollution, marine casualty and search and rescue (SAR) incident responses through faster and more effective management of incidents and resources;
- ensures that only the closest vessels will be requested to assist in a SAR incident reducing the need for vessels to steam long distances from their intended voyage plan.

MASTREP Coverage Area

The area of coverage is identical for both MASTREP and the SRR. 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 | |



Transmitting Position Reports

MASTREP uses Position Reports, which must be transmitted by AIS in accordance with the International Convention for the Safety of Life at Sea (SOLAS), Chapter 5, Regulation 19.2.4. Position Reports must include the following information:

- i. identity;
- ii. type;
- iii. position;
- iv. course;
- v. speed;
- vi. navigational status;
- vii. safety related information.

The Master of a vessel must report any malfunction of the vessel's AIS equipment to JRCC Australia in accordance with Section 186 of the *Navigation Act 2012*.

Australian Mandatory Reporting Requirements

MASTREP Reporting

Marine Order 63 makes the provision of Position Reports mandatory for:

- foreign vessels from the arrival at its first port in Australia until its departure from its final port in Australia; and
- all regulated Australian vessels whilst in the MASTREP area.

Domestic commercial vessels fitted with Global Maritime Distress and Safety System (GMDSS) and AIS technology are also encouraged to participate in the system as MASTREP assists AMSA in carrying out SAR activities.

REEFREP Reporting

Marine Order 63 states the requirements to report to REEFVTS. Participation in MASTREP does not remove the continued obligation of mandatory reporting to REEFVTS. Further information on the system is published in the Great Barrier Reef & Torres Strait Vessel Traffic Service (REEFVTS) User Guide which can be obtained from AMSA's website: www.amsa.gov.au.

Marine Incident Reporting

All Marine Incidents are to be reported to AMSA using form 'AMSA 18' and form 'AMSA 19'. Copies of these forms can be obtained from the AMSA website www.amsa.gov.au. Examples of incidents include the loss, death or serious injury of a person, the loss of or damage to a vessel, equipment failure, a collision or a pollution event. Reports should be made in accordance to the requirements of the *Navigation Act 2012*, Marine Orders, and the *Occupational Health and Safety (Maritime Industry) Act 1993*, as applicable.

Non-Mandatory Reporting

Masters wishing to send information to JRCC Australia or the Maritime Assistance Service, other than that which is mandated to be reported under the relevant legislation identified in the Marine Incident Reporting section, should complete an Information Report using the standard international ship reporting format as set out IMO Resolution A.851 (20)*. Examples of non-mandatory reports include notification of navigational hazards, vessel defects or deficiencies, or other limitations which could adversely affect navigation.

Special Report Types

Special Report Types include those for Dangerous Goods (DG), Harmful Substances (HS), and Marine Pollutants (MP). Special Reports should follow the guidelines for reporting as set out in IMO Resolution A.851 (20), as amended by IMO Resolution MEPC.138 (53)* as amended from time to time. See Table 1 on page 4 for report format requirements.

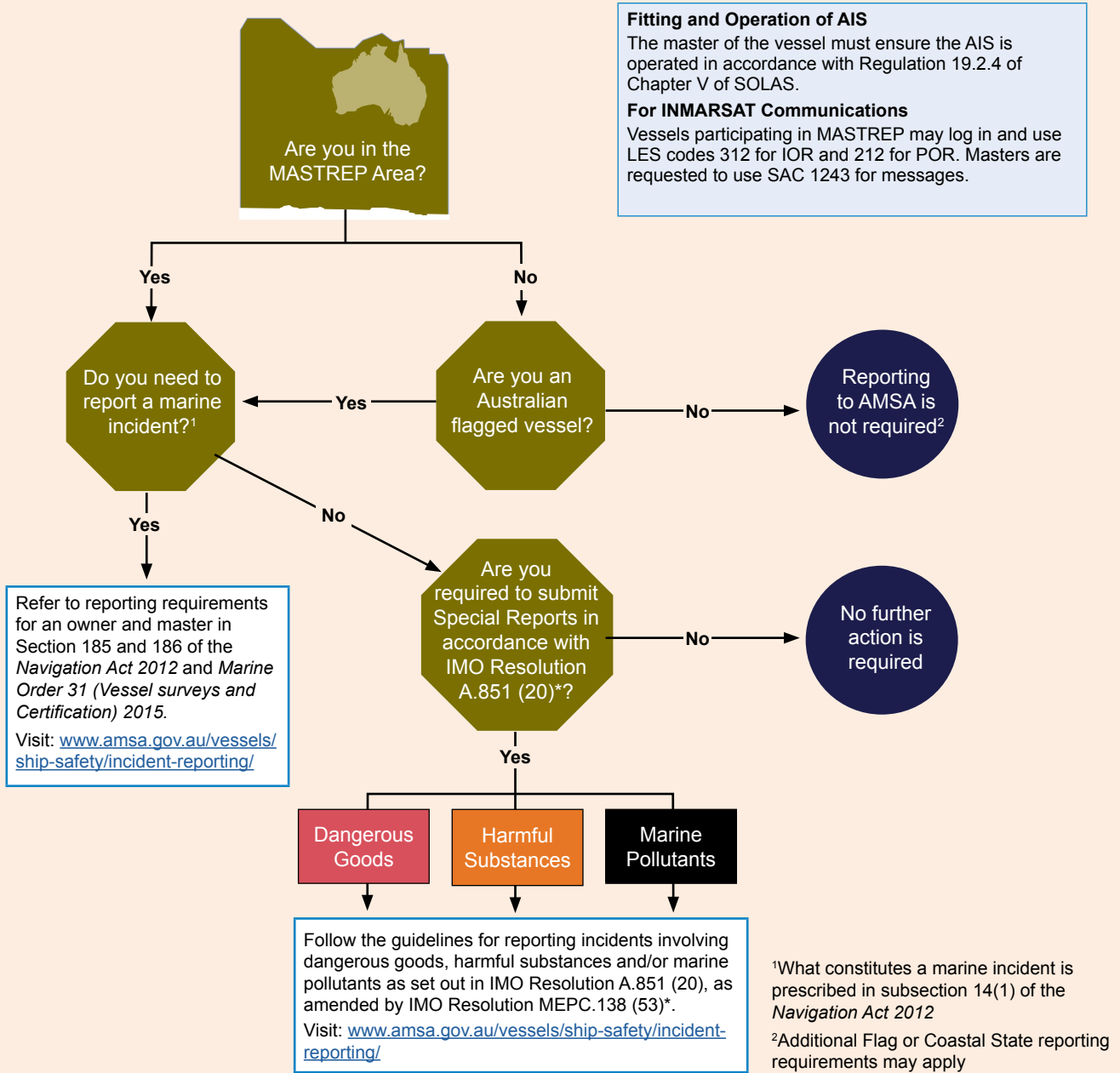
Further Information

Further information or advice on MASTREP and Australian mandatory reporting procedures are available from:

- Australian Maritime Safety Authority (JRCC Australia)
Telephone: (02) 6230 6880 (International +61 2 6230 6880)
Email: rccaus@amsa.gov.au
Postal Address: GPO Box 2181 Canberra City ACT 2601 Australia
- AMSA offices in major ports. See www.amsa.gov.au
- AMSA website: www.amsa.gov.au

*As amended from time to time

Australian Mandatory Reporting Requirements



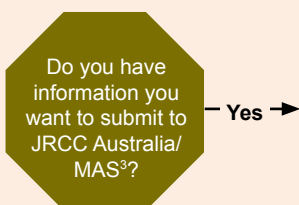
Fitting and Operation of AIS

The master of the vessel must ensure the AIS is operated in accordance with Regulation 19.2.4 of Chapter V of SOLAS.

For INMARSAT Communications

Vessels participating in MASTREP may log in and use LES codes 312 for IOR and 212 for POR. Masters are requested to use SAC 1243 for messages.

Non-Mandatory Reporting



| Example of an Information Report ⁴ | | |
|---|--|--------------------------------------|
| ID | System Identifier and Message Type | MASTREP/IR// |
| A | Ship Name/Callsign/IMO Number | A/HESPERUS/BDBD/8502458// |
| B | Date/Time of Event | B/050200UTC// |
| C | Position – Lat/Long | C/3900S/14500E// |
| I | Next Port of Destination and ETA (UTC) | I/ADELAIDE/080200UTC// |
| X | Remarks | X/SIGHTED SEMI-SUBMERGED CONTAINER// |

³Maritime Assistance Service

⁴Complete the Information Report using the standard international ship reporting format as set out in IMO Resolution A.851 (20)*

*As amended from time to time

Table 1

| | Message Format Fields | DG Report | HS Report | MP Report |
|----------|--|------------------|------------------|------------------|
| 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 | P2 UN number or numbers | | | |
| P | P4 Names of manufacturers of goods/substances, if appropriate, when known, or consignee or consignor | • | • | • |
| P | P1 Correct technical name or names of goods P3 IMO hazard class or classes 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. P6 An estimate of the quantity and likely condition of the goods | • | | • |
| P | P1 Type of oil or the correct technical name of the noxious liquid substances on board P3 Pollution category (A, B, C or D), for noxious liquid substances P5 Quantity | | • | |
| Q | Q1 An assessment of the defects and damage Q2 The ability of the ship to transfer cargo and ballast or fuel | • | • | • |
| R | R2 UN number or numbers R4 Names of manufacturers of goods/substances, if appropriate, where they are known, or consignee or consignor | • | • | • |
| R | R1 Correct technical name or names of goods R3 IMO hazard class or classes 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. R6 An estimate of the quantity and likely condition of the goods R7 Whether lost goods floated or sank R8 Whether loss is continuing R9 Cause of loss | • | | • |
| R | R1 Type of oil or the correct technical name of the noxious liquid discharged into the sea R3 Pollution category (A, B, C or D), for noxious liquid substances R5 An estimate of the quantity of the substances R6 Whether lost substances floated or sank R7 Whether loss is continuing R8 Cause of loss R9 Estimate of movement of the discharge or lost substances, giving current conditions if known R10 Estimate of the surface area of the spill if possible | | • | |
| S | Prevailing weather conditions | • | • | • |
| T | Name, address, telephone number and email address (if applicable) 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 | X1 Action being taken with regard to the discharge and the movement of the ship X2 Assistance or salvage efforts which have been requested or which have been provided by others X3 The Master of an assisting or salvaging ship should report the particulars of the action undertaken or planned | | • | • |