



BELTREP

Information

Last year a new resolution were implemented updating the Ship Reporting System, which is administered by Great Belt VTS.

Document number: IMO Resolution MSC.332(90) adopted on 22 May 2012.

Significant changes as of 1 July 2013:

- All reporting lines within the VTS area will be abbreviated to 2 or 3 letters, and this abbreviation must be utilised to inform the VTS with the sailing plan in the whole VTS area.
- Increased number of designators (from 6 to 17)

Transmitted via AIS: A, B, C, E, F, G, I

Transmitted via VHF or email: A, H, L, P, T, W, X

Transmitted via VHF: A, Q, R, U

- In order to ease the burden of the OOW as well as the VTS operator, an Expected Transit Request system based on specially formatted email has been implemented. Detailed information is available in the “ETR Information”.
- **Special attention** must be to the designators G, I, L and T:
 - o G and I: last port of call, destination and ETA.
 - o T: Ship’s representative and/or owner, only relevant if Dangerous Cargo on board.
 - o L: route/sailing plan in the VTS area, see examples pages 3 to 7.

Designator G & I

According to IMO RESOLUTION MSC.332(90), designator G and I identify last port of call, destination and ETA; in Appendix 3 this are furthermore stated “The name of last port of call and next port of call; **both given in UN LOCODE by AIS**. For details and procedures see IMO SN/Circ.244 and www.unece.org/cefact/locode/service/main.htm.” ETA date and time group expressed as in (B)



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According to IMO SN/Circ.244 this format is recommended: NL RTM>DK KAL (From Rotterdam to Kalundborg)

Designator T

The company or person who has the knowledge about the cargo on board. This information might be available in the vessel's "EMERGENCY CONTACT LIST" or "SHIP INTEREST CONTACTS".

If more than one type of Dangerous Cargo/IMO Class on board, please state contact where a full cargo manifest may be obtained.

BELTREP.ORG is hosted by ADMIRALDANFLEET in order to ensure the highest level of security.

For further information please contact VTS Manager J. Brandt. Email: boss@mil.dk

Thank you for your attention.



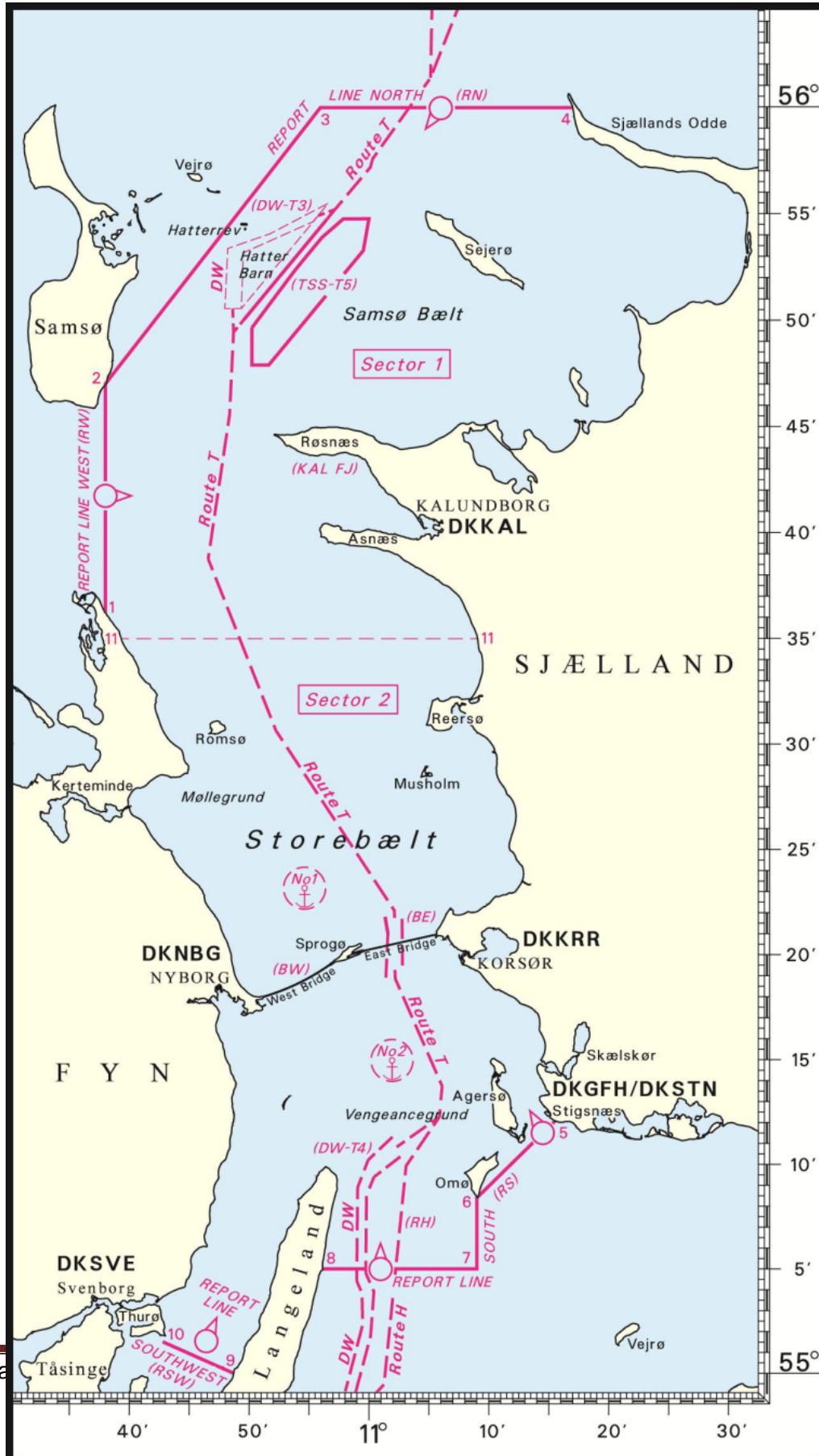
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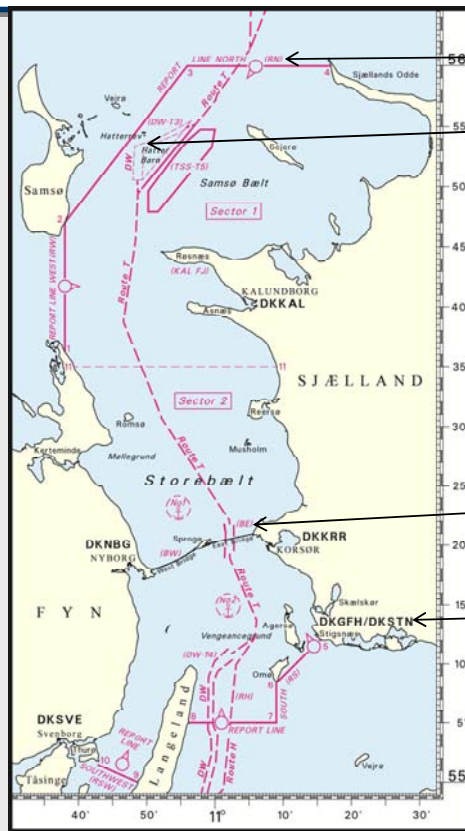
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**Example 1
from The Resolution**
Northbound:
DK GFH, BE, DW-T3, RN



RN – Reporting line North

DW-T3 – Deep Water-T3

BE – Bridge East

DK GFH – Gulf Harbor



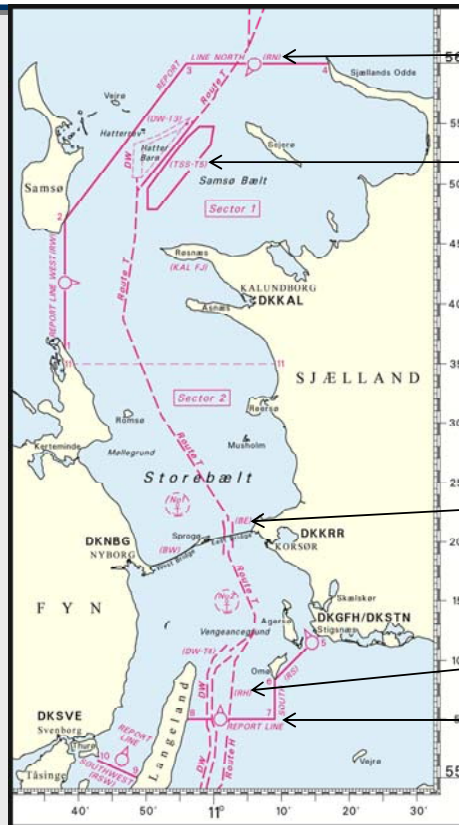
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**Example 2
from The Resolution**
**Southbound:
RN, TSS-T5, BE, RH, RS**



RN – Reporting line North

**TSS-T5 – VTS Separation
Sceem-T5**

BE – Bridge East

RH – Route H

RS – Reporting line South



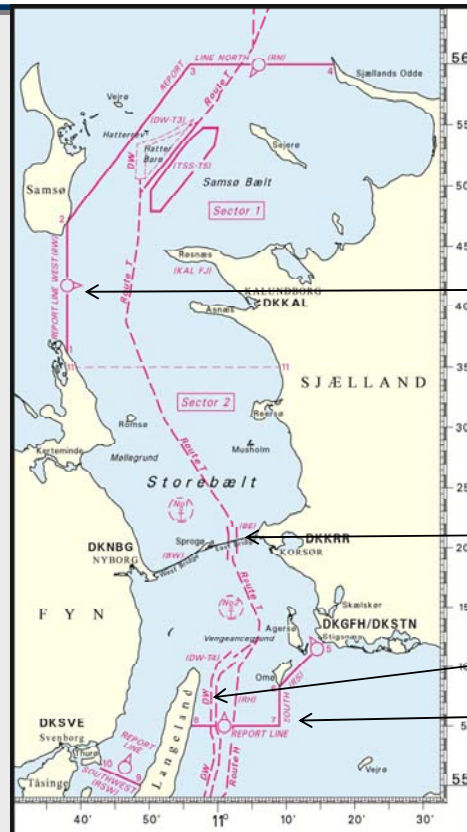
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**Example 3
from The Resolution**
Northbound:
RS, DW-T4, BE, RW



RW- Reporting line West

BE – Bridge East

DW-T4 – Deep Water T4

RS – Reporting line South



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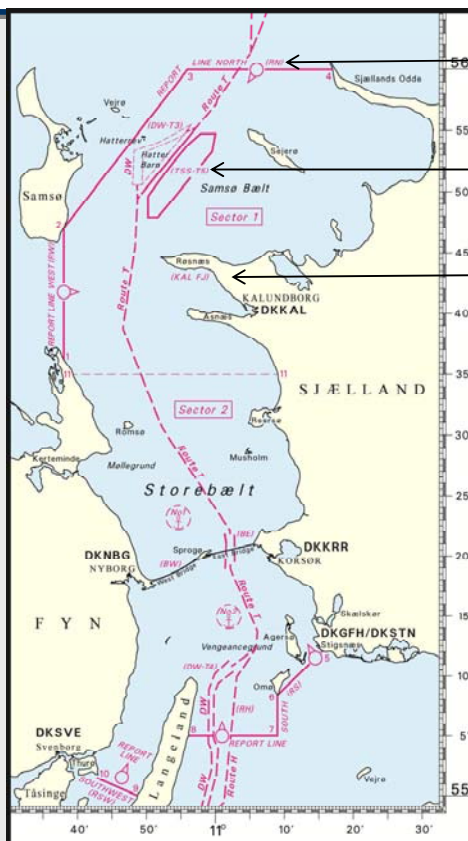


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**Example 4
from The Resolution**

**Southbound:
RN, TSS-T5, KAL FJ**



RN – Reporting line North

**TSS-T5 – VTS Separation
Sceem-T5**

KAL FJ – KALundborg Fjord