

Traffic Management Data Sample

Refer to : Action item 16/11(Korea, Republic of)

□ Voluntary Ship Report Systems

(KOSREP, the KOrean Ship REPorting System)

1. Description

KOSREP is for all vessels transiting the ROK search and rescue (SAR) area and the Korean peninsula.

Participation in this system begins when a vessel sends the Sailing Plan and ends when the vessel sends the Final Plan to the Korea Coast Guard.

2. Participation

(1) The international passenger vessels

(2) The international voyage vessels of 300 Gross tonnages and over, All vessels with a continuous navigating time of 12 hours.

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

- (3) Any kind of vessel not under command, restricted in ability to maneuver and/or constrained in draught.
- (4) Towing vessels with a 200 meter in length
- (5) Any vessel carrying any form of dangerous cargo such as crude oil, its production and associated chemicals.

3. Form of Message

(1) The title of Message : KOSREP/SP/PR/DR/FR//

(2) Contents of Message

A. Ship's name/call-sign

B. Date and Time of departure or report

C. Position (Lat./ Long.)

D. Port of departure (Date and Time)

E. Port of Destination (position)

F. Port of arrival (Date and Time, position)

G. Navigation method (Coastal, RL, GC. etc)

H. On board medical resources (MD, PA, Nurse or None)

I. JASREP/AMVER/OTHERS

Optional data items

J. Current Course

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

K. Estimated Average speed

L. Current CRS being worked/Next CRS

M. Up to 65 characters of amplifying comments (It is requested to provide the estimated time of the next report, kinds of cargo, Inmarsat No. etc)

4. Requirement for Message

(1) The Sailing Plan (SP)

a) SP is the basic information to estimate the vessel's position and should be sent at the time the vessel begins participation in the system.

b) Sailing Plan (SP) : A, B, D, E, G, H, I, Optional items J, K, L, M

(2) The Position Report (PR)

a) PR is the information to verify if the vessel's position input according to the Sailing Plan is correct.

The first report should be sent at an optional time within 12 hours of departure from a port or entering the KOSREP area, or when the vessel enters the area, such reporting should be made as soon as practicable.

b) Position Report (PR) : A, B, C, I, Optional items J, K, L, M

(3) The Deviation Report (DR)

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

a) DR is the information to be used for necessary correction of the pre-reported Sailing Plan when the vessel deviates from its intended course due to a changes in the Sailing Plan.

Such reports should be sent whenever the vessel deviates 25NM or more from the original track, or the port of destination is changed, or other changes occur in the SP.

b) Deviation Report (DR) : A, I, One or more optional items B, J, K, D, E, G, I, H, M

(4) The Final Report (FR)

a) FR is the information required to terminate participation in the system. Accordingly such reports should be sent prior to or arrival at port or when the vessel leaves the KOSREP area.

b) Final Report (FR) : A, E, I, Optional items M

5. Transmission of Messages

(1) As far as practicable, reports should be sent by MF or VHF DSC to the nearest MRCC to the vessel's position.

(2) Reports are also accepted through Inmarsat by telephone, FAX, or Telex to KCG HQ Rescue Co-ordination center.

(3) No charges will be levied for these reports.

(Any report through Inmarsat or other public communications system will be charged at normal commercial rates)

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

□ **Mandatory Ship Report Systems**

All vessels entering or departing from each trade port in Korea should abide by traffic control which is conducted via VHF and issue relevant reports as required.

(Trade Port : Busan, Busan New port, Incheon, Donghae, Pohang, Ulsan, Masan, Yeosu, Yeosu coastal, Jeju, Wando, Jindo coastal, Mokpo, Gunsan, Daesan, Pyeongtaek-Dangjin, Gyeong-in Ara waterway)

The following lists the type of common information to be included in each port.

1. Definition

The VTS monitors marine traffic and provides navigation safety information.

2. Contact

(1) Call : 000 VTS (ex. Busan VTS)

(2) Frequency : VHF Channel 16, 06 10 12 14

(3) Hours : 24 hours

3. Participation

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

- (1) The ocean-going vessels
- (2) The vessels of 300GT and over(including coastal fishing vessels)
- (3) The vessels carrying dangerous goods
- (4) Towing vessels engaged in towing of 200 meter or more in length, or connected in a composite unit
- (5) Fishing boats more than 45 meter in length equipped with VHF, AIS.
- (6) Pilot boat, Oil Barge, Passenger ship, Tugboat etc
- (7) Towing vessels engaged in port operation

4. Notice to ETA

A vessels bound for ports in Korea(Rep. of) should advise via local agent of their ETA 72h, 48h, 24h and 12h prior to arrival.

5. Requirement for Message and Type

(1) Estimated Arrival Report : 1 hour prior to arrival

- Ship's name/Call-sign
- Nationality
- Type of vessel
- Gross Tonnages
- Length Of All

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

- Maximum draught
- Position (Lat./Long.)
- ETA (Pilot station or Anchorage)
- Last Port of Call
- Cargo type and Quantity
- Any defects
- Other essential information for the safety of vessel traffic.

(2) Initial Report (Entry Report) : On entering the VTS area

- Ship's name/Call-sign
- Position (Lat./Long.)
- Gross Tonnage
- Destination
- ETA (Pilot station or Anchorage)
- Cargo type and Quantity,

(3) Arrival Report : On arrival at the berth/anchorage(On entering the VTS area)

- Ship's name/Call-sign
- Arrival time
- Position (berth name or anchorage name)

(4) Shifting Report : 30 minutes before shifting

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

- Ship's name/Call-sign
- Position (Lat./Long.)
- Starting time and arrival time
- Reason for shifting
- Time and Position of heaving-up anchor
- Time and Position of anchoring/berthing

**(5) Departure Report : At least 30 mins before departure and
immediately after leaving berth or anchorage**

- Ship's name/Call-sign
- Position (Lat./Long.)
- Time and Place of Departure
- Next Port of Call
- Cargo information

(6) Passing Report : On passing point(Lt. buoy or Position)

- Ship's name/Call-sign
- Position (Lat./Long.)
- Time of passing
- Course and Speed

6. Compliance provisions

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

(1) All vessel should maintain a continuous listening watch on VHF Channel

16(and 14) whilst within the VTS area.

(2) Vessels should immediately report any dangers to navigation or safety whilst within the

VTS area.

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING