

MSN 1817 (M+F)
Amendment 1

Consolidated European Reporting System (CERS)

- 1. Ship arrival and departure notifications, including additional requirements for ships carrying dangerous or polluting goods, (DPG);**
- 2. Reporting requirements in the event of an accident/incident.**

Notice to all operators, shipowners, charterers, managers, shipping agents, shippers of dangerous or polluting goods, pilots, port authorities, masters, and ships' officers, fishing vessel owners/operators and skippers, and owners/operators of traditional ships and leisure craft.

This notice amends MSN 1817

PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary

This notice details the technical requirements applicable to ships and United Kingdom (UK) port authorities to comply with Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004 (as amended) which amended the Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995 and implemented the European Union (EU) Vessel Traffic Monitoring and Information System Directive 2002/59/EC.

It does not provide a comprehensive summary of the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004, which should be read in conjunction with this Notice.

1. This notice amends the text in Merchant Shipping Notice 1817 in the ways described below.

- 1.1 Key point 2 c to include (*regulation 12*) at end of sentence

- 1.2 Key point 4 to be replaced by the following text: *Fishing vessels, traditional ships and recreational craft, with a length of 45 metres and above, when bound for a UK port are affected by a ship notification requirement, prior to entry into port, that applies at least twenty-four hours in advance of their arrival.*
- 1.3 In paragraph 1.1.1 the text ‘but not limited to’ will be inserted as follows;
...any accident or occurrence affecting the safety of a ship, including *but not limited to* any occurrence whereby a ship...
- 1.4 A new paragraph 1.1.20 will be inserted in its entirety.
- .20 “Length”, in this Regulation, means either –
- a) 96% of the total length of the vessel, ship or craft on a waterline at 85% of the least moulded depth measured from the keel line; or
 - b) the length from the foreside of the stem to the axis of the rudder stock on that waterline,
- whichever is the greater, and where the vessel, ship or craft in question is designed with rake of keel, the waterline on which the lengths referred to in (a) and (b) are measured shall be parallel to the designed waterline.
- 1.5 Paragraph 1.2 will be deleted in its entirety; 1.3 will become 1.2.
- 1.6 In paragraph 3.1 the text ‘having a length of less than 45 metres’ will be inserted as follows;
- c) Fishing Vessels *having a length of less than 45 metres;*
 - d) Traditional Ships *having a length of less than 45 metres;*
- 1.7 In the italicised paragraph after 3.2 the text ‘to CERS’ will be replaced by the text ‘*to the MCA, on receipt, and whenever practicable this should be done electronically.*’
- 1.8 In paragraph 3.5 the final sentence shall be altered to read; ‘*A change in ETA of more than 2 hours should be notified*’. The italicized note following paragraph 3.5 shall also be replaced by: *MSN 1817 and this amendment will be revised in 2010 to incorporate the changes implemented by the Vessel Traffic Monitoring and Information System Amending Directive 2009/17/EC and the Port State Control Amending Directive 2009/16/EC.*
- 1.9 In the italicised paragraph after 4.3 the following text shall be added at the end; ‘*(Option 4 is currently under review and may not be available beyond 1st January 2011).*’
- 1.10 In paragraph 4.8 the following text shall be deleted; ‘*as described in section 4*’ and ‘*The operators of ships granted an exemption must maintain a list of the ships concerned and immediately update the MCA of any requisite changes. Ships granted an exemption must make the information set out in the Annex available electronically to the MCA immediately on request for each voyage made.*’
- 1.11 Paragraphs 5.2, 5.3, and 5.6 shall be deleted in their entirety.
- 1.12 In Appendix 2, the following text shall be added;

C. When a UK ship outside controlled waters is involved in an accident, incident, a discharge or probable discharge, or a pollution event; **or** a ship is involved in a discharge or probable discharge of dangerous packaged goods;

which are likely to be a threat to the coastline or related interest of the United Kingdom or another Coastal State, the report should contain the following information:

- (a) the identity of the ship;
 - (b) the time and location of the incident;
 - (c) the quantity and type of dangerous goods involved and;
 - (d) details of assistance and salvage measures.
2. There are a number of further small amendments to Merchant Shipping Notice No. 1817 concerned with re-wording the text to make it clearer. As these do not change the meaning of the MSN, they have not been listed here.

More Information

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