

INTERNATIONAL MARITIME ORGANIZATION

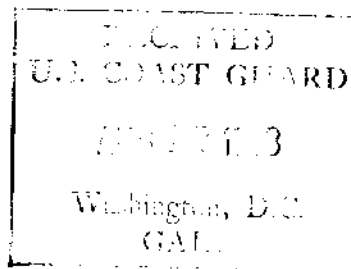
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BALTIC SEA POSITION REPORTING  
(BAREP) SYSTEM

1 At its forty-eighth session the Maritime Safety Committee was informed of the experience gained with the Baltic Sea Position Reporting (BAREP) system and that the trial period for the system had been extended for a period of two years (MSC 48/25, paragraph 12.50).

2 The Committee, recognizing the value of ship reporting systems for the safety of lives at sea and for the protection of the marine environment and noting the relatively low participation in the BAREP system, urged Member Governments to encourage their ships to participate in the system.

3 At the request of the Committee the above is brought to the attention of Member Governments, together with the attached details of the BAREP system.

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ANNEX 20RECOMMENDATION ON PARTICIPATION IN THE BALTIC SEA  
SHIP REPORTING SYSTEM (BAREP)

THE MARITIME SAFETY COMMITTEE,

NOTING that the Convention on the Protection of the Marine Environment of the Baltic Sea Area (Helsinki Convention) entered into force on 3 May 1980,

NOTING FURTHER that the Baltic Marine Environment Protection Commission, established pursuant to the provisions of the Helsinki Convention, at its first meeting adopted the Baltic Sea position reporting system which will be established on 1 July 1981,

BEARING IN MIND that participation in the scheme is voluntary and applies to ships in the following categories:

- .1 loaded oil tankers of 20,000 tons gross tonnage and above;
- .2 loaded gas carriers of 1,600 tons gross tonnage and above;
- .3 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 (or Annex II to the MARPOL Convention),

RECOGNIZING the value of this system as a means of starting early and efficient action in the case of accidents by Baltic coastal states,

RECOMMENDS Member Governments to encourage their ships in the categories mentioned above to participate in the Baltic Sea position reporting system attached at Annex.

ANNEX

BALTIC SEA POSITION REPORTING SYSTEM

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

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

3 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 3. The following general rules shall apply:

- .1 Sailing Plan (SP) shall be sent by a ship when passing the Skaw 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;

- .2 Position Report (PR) shall be sent by a ship when passing the reporting lines mentioned in Appendix 2.

The Position Report shall be addressed to the PRC in accordance with Appendix 3.

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;

- .3 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 PRC will take appropriate action as regards retransmission of information necessitated by the Change Report;

- .4 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 the PRC of the Federal Republic of Germany as appropriate.

APPENDIX 1

SHIP REPORTING FORMAT

	Designator	Text
<u>Type of Message</u>		BAREP
<u>Type of Report:</u>	A	ALPHA (a 2 letter group)
Sailing Plan		ALPHA "SP" ( <u>S</u> ailing <u>P</u> lan)
Position Report		ALPHA "PR" ( <u>P</u> osition <u>R</u> eport)
Change Report		ALPHA "CP" ( <u>C</u> hange <u>R</u> eport)
<u>Final Report</u>		ALPHA "FR" ( <u>F</u> inal <u>R</u> eport)
<u>Ship</u>	B	BRAVO (Name and call-sign)
<u>Date/Time (GMT)</u>	C	CHARLIE (a 6-digit group giving day of month-first two digits-hours and minutes next four digits-suffixed by "ZULU")
<u>Position</u>	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" and a 4-digit group giving longitude in degrees and minutes suffixed by "EAST")
<u>True course</u>	F	FOXTROT (a 3-digit group)
<u>Speed in knots</u>	G	GOLF (a 2-digit group)
<u>Route information</u>	H	HOTEL (intended route) See note below
<u>Destination and ETA (GMT)</u>	I	INDIA (destination port and a 6-digit group as under "C" suffixed by ZULU)
<u>Estimated time (GMT) of passing next reporting line</u>	K	KILO (a 6-digit group as under "C" suffixed by ZULU)

Miscellaneous:

L

LIMA

Cargo

LIMA CARGO (General type and amount of cargo)

Draught

LIMA DRAUGHT (max-draught in metres)

Pilot

LIMA PILOT (if pilot is on board)

Deficiencies

LIMA DEFICIENCIES (any deficiencies which adversely affect safe navigation)

Designator Type of Report										
	A	B	C	D/E	F	G	H	I	K	L
Sailing Plan	XX	XX	XX	XX	-	XX	XX	XX	XX	XX
Position Report	XX	XX	XX	XX	X	-	X	-	XX	X
Change Report	XX	XX	XX	XX	X	X	X	X	X	X
Final Report	XX	XX	XX	XX	-	-	-	-	-	X

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 side of passing significant offshore points (e.g. EAST OF GOTLAND)

Specimen message

BAREP

ALPHA

SIERRA PAPA

BRAVO

NONSUCH MIKE BRAVO CHARLIE DELTA

CHARLIE

ONE FOUR ONE EIGHT ZERO ZERO ZULU

ECHO

FIVE SEVEN FOUR SIX NORTH ONE ZERO FOUR THREE EAST

GOLF

ONE FIVE

HOTEL

ROUTE TANGO AND NORTH OF BORNHOLM

INDIA

GDANSK ONE SIX ONE FIVE ZERO ZERO ZULU

KILO

ONE FOUR TWO THREE FOUR FIVE ZULU

LIMA CARGO

FUEL OIL FIFTY THOUSAND TONS

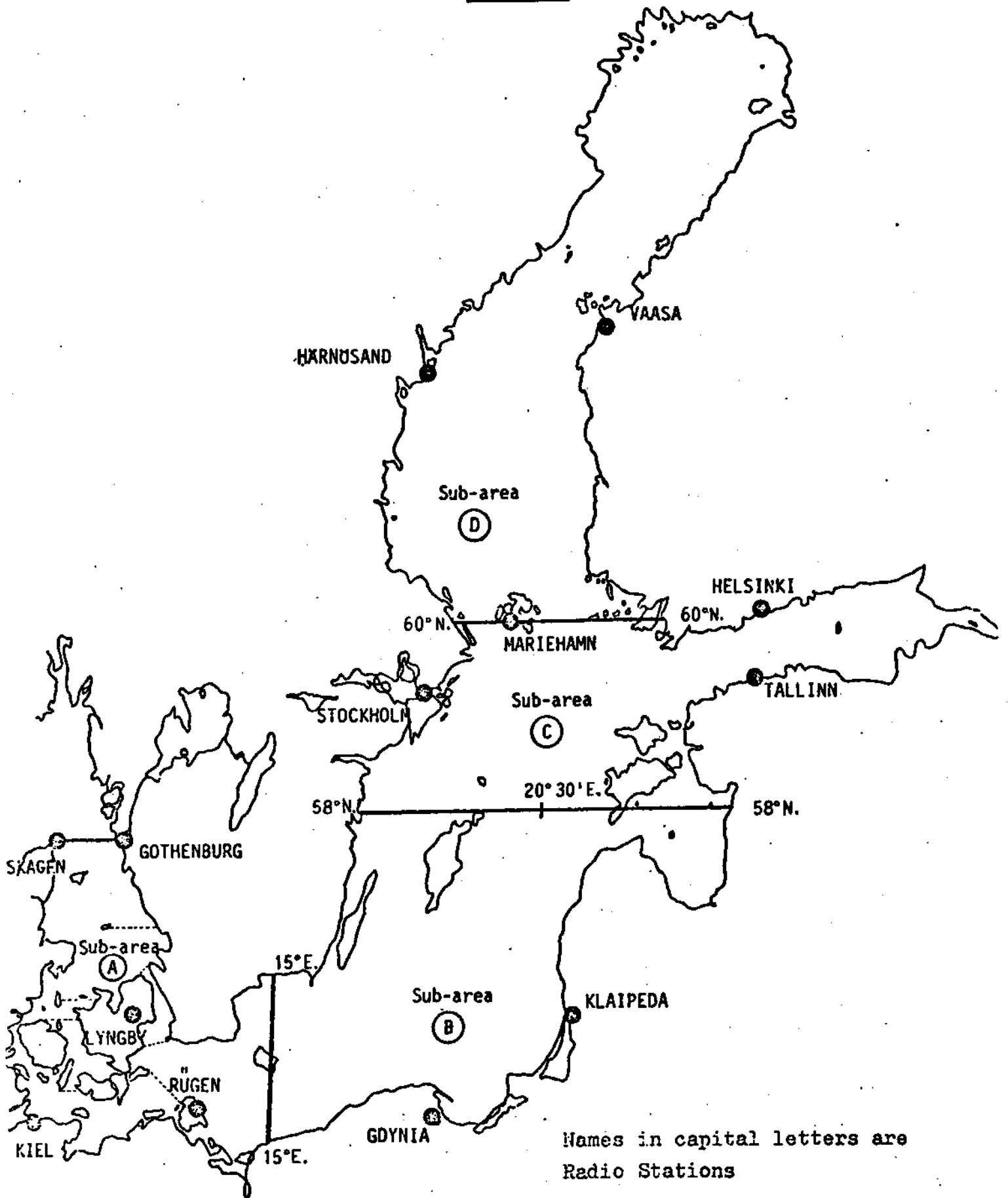
LIMA DRAUGHT

ELEVEN METRES

LIMA PILOT

PILOT EMBARKED

APPENDIX 2



APPENDIX 3

REPORTING ROUTINE

Passing Reporting Line	Report from Ship to PRC	Type of Report
Latitude through the Skaw	SHIPPOS AARHUS	Inward bound SP ----- Outward bound FR
Anholt	SHIPPOS AARHUS	PR
atter		
Asnaes		
Keldsnor		
Moen SE Light Vessel		
The Sound Northern part	SHIPPOS AARHUS	PR
Stevns Klint - Falsterbo	Swedish PRC	PR
North of Bornholm	Swedish PRC	PR
Longitude 15°E Inward bound	Polish PRC	
South of Bornholm	.....	PR
Outward bound	GDR PRC	
West of Longitude 20°30' E	Swedish PRC	PR
Latitude 58°N East of Longitude 20°30' E	USSR PRC	
West of Aland	Swedish PRC	PR
Latitude 60°N East of Aland	Finnish PRC	