TRAFFIC MANAGEMENT

Table of Contents

Traffic Control

Notice of ETA

All vessels carrying dangerous cargo and all vessels of 1,600 gross tons and over bound for Jussland should contact the Captain of the Port of their destination at least 24 hours prior to arrival. Barges carrying dangerous cargo should contact the Captain of the Port of their destination at least 24 hours prior to arrival. The message should include the following information:

1. Vessel's name, call sign, and country of registry.
2. Gross tonnage.
3. Number of passengers and/or crew.
4. Master's name.
5. Agent's name and contact information.
6. Port of departure (for vessels of 1,600 gross tons and over).
7. Position (for vessels carrying dangerous cargo).
8. Name(s) of all dangerous cargo carried on board.
9. Amount of dangerous cargo, if applicable.
10. Stowage location of dangerous cargo, if applicable.
11. Operational status of the following navigational equipment:
    a. Radar.
    b. Compasses.
    c. Rudder angle indicator.
    d. Echo sounder.
    e. Equipment on the bridge for plotting relative motion.
12. Destination.
13. ETA.

All changes in the ETA of more than 4 hours should be notified immediately.

Vessels are not required to send the 24-hour notification if they are participating in AMVER.

Notice of ETD

All vessels carrying dangerous cargo should send their ETD to the Captain of the Port within 2 hours of arrival or at least 24 hours prior to departure. Barges carrying dangerous cargo should send their ETD to the Captain of the Port at least 4 hours prior to departure. The message should include the following information:

1. Vessel's name, call sign, and country of registry.
2. Gross tonnage.
3. Number of passengers and/or crew.
4. Master's name.
5. Agent's name and contact information.
6. Name(s) of all dangerous cargo carried on board.
7. Amount of dangerous cargo, if applicable.
8. Stowage location of dangerous cargo, if applicable.
9. Operational status of the following navigational equipment:
    a. Radar.
    b. Compasses.
    c. Rudder angle indicator.
    d. Echo sounder.
    e. Equipment on the bridge for plotting relative motion.
10. Point of departure.
11. ETD.
12. Next port.

All changes in the ETD of more than 6 hours should be notified immediately.

Micklefirth Vessel Traffic Service

The Micklefirth VTS area is bounded, as follows:

1. North limit—latitude 32°20.7´S.
2. East limit—longitude 61°19.0´E.
3. West limit—coast of East Jussland.
4. South limit—latitude 32°37.5´S.

The harbor areas of Lowesmouth and Port Rimon are not included in the Micklefirth VTS area.

Micklefirth VTS provides an Information Service and, if necessary, a Traffic Organization Service. Vessel traffic information is provided at Reporting Points, on request, or when deemed necessary by Micklefirth VTS.

VTS surveillance is maintained within the Micklefirth VTS Area for the provision of vessel traffic services. Radar video, AIS data, and radiotelephone audio of Micklefirth VTS operations are recorded for the purposes of maritime safety, the protection of the environment, and to maintain the operational standards of Micklefirth VTS.

Compliance.—All vessels of 50 gross tons or over shall participate in, and comply with, MicklefirthVTS rules.

All vessels fitted with VHF radio equipment are required to monitor VHF channel 14 when in the Micklefirth VTS area.

The provision of information, advice and warnings by Micklefirth VTS does not relieve any vessel of the obligation to comply with the COLREGS.

All times should be given in local time.

Reporting.—Vessels of 50 gross tons and over shall report to Micklefirth VTS on VHF channel 14, as follows:

1. Inbound vessels—When crossing the Micklefirth VTS Reporting Line. The report should contain the following information:
    a. Vessel's name and call sign.
    b. Reporting point.
    c. Draft.
    d. Destination.
    e. Any deficiencies.
    f. Routing intentions, including ETA at the pilot station (if applicable).
2. Inbound vessels—When entering the Micklefirth VTS area.
3. Inbound vessels and outbound vessels—At the designated Reporting Points.
4. Outbound vessels—When departing the Micklefirth VTS area.
5. When anchoring in a designated anchorage in the Micklefirth VTS area.
6. When underway from an anchorage in the Micklefirth VTS area.
7. When any incident that may affect the safe navigation of the vessel occurs.

Vessels engaged in fishing shall report their intentions on entering or leaving the Hammond Precautionary Area.

Vessels anchoring within the Micklefirth VTS area shall:

a. Except in case of emergency, not anchor without informing Micklefirth VTS.
b. Except in case of emergency, ensure as far as is reasonably practical, the vessel is anchored within the limits of the designated anchorages.
c. If anchoring in an emergency, inform Micklefirth VTS as soon as is reasonably practicable.
d. Maintain a continuous listening watch on VHF channel 14 when at anchor.

When reporting at the reporting points (or an outbound vessel passing the Micklefirt VTS Reporting Line, vessels must provide Micklefirth VTS with the following information:

1. Position.
2. Identity.
3. Intentions.

Reporting Line and Reporting Points.—The Reporting Line and Reporting Points for Micklefirth VTS are, as follows:

No.	Description	Position
Reporting	The arc of a circle with a radius of 25 miles centered on Jussland MRCC	

Line	(32°31'30.0"S., 60°54'04.2"E.).	
1	Passing Worm Buoy	32°30'46.6"S, 60°55'06.0"E
2	Old Channel—Micklefirth Breakwater	32°31'31.8"S, 60°56'18.0"E
3	New Channel—Micklefirth Breakwater	32°32'43.2"S, 60°55'05.4"E
4	New Channel—West Bow Reef	32°35'17.4"S, 60°56'16.8"E
5	Rimon Channel—South Bow Reef	32°35'36.6"S, 60°59'13.2"E
6	Rimon Channel (inbound)	32°35'00.0"S, 61°03'35.4"E
7	Rimon Channel (outbound)	32°35'39.0"S, 61°03'30.0"E
8	Mickleden Super Buoy	32°31'04.8"S, 61°06'52.2"E
9	Hammond Super Buoy	32°25'14.4"S, 61°18'19.8"E
10	SSNZ Buoy	32°20'45.0"S, 61°04'49.2"E
11	Approaching FPSO Lusitha 13/09	32°22'46.2"S, 61°11'28.8"E
12	Entering South TSS	Crossing latitude 32°37'30.0"S

Contact Information.—Micklefirth VTS can be contacted, as follows:

1. Call sign: Micklefirth VTS
2. VHF: VHF channel 14
3. MMSI: 002320010
3. Telephone: +999(0)1-5614-56478
4. Facsimile: +999(0)1-5614-56488
5. E-mail: vts.micklefirth@jussland.gov.js
6. Web site: http://www.vts_micklefirth.js

Information Services.—Micklefirth VTS provides the following information by VHF, AIS, radio broadcasts, telephone, or web site:

1. Marine accidents.
2. Entry restrictions.
3. Weather conditions.
4. Current fishing vessel operations.
5. Schedule of large vessel transits.

Voluntary Ship Reporting Systems

Automated Mutual Assistance Vessel Rescue System (AMVER)

General.—The AMVER system, operated by the United States Coast Guard (USCG), is a maritime mutual assistance organization which provides important aid to the development and coordination of Search and Rescue (SAR) efforts in many offshore areas of the world. Merchant vessels of all nations making offshore voyages are encouraged to send movement reports and periodic position reports to the USCG Operations Systems Center in Martinsburg, West Virginia, through selected radio stations or INMARSAT. Information from these reports is entered into a computer which generates and maintains dead reckoning positions for vessels while they are within the plotting area. Characteristics of vessels which are valuable for determining SAR capability are also entered into the computer from available sources of information. Appropriate information concerning the predicted location and SAR characteristics of each vessel known to be within the area of interest is made available upon request to recognized SAR agencies of any nation, or person in distress, for use during an emergency. Predicted locations are only disclosed for reasons connected with maritime safety.

AMVER is a worldwide voluntary vessel reporting system operated by the USCG to promote safety of life and property at sea. AMVER's mission is to quickly provide SAR authorities, on demand, accurate information on the position and characteristics of vessels near a reported distress. Any merchant vessel on a voyage of greater than 24 hours to anywhere on the globe is welcome to participate in AMVER. In general, international participation is voluntary regardless of owner's nationality or vessel's flag, voyage origin, or ports of call.

In case of emergencies, all distress messages must be sent to the nearest RCC, not the AMVER Center.

Participation Requirements.—In accordance with U.S. Maritime Administration (MARAD) regulations, the following vessels must report and regularly update their voyages and positions to the AMVER Center:

1. United States flag merchant vessels of 1,000 gross tons or more, operating in foreign commerce.
2. Foreign flag vessels of 1,000 gross tons or more, for which an Interim War Risk Insurance Binder has been issued under the provisions of Title XII, Merchant Marine Act, 1936.

In accordance with Title 47, Code of Federal Regulations (CFR), Chapter 1, Section 80.905, United States vessels which transport more than six passengers for hire operating more than 200 miles from the nearest land must participate in the AMVER system while engaged on any voyage where the vessel is navigated in the open sea for more than 24 hours.

Information voluntarily provided by vessels to AMVER is kept strictly confidential and is protected by the Coast Guard. It will be released only for safety purposes.

AMVER's greatest use is in providing SURface PICtures (SURPIC) to Rescue Coordination Centers (RCC). A SURPIC either lists latitude/longitude or provides a graphical display of vessels near the position of a distress. It is used by RCCs to coordinate the efforts of merchant vessels and other resources to provide the best and most timely assistance possible to distressed vessels or persons at sea.

Types of AMVER Reports.—The following reports should be sent:

1. Sailing Plan (SP)—Contains complete routing information and should be sent within a few hours before, upon, or within a few hours after departure. It must include enough information to predict the vessel's actual position within 25 miles at any time during the voyage, assuming the Sailing Plan is followed exactly.
2. Position Report (PR)—Should be sent within 24 hours of departure and subsequently at least every 48 hours until arrival. The destination should be included, at least in the first few reports, in case AMVER has not received the SP information.
3. Deviation Report (DR)—Should be sent as soon as any voyage information changes which could affect AMVER's ability to accurately predict the vessel's position. Changes in course or speed due to weather, ice, change in destination, or any other deviations more than 25 miles from the original SP should be reported as soon as possible. Changes such as diverting to evacuate a sick or injured crew member, any change of route (as, for example, change based on recommendations from a vessel routing service), stopping to make repairs or await orders, or change in anticipated average speed of 1 knot or more should also be reported.
4. Arrival Report (FR)—Should be sent upon arrival at the port of destination, such as at the sea buoy or pilot station. This report properly terminates the voyage in AMVER's computer and ensures the vessel will not appear on an AMVER SURPIC until its next voyage.

At the discretion of the master, reports may be sent more frequently than the above schedule; for example, in heavy weather or under other adverse conditions.

AMVER also needs information that describes communications equipment, INMARSAT numbers, radio watch schedule, medical personnel on board, and so forth. This information is collected separately, retained in the automatic data processing system, periodically validated, and used only for search and rescue purposes.

Format of AMVER Reports.—Each AMVER message consists of report lines. There are 15 types of lines. The first line in every report begins with a report identifier, consisting of the word "AMVER" followed by a slash (/), a two-letter code identifying the report type, and ends with a double slash (//). Each remaining line begins with a specific letter followed by a slash (/) to identify the line type. The remainder of each line contains one or more data fields separated by single slashes (/). Each line ends with a double slash (//). All reports should end with an end-of-report line (Z line).

Report identifiers are, as follows:

1. AMVER/SP// denotes Sailing Plan.
2. AMVER/PR// denotes Position Report.
3. AMVER/DR// denotes Deviation Report.
4. AMVER/FR// denotes Arrival Report.

For further information, see the table titled **AMVER Report Formats**.

AMVER Report Formats						
	Information	**SP**	**PR**	**DR**	**FR**	**Remarks**
Report Identifier (SP, PR, DR, or FP)		X	X	X	X	
A	Vessel name	X	X	X	X	
B	Time of report	X	X	X		Expressed in UTC as a 6-digit date-time group followed by the letters Z, GMT, or UTC and optionally by a 3-letter abbreviation for the month.
C	Position of vessel (latitude/longitude) at time of report		X	X		**See Note 1.**
E	Current course at time of report in degrees true	X	X	X		Expressed as a 3-digit number.
F	Vessel's estimated average speed over the ground for the remainder of the voyage	X	X	X		Expressed as a 3-digit number representing knots and tenths of knots. **See Note 2.**
G	Port of departure by name and position	X				It is important to give the position of the port as the name alone does not always uniquely identify the port.
I	Vessel's next port and ETA	X	R	C/R		**See Note 3.**
K	Vessels actual arrival at the destination				X	
L	Route information	X		C		**See Note 4.**
M	Information on the best way to contact the vessel quickly in the event of a distress at sea.	O	O	O		
V	Medical capability aboard the vessel	O				**See Note 5.**
X	Used for any English language amplifying comments or remarks the vessel may wish to send AMVER regarding its current voyage (e.g. change of vessel name, flag or owners etc.)	O	O	O	O	
Y	Used to request relay of the AMVER report to certain other ship reporting systems	O	O	O	O	Currently includes MAREP, JASREP, JUSSREP, and CHILREP.
Z	End of report	X	X	X	X	Must be the last line in every AMVER report as it is used by the AMVER computer to signal the end of the report.
KEY						

X Required information
O Optional information
R Recommended information
C Required information if destination or route changes

Note 1.—Latitudes are always expressed as a 4-digit group followed by N (North) or S (South). The first two digits are interpreted as degrees; the second two digits are interpreted as minutes.

Longitudes are always expressed as a 5-digit group followed by E (East) or W (West). The first three digits are interpreted as degrees; the second two digits are interpreted as minutes.

It is important to use all digits every time, filling leading digit positions with zeroes as needed, to ensure accurate interpretation of position information.

Note 2.—This is a very important line to report as this speed is used for AMVER's dead reckoning computations unless a different speed is provided for a specific leg of a voyage (see L line). If no speed is given, AMVER will use an assumed speed. It is important to use all digits when specifying a speed to ensure accurate interpretation.

Note 3.—It is important to include the port's position as well as its name. The ETA at the next port is also important, especially when a U.S. port is the destination. In all cases, the ETA is compared with AMVER's computed ETA as a check on the accuracy and consistency of all voyage route information.

Note 4.—These lines are the most complex lines in an AMVER report but they are critical to the success of the AMVER system. Complete route information should be provided in all SPs and DRs. As many L lines as needed may be used to describe the vessel's intended route. However, detailed route information caused by maneuvering over short distances near coasts should not be included. In these cases an approximate route using fewer turn points and the "COASTAL" navigation method should be provided. All L lines except the last one in the report require the navigation method to the next turn point, latitude and longitude of the next turn point, and the ETA at the next turn point. The final L line in an SP requires only the navigation method from the last turn point to the destination. Further amplifying instructions for the L line are, as follows:

1. Navigation Method.—The navigation method is required on all L lines. It is the method used to get from the last specified position to the one specified in this L line. Three types of navigation methods recognized by AMVER, as follows:
   a. Rhumb Line (RL).
   b. Great Circle (GC).
   c. Coastal (COASTAL)—The "COASTAL" method should be used only to indicate when an approximate route near a coast is used in place of the many turn points required to describe the vessel's true track. However, enough turn points should be provided to keep AMVER's plot of the vessel's position within 25 miles of the vessel's true position. The "COASTAL" method should never be used for major portions of a route.
2. Leg Speed.—The leg speed is an optional item on L lines. It is the anticipated average speed over the ground on the leg which ends at the position given in the same L line. Leg speed should be used whenever the anticipated average speed on a leg is significantly different from the anticipated average speed for the voyage as reported in the F line. As a general rule, a difference of 1 knot or more should be considered significant.
3. Latitude.—This is the latitude of the next turn point. It is required in all L lines except the last one in the report.
4. Longitude.—This is the longitude of the next turn point. It is required in all L lines except the last one in the report. The final position in a route is assumed to be the port of destination.
5. Port or landmark name.—This is an optional item in L lines. It should be used only when it will make the route easier to understand. It should not be used in place of a position.
6. Estimated Time of Arrival (ETA).—This is required in any L line where the vessel intends to lay over at the position given in the same L line.

Note 5.—Vessels use the following codes to indicate the medical capability on board the vessel:

1. NONE (no medically trained person onboard).
2. NURSE (if a trained nurse is onboard).
3. PA (if a physician's assistant or paramedic is onboard).
4. MD (if a medical doctor or physician is onboard).

Communication Methods for Filing AMVER Reports.—The following methods are recommended for ships to transmit AMVER reports:

1. E-mail.—If a ship already has an inexpensive means of sending e-mail to an internet address, this is a preferred method. E-mail may be sent via satellite or via HF radio, depending on the ship's equipment and arrangements with communications providers ashore. Ships must be equipped with a personal computer, an interface between the computer and the ship's communications equipment, and the appropriate software.

The e-mail path on shore to the AMVER Center is essentially free, but the communications service provider may still charge from ship-to-shore.

E-mail messages may be sent to amvermsg@amver.org or amvermsg@amver.com.

2. AMVER/SEAS "Compressed Message" (INMARSAT-C via Telenor).—Ships equipped with an standard INMARSAT-C transceiver with floppy drive and capability to transmit a binary file (ship's GMDSS INMARSAT-C transceiver can be used); an IBM-compatible computer (not part of the ship's GMDSS System) with hard drive, 286 or better PC, VGA graphics; an interface between them; and the AMVER/SEAS software (available from U.S. National Oceanic and Atmospheric Administration Port Meteorological Offices (http://vos.noaa.gov/met_officers.shtml) may send combined AMVER/Weather Observation messages free of charge via Telenor Land Earth Stations at:

a. 001 Atlantic Ocean Region-West (AORW)—Southbury.
b. 101 Atlantic Ocean Region-East (AORE)—Southbury.
c. 201 Pacific Ocean Region (POR)—Santa Paula.
d. 321 Indian Ocean Region (IOR)—Aussaguel.

AMVER address—NOAA phone number entered in the "addressbook" (for further information on how to find the NOAA telephone number and to correctly setup the "addressbook," see the instruction sheet for your specific brand of INMARSAT-C transceiver).

AMVER/SEAS software can be requested from:

Telenor Satellite Services, Inc.
1101 Wootton Parkway
Rockville, MD 20852

3. HF Radiotelex.—AMVER reports may be filed via the HF radiotelex service of USCG stations. Further information on how to send AMVER messages by this method is provided at the USCG Navigation Center web site (http://www.navcen.uscg.gov/cgcomms/call.htm).

4. HF Radio.—AMVER reports may also be filed by HF radio at no cost via USCG contractual agreements with the following companies:

a. Mobile Marine Radio (WLO—ShipCom Radio Network).
b. Mobile (WCL).
c. Marina del Ray (KNN).
d. Seattle (KLB).

5. Telex.—AMVER reports may be filed via telex using either satellite (code 43) or HF radio. Ships must pay the tariffs for satellite communications. Telex is a preferred method when less costly methods are not available.

6. Facsimile.—AMVER reports may be faxed to the USCG Operations Systems Center (OSC), in Martinsburg, West Virginia. In the event other communications media are unavailable or inaccessible, AMVER reports may be faxed directly to the AMVER Computer Center. However, this is the least desirable method of communications, since it involves manual input of information to the computer via electronic processing.

Do not fax reports to the AMVER Maritime Relations Office in New York, since it is not staffed 24 x 7, and relay and processing of reports is delayed pending normal (Monday-Friday) business hours.

7. CW (Morse Code).—Due to the decline in its usage, the number of coast stations supporting it, its high cost, potential for error, and the mandatory carriage of upgraded GMDSS communications capabilities, ships are discouraged from using this medium.

US Coast Guard Stations Accepting AMVER Messages.—Stations which accept AMVER messages are listed in ALRS Volume 1; the listening and transmitting frequencies used, and whether the service is chargeable, are included in the service details of each station.

All AMVER messages should be addressed to the participating AMVER radio station to which the message is sent, ''AMVER (name of station)" e.g., AMVER VALENTIA.

AMVER messages should be sent during regular watch-keeping periods. They are considered to comply with the U.S. regulations regarding notification of the Coast Guard Captain of the Port 24 hours before arrival at a port.

Detailed instructions in English and a number of other languages, are contained in the AMVER Ship Reporting Manual which may be obtained free of charge by downloading a copy of the manual from the AMVER web site (http://www.amver.com).

AMVER Contact Information		
AMVER Reports	Telex	+230-127594 AMVER NYK
AMVER Reporting Information Requests	Telephone	+1-212-668-7764
	Facsimile	+1-212-668-7684
	Mail	AMVER Maritime Relations Office USCG Battery Park Building 1 South Street New York NY 10004-1499 USA
NOAA/SEAS Software Requests	Telephone	+1-301-838-7800
		+1-800-685-7898 (toll free within USA)
USCG Operations Systems Center (OSC), Martinsburg, West Virginia	Facsimile	+1-304-264-2505

Piracy—Merchant Navy Voluntary Reporting Scheme

The Jussland Merchant Navy Voluntary Reporting Scheme operates 24 hours and is covered by the area bounded by lines joining the following positions:

a. 30°00´S, 62°00´E.
b. 40°00´S, 62°00´E.
c. 40°05´S, 79°00´E.
d. 30°08´S, 79°00´E.

Merchant vessels of any flag or ownership are invited to report upon entering the voluntary reporting area, as follows:

1. Latitude 30°00´S—for vessels entering or leaving the area by the north.
2. Longitude 62°00´E—for vessels entering or leaving the area by the west.
3. Longitude 79°00´E—for vessels entering or leaving the area by the east.
4. Latitude 40°00´S—for vessels entering or leaving the area by the south.

On entering the above area or leaving a port within the region, the recommended voluntary reporting requirements are, as follows:

1. An initial report to the Jussland Maritime Trade Operations (JUSSLANDMTO) by e-mail or facsimile.
2. Register the vessel's movements with the Maritime Security Center, South Indian Ocean (MSC-SIO) by e-mail or facsimile.

After transmitting the Initial Report to JUSSLANDMTO and MSC-SIO (as applicable), vessels are encouraged to report daily their noon position, course, speed, estimated arrival time, and actual arrival time to JUSSLANDMTO while operating in the region.

The JUSSLANDMTO is the primary emergency contact for the reporting scheme and can be contacted, as follows:

1. Telephone: +999(0)1-978585473
2. Facsimile: +999(0)1-568452132
3. E-mail: jusslandmto@jussland.gov.js

The following organizations are secondary emergency contacts for the reporting scheme:

1. MSC-SIO.
2. International Maritime Bureau (IMB) Piracy Reporting Center.
3. North Atlantic Treaty Organization (NATO) Shipping Center.

	MSC-SIO	IMB Piracy Reporting Center	NATO Shipping Center
Telephone	+869(0)1234987	+60(0)3-20310014 (24 hour Anti-Piracy Helpline)	+44(0)1923-956574

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

Facsimile	+869(0)1234988	+60(0)3-20785769	+44(0)1923-956575
Telex	—	+84-31499 (MA34199 IMBPCI)	—
E-mail	postmaster@mscsoi.org	piracy@icc-ccs.org imbkl@icc-ccs.org	info@shipping.nato.int
Web site	http://www.mscsio.org	http://www.icc-ccs.org	http://www.shipping.nato.int

For further information, see the shipping industry publication *Best Management Practices, Edition 3 (BMP3).*

Mandatory Ship Reporting Systems

Jussland 96-hour Notification of Arrival

All foreign vessels, including foreign recreational vessels, bound for or departing from ports or places in Jussland are covered by the Jussland Notice of Arrival (NOA) regulations and are required to submit a 96-hour Notification of Arrival to the Jusslandian Vessel Movement Center (JVMC). The NOA requirements do not apply to Jusslandian recreational vessels; full details of the exemptions are listed in Jussland *Regulation MOT-11865, Feb. 28, 2003*.

Submission requirements for an NOA.—Vessels should submit an NOA, as follows:

1. Voyage time of 96 hours or more—At least 96 hours before entering the port or place of destination.
2. Voyage time of less than 96 hours—Before departure but at least 24 hours before entering the port or place of destination.
3. Towing vessels, when in control of a vessel carrying Certain Dangerous Cargo (CDC) and operating solely between ports and places in Jussland must submit an NOA before departure but at least 12 hours before entering the port or place of destination.

Changes to an NOA.—Vessels should submit changes to an NOA, as follows:

1. Voyage time of 96 hours or more—As soon as practicable but at least 24 hours before entering the port or place of destination.
2. Voyage time of less than 96 hours but not less than 24 hours—As soon as practicable but at least 24 hours before entering the port or place of destination.
3. Voyage time of less than 24 hours—As soon as practicable but at least 12 hours before entering the port or place of destination.
4. Towing vessels, when in control of a vessel carrying Certain Dangerous Cargo (CDC) and operating solely between ports and places in Jussland, must submit changes to an NOA as soon as practicable but at least 6 hours before entering the port or place of destination.

When reporting changes, submit only the name of the vessel, the original NOA submission date, the port of arrival, the specific items to be corrected, and the new location or position of the vessel at the time of reporting. Only changes to NOA information need to be submitted.

Changes in the following information need not be reported:

1. Changes in arrival or departure times that are less than 6 hours.
2. Changes in vessel location or position of the vessel at the time of reporting.
3. Changes to crewmembers' position or duties on the vessel.

Methods for submitting an NOA. —The NOA can be submitted by any of the following methods:

1. Electronic submission via the electronic Notice of Arrival and Departure (eNOAD), consisting of the following three formats:
   a. A web site that can be used to submit NOA information directly to the Jusslandian Vessel Movement Center (JVMC) (http://www.jvmc.gov.js).
   b. Electronic submission of Extensible Markup Language (XML) formatted documents via a web service.
   c. Electronic submission via Microsoft InfoPath. Contact the JVMC at noad@jvmc.gov.js or by telephone (+999-2642502) for more information.
2. Telephone: +999-2642502
3. Facsimile: +999-2642503
4. E-mail: noad@jvmc.gov.js

Contact Information.—The JVMC can be contacted, as follows:

1. Telephone: +999-2642502
2. Facsimile: +999-2642503
3. E-mail: noad@jvmc.gov.js

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

Jussland Right Whale Ship Reporting System

The Jussland Right Whale Ship Reporting System is a mandatory reporting system, in accordance with SOLAS Regulation V/11, for the protection of the endangered Jussland Right Whale. All vessels of 300 gross tons and over, except for sovereign immune vessels, are required to participate in the reporting system.

The reporting area is bounded by lines joining the following positions:

a. 32°20.0´S, 60°55.9´E.
b. 32°20.0´S, 61°02.0´E.
c. 32°25.0´S, 61°05.0´E.
d. 32°28.0´S, 61°03.0´E.
e. 32°28.0´S, 60°57.4´E.

Reporting requirements.—Vessels are required to report to the JUSSLAND Coast Guard only when entering the reporting area during a single voyage (that is, a voyage in which a vessel is in the area to visit one or multiple ports or traverse the area before leaving for a port outside the reporting area). Vessels will not be required to report after leaving a port in the area or when exiting the system.

The following information is required in the report:

Identifier	Required Information
M	INMARSAT number
A	Vessel name and call sign
B	Date, time, and month of report (UTC)
E	True course
F	Speed in knots and tenths of knots
H	Date, time, and point of entry into system (UTC).
I	Destination and ETA
L	Route information

Example of report:

WHALESAREA//
M/412345678//
A/SMILING SHARK/JUVT//
B/270810Z MAR//
E/250//
F/17.0//
H/270822Z MAR/3222S/06100E//
I/MICKLEFIRTH/271215Z MAR//
L/RL/17.0//

Note.—Do not include additional salutations, text, or characters in your report. Failure to use proper format can prevent the MSR system from transmitting the reply message containing Right Whale location information.

Reporting methods.—Vessels equipped with e-mail capability should send the report via e-mail (rightwhale.msr@jussland.gov.js).

Vessels not equipped with e-mail capability should send the report via telex (+998-48156090).

Vessels not equipped with satellite equipment should contact JUSSLAND Coast Guard using NBDP or RT.

Mariners are requested to report Right Whale sightings, whale entanglements, or dead whales to the Coast Guard on VHF channel 16.

	Right Whale Sightings	Collisions with a Right Whale	Information Reports
Telephone	+999(0)1-978585847	+999(0)1-978281935	—
Telex	—	—	+998-481560 RWJPOE
E-mail	—	—	rightwhale.msr@jussland.gov.js

Jusslandian Reporting System (JUSSREP)

The Jusslandian Reporting System (JUSSREP) is in effect in the territorial waters of Jussland. The following vessels are required to participate in the reporting system:

1. Vessels carrying hydrocarbons or residual gases of hydrocarbons stated in the list in Annex 1 of MARPOL 73.
2. Non-inerted tankers carrying:
   a. Harmful liquid substances as defined in Annex 2 of the MARPOL Convention and classified in categories A and B of Chapter 17 of the IMO International Bulk Carriers (IBC) Code.
   b. Bulk liquefied gas.
   c. Plutonium 239, Uranium 233, 235 or 238, Thorium, or any other substance containing these with the exception of minerals.
   d. Acetaldehyde (UN 1089), alcoholic ether (UN 1155), ethylvinylic ether (UN 1302), monoethylamine (UN 1036), ammonium nitrate (UN 0222), or propylene oxide (UN 1280).
   e. Organochlorate compounds (e.g. organochlorate pesticides UN 2761, 2762, 2995 or 2996).
3. Vessels carrying:
   a. Harmful liquid substances as defined in MARPOL Annex 2 and not listed above.
   b. Noxious liquid substances as defined in MARPOL Annex 3.
   c. Dangerous goods as defined in The International Maritime Dangerous Goods (IMDG) Code, including radioactive products listed in the INF rules, Chapter 17 of the IMO International Bulk Carriers (IBC) Code and Chapter 19 of the IMO International Gas Carriers (IGC) Code.

Participating vessels navigating or located in the reporting area navigating or located in the reporting area are required to contact MRCC Jussland 6 hours prior to entering territorial waters or 4 hours before leaving a port or anchorage, stating the following:

1. Intentions concerning movements in territorial waters.
2. Ability to maneuver or navigate.

The message should be sent by one of the following methods:

1. Facsimile or telephone.
2. Telex.
3. E-mail.
4. INMARSAT-C.
5. If the vessel is in a Jusslandian port, the message can be sent as directed by the port authority.

However, the RT frequencies should be used only as a last option.

The contact information for JUSSREP is, as follows:

1. Call sign: MRCC Jussland
2. VHF: VHF channels 10 and 16
3. RT frequency: 2182 kHz and 8291 kHz
4. Telephone: +999(0)1-23456789
5. Facsimile: +999(0)1-23456788
6. Telex: +998-123456
   +583-422123456 (INMARSAT-C)
7. E-mail: noad@jvmc.gov.js

The message should be addressed to MRCC Jussland and headed JUSSREP-INFO, with the following information:

Identifier	Required Information
A	Vessel's name, call sign, MMSI, and flag
B	Date and time in (UTC) in 6 figures (DDHHMM), suffixed Z
C	Position (latitude/longitude)
E	Course
F	Speed
G	Last port of call
H	Date and time (UTC) and point of entry into Jusslandian territorial waters or date and time of departure
I	Destination and ETA

K	Date and time (UTC) and point of exit from Jusslandian territorial waters, or date and time of arrival in port, anchorage, waiting zone, or deballasting zone, and destination in Jusslandian waters
L	Intentions
M	RT watch kept
P	Detailed description of dangerous goods or pollutants on board (See Note)
Q	Any defects, damage, faults, or restrictions
S	Weather conditions in the area
T	Notification to the authorities holding information (lists, manifests, cargo plan) relating to dangerous goods on board
U	Type of vessel, loa, and draft
W	Number of people on board
X	Other remarks
Z	End of message

Note.—Vessels should consult IMO resolution A.851(20) to ensure that the information required in PAPA is given correctly.

Any subsequent changes should be reported immediately.

Vessels should maintain a continuous listening watch on 2182 kHz and VHF channels 10 and 16 while in the reporting area, except when alongside, and respond to requests from Jusslandian government vessels and Jusslandian coast radio stations to change to an alternative frequency.

Reports of accidents or incidents at sea.—All vessels of 300 gross tons navigating in the area of the Jusslandian Economic Zone (ZEE), must immediately report the following to MRCC Jussland:

1. Any incident or accident affecting the safety of the vessel (e.g. collision, grounding, damage, failure or breakdown, piracy, shifting of cargo, all hull defects or structural failures).
2. Any incident or accident affecting navigational safety (e.g. failures likely to affect the maneuverability of the vessel, or any defects affecting the propulsion or steering system, the electrical generating system and navigation and communications equipment).
3. Any situation likely to cause pollution of the water or coastline (e.g. any discharge or risk of discharging pollutants into the sea).
4. Any slicks of pollutant and any containers or packages observed adrift in the sea.

The message should be addressed to MRCC Jussland and headed JUSSREP-EMERG, with the following information:

Identifier	Required Information
A	Vessel's name, call sign, MMSI, and flag
B	Date and time in (UTC) in 6 figures (DDHHMM), suffixed Z
C	Position (latitude/longitude)
E	Course
F	Speed
G	Last port of call
I	Destination and ETA
M	RT watch kept
O	Draft
P	Detailed description of dangerous goods or pollutants on board (See Note)
Q	Nature of the incident or situation encountered (See Note)
R	Description of any pollution caused or observed and every container, package or, merchandise lost overboard or observed adrift and presenting a danger to navigation or the environment (See Note)
S	Weather conditions in the area
T	Name and details of the owner, charter company, or any possible consignee in Jussland
U	Type of vessel
W	Number of people on board

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

X	Date and time in (UTC) of any distress call or request for tow; presence and name of any assisting vessel or (UTC) time of arrival of an assisting vessel; and other information
Y	Request for transmission of the report to another system (AMVER, JASREP, MAREP etc.)
Z	End of message

Note.—Vessels should consult IMO resolution A.851(20) to ensure that the information required in PAPA, QUEBEC, ROMEO, and X-RAY is given correctly.

Reports by vessels providing assistance.—Vessels providing assistance to damaged or defective vessels of 300 gross tons or over, and which are less than 50 n miles from the Jusslandian coast must report to MRCC Jussland, with a message prefixed JUSSREP-ASSIST stating the following information:

Identifier	Required Information
A	Vessel's name, call sign, MMSI, and flag
B	Date and time in (UTC) in 6 figures (DDHHMM), suffixed Z
C	Position (latitude/longitude) of assisting vessel
E	Course
F	Speed
I	Destination and ETA
M	Available means of communication
O	Draft
P	Cargo of vessel being assisted
Q	Damage sustained to vessel being assisted (if known)
T	Name and address of ship owner, shipping agent, or consignee of the assisting vessel in Jussland
U	Type of assisting vessel
X	Date and time in (UTC), position, weather, name, call sign, flag of the vessel, course and speed of the vessel involved in the accident, and other information
Y	Request for transmission of the report to another system (AMVER, JASREP, MAREP etc.)
Z	End of message

Pre-arrival Reporting

Quarantine Reporting.—Radio pratique should be requested from the Micklefirth Port Health Officer 72 hours prior to arrival. The request should contain the following information:

1. Vessel name and country of registry.
2. Number and health of passengers and/or crew.
3. Ports of call within the last 50 days, along with the dates of departure.
4. ETA at the quarantine area.
5. Request for pratique.

The Micklefirth Port Health Officer can be contacted, as follows:

1. Telephone: +999(0)1-23458999
2. Facsimile: +999(0)1-23458988
3. E-mail: pho_micklefirth@jussland.gov.js

Customs Reporting.—Vessels should notify the customs office which has jurisdiction at the vessel's destination 24 hours prior to arrival concerning cargo information and 2 hours prior to arrival concerning crew and passenger information, except in the following situation;

1. Failure of communication facilities.
2. Abnormal weather and oceanographic phenomena.
3. Danger due to crucial damages.

4. Cargo shifting.
5. Force majeure.

When a vessel enters into an open port without the above-mentioned notification, the notification shall be sent to the customs office immediately after entering into a port.

When a vessel enters into an open port, the captain shall present a certificate of the ship's nationality or an equivalent document to the Customs Officer, as well as submitting the following declaration of the ship's arrival and the ship's store list to the customs office within 24 hours after entering port:

1. Declaration of entry into the port—The name, nationality, and net tonnage of a ship; the number of passengers and crew; the port of departure, and the day and time of arrival.
2. Ship's store list—The name and nationality of a ship and the type and quantities of the ship's stores.

Immigration Reporting.—Vessel entering/departing a port in Jussland shall report the following information to an Immigration Inspector 2 hours prior to entering/departing:

1. Vessel information— Vessel name, nationality, date of arrival or departure, and the name of the port of entry or departure.
2. Crew information.—Name, nationality, date of birth, pocket-ledger number or passport number, and occupation of each crew member. For a vessel that departs from a port and returns to the same port within 14 days from the date of departure according to a planned schedule and without any change the crew information may submit a statement that there are no changes to the previous information.
3. Passenger information.—Name, nationality, date of birth, passport number, place of departure, and final destination of each passenger.

Vessels in a Dangerous Condition

The occurrence of a dangerous condition on board the vessel should be reported immediately to the Captain of the Port of the vessel's destination and the Captain of the Port of the vessel's location.

ISPS Reporting Requirements

All ships that depart from foreign port and intend to enter Jussland ports are required to report following security information of ship to a designated Jussland Coast Guard Office 24 hours before arrival:

1. Name of ship.
2. IMO number.
3. Type of ship (cargo/container/cargo and passenger/oil tanker/fishing vessel/other).
4. Flag state.
5. Port of registry.
6. Gross tonnage.
7. Navigation speed.
8. Ship's owner (name and address).
9. Ship's operator (name and address).
10. Name of master.
11. Ship's agent (name and address).
12. Date, time, and location of the ship at the time the report is made.
13. Port of arrival, expected date and time of arrival of the ship in port, and destination in port.
14. Entry position (specific area) and ETA.
15. All ports of call in Japan after departure, including ETA and berth at each port.
16. Entry position (specific area) and ETA after departure.
17. Ship security alert system on board? (Yes/No/Out of order).
18. Ship's operating security level (Level 1/Level 2/Level 3).
19. Name and contact point of Company Security Officer.
20. Name and position of Ship Security Officer.
21. ISSC number and name of its issuing authority.
22. Information on last ten ports of call. Include country, port name, arrival date, and departure date for each port.

23. Crew list. Include name, nationality, date of birth, Seaman's number or passport number, and rank or rating of each crew member.
24. Passenger List. Is vessel carrying passengers? (Yes/No/Undetermined). Include the name, nationality, date of birth, passport number, port of embarkation, and port of disembarkation of each passenger.
25. Remarks.
26. Name of applicant, call sign, and communication system (INMARSAT telephone number and facsimile number.

If you fail to report 24 hours before the arrival due to bad weather or some other inevitable circumstances, you should report immediately to a designated local Jussland Coast Guard office.

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Traffic Information

Exercise Area

Area Bonbonkrema (Southeast of Micklefirth Cape).—A naval exercise area bounded by lines joining the following positions:

a. 32°19.9′S, 60°57.2′E.
b. 32°19.9′S, 60°59.2′E.
c. 32°21.2′S, 60°59.8′E.
d. 32°21.2′S, 60°57.1′E.

The area is a permanent danger area. Vessels enter this area at their own risk.

Surface firing, anti-aircraft firing, and naval weapons training occur in this area. Firing exercises normally occur doing the following operating times (local time):

a. 0930-1700 (Monday to Thursday).
b. 0930-1230 (Friday).
c. 0930-1700 (Friday, if weekend firings are taking place).

Night firing usually takes place on Tuesdays and Thursdays. Weekend firing takes place up to six times per year. An advance notice will be given before night and weekend firing exercises are conducted.

The Bonbonkrema Range Officer can be contacted, as follows:

1. VHF: VHF channel 74
2. Telephone: +999(0)1-2940-4712
   +999(0)1-2940-4714 (24-hour pre-recorded message on firing times)
3. Facsimile: +999(0)1-2940-4713

Navigational Dangers and Hazards

Fisheries.—Small-scale traditional fishing is popular. Numerous fishing boats may operate near the traffic routes. Fog commonly occurs during the peak fishing season, from April to August.

Although the fisheries are regulated by each prefecture but they are not necessarily unified since the fishing methods may differ in each area. Fish farming, use of stationary nets, and the cultivation of oysters, seaweed, and pearls are carried out in many of the inlets around the coasts.

Stow-net fisheries.—Stow-nets fishing (komaseami in Japanese) is conducted at each traffic route of Bisan Seto and the adjacent sea areas. (See Figure 1.)

Stow-net fishing is conducted 24 hours from January to November, with the peak fishing season occurring from March to June.

Stow-nets are set prior to the turn of the tidal current. Schools of fish pass over the net, which is pulled up after the next turn of the tidal current. (See Figure 2.)

Nets are marked by orange keg buoys. Vessels can navigate safely by keeping an enough distance and passing outside the keg buoy. Caution is necessary as, during strong currents, the keg buoy sinks and become difficult to recognize.

In the peak of fishing season, in an area crowded with stow-net fishing boats, it is difficult to recognize the relation between a fishing gear and a fishing boat. In this case, mariners must confirm a keg buoy in the N end and the S end of every group and must ascertain a safe navigable area.

Fishing boats drifting near the net display red and white lights, vertically disposed, at night.

Bisan

1. Telephone: 0877-49-222
2. Facsimile: 0877-49-3344 (Direct line)
   0877-49-1199 (Guidance)
3. E-mail: http://www6.kaiho.mlit.go.jp/bisan

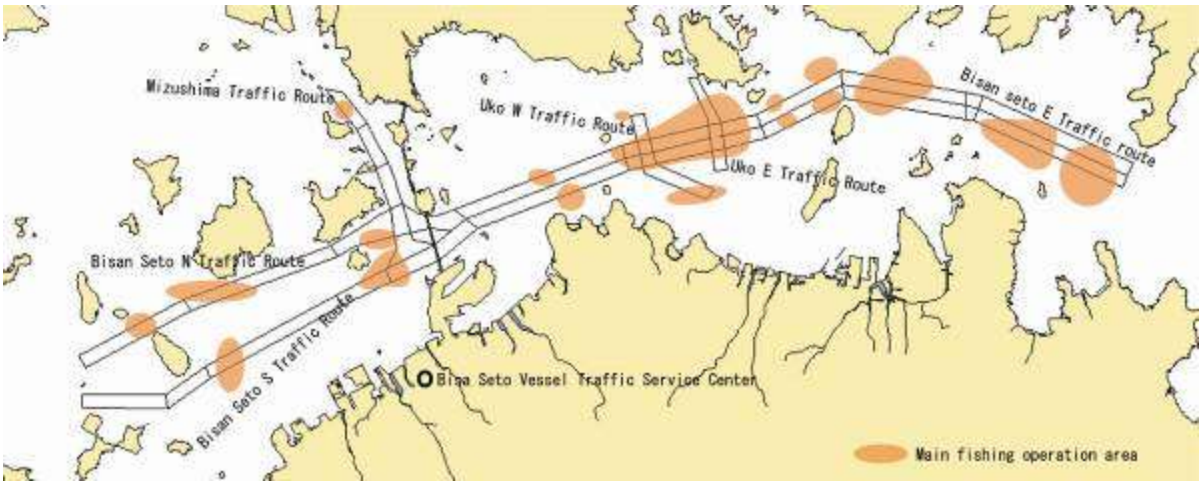


Figure 1—Main stow-net fishing operation area in Bisan Seto and adjacent seas

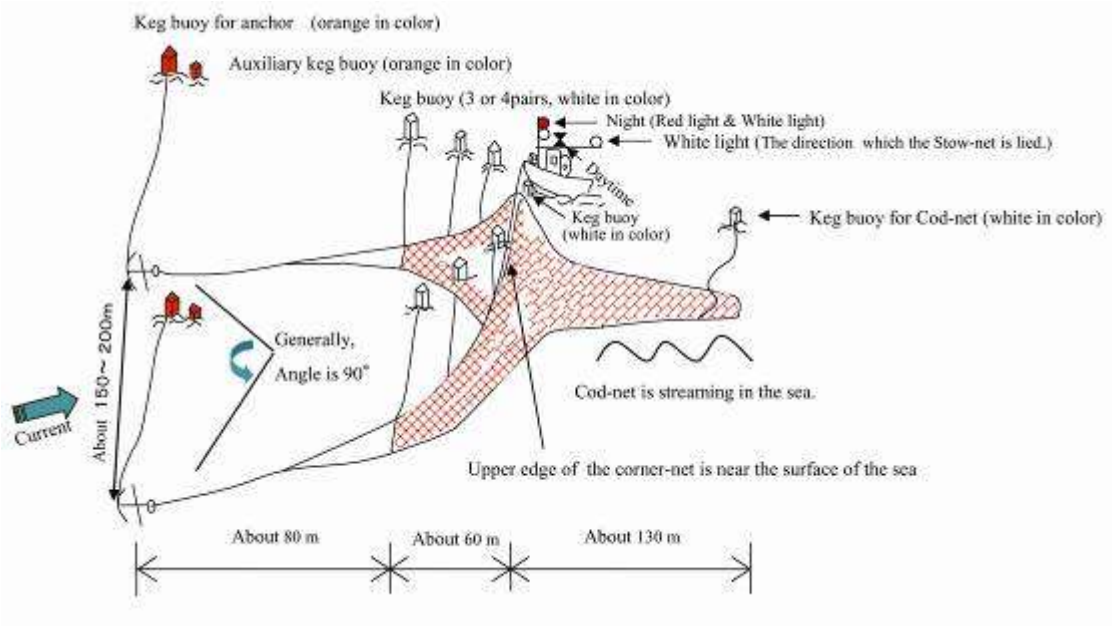


Figure 2—Schematic diagram of Stow-net Fishery

Dangers.—Many obstructions lie on the bottom along the recommended route off Ube Ko, with depths of 12.4 to 25.0m. Divers have confirmed blocks of rock, brick, lumps of cement, and wood are piled up in areas about 30m^2 and 2 to 3m high in several points.

a. Between Iwai Shima and Hime Shima, groups of fishing boats may move without warning, hampering the navigation of large vessels.

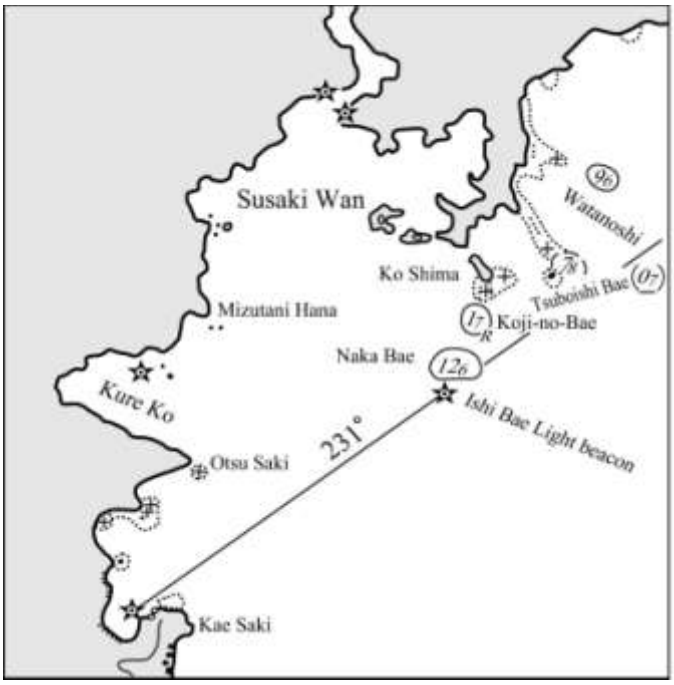
b. Between Hime Shima and Motoyama Lighted Beacon many fishing boats do not congregate at any single point maneuver over the course freely.

c. Between Motoyama Lighted Beacon and He Saki most fishing boats sail at right angles to the recommended route.

d. In the routes for Kanmon Kaikyo, Iyo Nada, Bungo Suido and Tokuyama Kudamatsu—Vessels gather in the area near the E entrance to Suo Nada in the NE part of Hime Shima.

e. Routes for the E entrance to Suo Nada, Kanmon Kaikyo, Ube, Tokuyama Kudamatsu, Shin-Moji berth, and Kanda—Vessels gather in the area near No. 4 Shimonoseki Nanto Suido Lighted Buoy (33° 51.6′N 131°11.8′E). Caution is necessary as vessel traffic in this area is complicated and many vessels anchor near No. 4 Lighted Buoy.

Clearing lines.—To clear the dangers lying E of Susaki Wan, such as Watanoshi (depth of 9.6m), Tsuboishi Bae (0.7m high), Koji-no-Bae (depth of 1.7m) and Naka Bae (depth of 12.6m), do not navigate N of a line bearing 231° from Kami-no-Kae Ko Breakwater Light (33°16.8'N., 133°14.9'E.) to Isshi Bae Lighted Beacon (33°19.6'N., 133°19.0'E.).



Submarine volcanoes and discolored water.—Myojin Sho lies on the seabed about 5 miles ENE of Beyonesu Retsugan. Extreme caution is required when navigating this area as more volcanic activities such as submarine eruptions can be expected in this reef and its vicinity.

The following is a summary of reports regarding volcanic activities around Myojin Sho:

1. Between September, 1952 and November, 1954, several reports of eruptions were received.
2. In June, 1955, a column of water risen S of Beyonesu Retsugan, which was possibly a result of a submarine eruption was found from a distance and reported.
3. In July, 1960, several eruptions were reported.
4. In January, February, and April, 1970, several reports of eruptions were received.
5. In 1979, a vessel of the Jussland Coast Guard observed discolored water.
6. On November 18, 1980, a vessel of the Jussland Coast Guard observed discolored water.

The following areas of discolored water have been observed by the Jussland Coast Guard in the area SE of Minami-Io To:

Year/Month	Name	Position	Size
March, 1978	Minami Hiyoshi Seamount	23°30'N, 141°55'E	About 4 miles in diameter
July, 1979	Nikko Seamount	23°05'N, 142°19'E	About 500m in diameter

January, 1980	Fukujin Seamount	21°56'N, 143°28'E	About 900m long in N-S direction and about 450m long in E-W direction
January, 1981			200m long and 50 to100m wide
January, 1982			5,000m long and 300m wide
December, 1982			100m in diameter
February, 1992	Minami Hiyoshi Seamount	23°30'N, 141°56'E	1,000m long and 700m wide
January, 1996			About 6,000m long in N-S direction and about 1,000m long in E-W direction

Directions (for entering Jussland)

From S of Isshi Bae Lighted Beacon (33°19.6'N., 133°19.0'E.), steer 310° with Kure Ko Futana Minami-Shima Light (33°19.7'N., 133°15.0'E.) ahead.

When Isshi Bae Lighted Beacon bears 051°, alter course to 002° for Shiro Yama (33° 23.7' N, 133° 17.2' E), which has a height of 143m.

Steer between East Breakwater and West Breakwater in the entrance to Susaki Ko, When passing Yamazaki Hana navigate in mid-fairway toward the final destination.