



Marine Notice 10/2012

Changes to the Australian Ship Reporting System (AUSREP)

The purpose of this Marine Notice is to tell mariners about changes to the Australian Ship Reporting System (AUSREP) established by Marine Order 63 (AUSREP) (MO 63) to take effect on 1 July 2012.

AUSREP

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. Consistent with Australia's obligations under the International Convention for the Safety of Life at Sea (SOLAS), MO 63 provides a system for the reporting of the movement, or intended movement, of ships within the Australian ship reporting area (AUSREP area).

Amendments to AUSREP

AMSA is in transition from AUSREP to a Modernised Australian Ship Tracking and Reporting System (MASTREP) through Automatic Identification System (AIS) technology, which automates ships' positional reporting, increasing the timeliness and accuracy of data, covering a much larger area and number of ships operating within the Australian search and rescue region. Reporting methods and requirements in MO 63 have been updated to align with the improved capability that AIS offers.

The amendments to MO 63 will allow AIS to be used to provide ship reports to RCC Australia. As a result of using AIS for position reporting, the following consequential amendments have been introduced to MO 63:

- a) If communication is not possible using Inmarsat-C, the Sailing Plan must be submitted by email or HF DSC.
- b) Position Reports are to be transmitted by AIS.

The master of a ship, to which Regulation 19.2.4 of Chapter V of SOLAS applies, must ensure the ship is fitted with a system to automatically transmit the following information:

- i. identity;
- ii. type;

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

- c) The master of a ship must report any malfunction of the ship's AIS equipment to RCC Australia using one of the following methods:
 - i. Inmarsat-C;
 - ii. HF DSC;
 - iii. email.
- d) The master of a ship must submit a Deviation Report, as required, and a Final Report using one of the following methods:
 - i. Inmarsat-C;
 - ii. HF DSC;
 - iii. email.

Regulation 19.2.4 of Chapter V of SOLAS provides that AIS must be operated taking into account the Guidelines for the onboard operational use of shipborne AIS adopted by IMO Resolution A.917(22) as amended by IMO Resolution A.956(23).

Further information and guidance on the ship reporting requirements is outlined in the AUSREP Manual. Copies of the AUSREP Manual can be accessed at the following website: www.amsa.gov.au/Shipping_Safety/AUSREP/

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