MRS Sub-Group

MRS Message Business rules – Key points

Version: 0.8
Date: 13/02/2013

Table of Contents

1 Background

1.1 MRS framework

IMO framework: Mandatory Ship Reporting Systems (MRSs) are adopted by the IMO Maritime Safety Committee (IMO MSC) and are set in place in order to improve maritime safety and the prevention and control of marine pollution from ships, with the main objective being to ensure safe and efficient traffic flow through confined and/or congested waters. Currently there are over 15 MRSs (adopted by IMO MSC) in European waters.

VTMIS Directive framework: Article 5 (Monitoring of ships entering the area of mandatory ship reporting systems) of the Directive 2002/59/EC (as amended) states obligation to the concerned Member States to monitor and take all necessary measures to ensure that all ships entering the area of a mandatory ship reporting system comply with that system in reporting the information required in accordance with IMO Resolution A.851(20).

In addition, Article 14 (Computerised exchange of data between Member States) of the Directive states that **the information exchange shall be done through SSN**, and Member States shall be able to send information on the ship and the dangerous and polluting goods on board to the national and local competent authorities of another Member State.

Operational added value: MRSs information is important for Vessel Traffic Services, for Search and Rescue (SAR) centres and prevention of marine pollution missions. It is a valuable source of information because:

a. It is the only source of Hazmat information for ships transiting EU coastal states areas but not calling at EU ports;
b. It can provide Hazmat/Ship call information before the due Port Plus notification is sent by the EU port of call;
c. It is first-hand high quality information from ship-to-shore.

1.2 Current Status

The tests carried out on MRS data availability in SSN (latest: June 2012) showed that the exchange of the MRS data through SSN needs to be improved. The issues that need to be resolved before users are able to effectively use information from MRS are as follows:

a. Availability of details

MRS details required by the VTMIS Directive are not always available upon request. In addition, the use of the phone/fax solution prevents users from being able to immediately retrieve information from the SSN system (i.e. the designated authority must be contacted). Consequently, additional effort is needed at MS level in order to improve MRS availability via SSN.

b. Request for details

A specific request for retrieving MRS details through SSN is missing. SSN only provides the latest "ship" information (either AIS or MRS); Due to the higher update rate of AIS, MRS notifications are substituted by AIS notifications within 2 hours. This makes the MRS information available to SSN users only during a short period (2 hours maximum).

c. MRS identification

There is no identification of the MRS (GIBREP, CALDOVREP …) in SSN notification. The current MRS message in SSN does not allow users to be able to distinguish notifications for different MRS provided by the same National Competent Authority (NCA). This technical constrain prevent to identify immediately which MRS and responsible CST the SSN message is referring to.

d. Reporting requirements in SSN

The notifications, in most cases, are sent to SSN only once per MRS area (usually upon entry). However, the MRS requirements may ask for more (e.g. sailing plan, deviation report, final report etc…). There is therefore a need to specify the reporting requirements in the SSN message because:

- Each MRS has its own specific reporting rules (in accordance with Maritime Safety Committee procedures), whereby reports can be requested from ships under specific conditions (e.g. when entering or leaving an MRS area, changing the destination, crossing a reporting line, entering a port, etc.);
- Information concerning MRS with multiple reporting points/coastal stations has not yet been exploited in SSN;
- Shared MRS systems may foresee cooperation between participating Countries (including a common reporting organisation) which requires additional coordination within SSN.

e. Inconsistencies

The Data Quality Working Group detected inconsistencies in the MRS notification data content. The proposal of this working group is still pending (see document SSN 9.8.1 "Data Quality Guidelines," section 5.1 "Ship Notifications"), but should be taken into consideration.

f. Notification provision to SSN

MRSs messages are not provided by all responsible member states. EMSA provides regularly to each Member State individual status reports including MRS related shortcoming This issue is also introduced in data quality document during the SSN group workshops.

Based on above, it is obvious that MRSs information is exchanged via SSN mainly because of the legal requirement (VTMIS Directive, Art. 5) not supporting the operational needs of MSs and not reducing the burden on ships and on coastal stations.

The IMO resolutions encourage the inclusion of technical solutions aimed at minimising the administrative burdens imposed by these systems, and SSN can already provide information relevant for the MRS reporting (if available: previous MRS reports information, PortPlus, Hazmat, and Incident reports). Therefore an optimized exchange of information through SSN has the potential to reduce the burden for the *ship to shore reporting* (by reusing the data already available in SSN), and for the *Shore to SSN reporting* (by reusing data already provided to SSN).

1.3 Setting up the MRS working group

This concept was discussed at the SSN group (SSN 18, action point 6) which proposed to set up a specific MRS working group. The SSN HLSG8 (Brussels, 13 December 2012) agreed on this proposal, and agreed on the following tasks to be given to the working group:

a) Operational:

- The drafting of MRS reporting-related business rules;
- The drafting of dedicated guidelines for MRS notifications;
- Further investigation, with concerned MSs, of whether there is a need for a coordination initiative to be set up in order to avoid double reporting in the case of common MRSs.
- Assessment of the possibility of phasing out the phone/fax reporting option.

b) Technical:

- The development of a new notification, based on the outcomes of the agreed business rules.
- The set-up of an XML request/response mechanism which is able to distinguish between AIS and MRS details.

Nine MSs nominated experts. The MRS WG was established by representatives from DK, EE, FI, FR, IT, NO, PL, UK and SW.

This document covers part of the tasks given to the working group (the drafting of MRS reporting-related business rules and the technical tasks); it does not cover the drafting of guidelines.

1.4 Objective of the document

The objective of this document is to:

a. Analyse and propose the general concept for the exchange of MRSs through SSN;
b. Validate the concept and the business rules;
c. Define the functional requirements (once the concept and the business rules will be validated by the MRS WG);
d. Define the technical requirements for the improvement of SSN (once the step 3 above will be validated by the MRS WG).

Steps "**a**" to "**c**" once validated by the MRS working group will be introduced to the SSN group (WS 19).
The step "**d**" will be discussed by the MRS working group once the concept, business rules and functional requirements will be agreed.

2 General concept

2.1 Objectives

The individual characteristics of each MRS and the regional cooperation (existing and upcoming) for specific MRSs are considered for the concept. The work to be carried out aims at addressing the following objectives:

a. To reduce unnecessary administrative burden:

- ship to shore **and,**
- shore to SSN

by **providing automatically to MRS operators the relevant information available in SSN**. The data to be available to MRS operators from SSN shall not be limited to its MRS requirements as defined in the specific MSC. The proposal is to exchange through SSN an extended set of data (as needed) including the details required by VTMIS and IMO MSC circulars. To this end, data already available in SSN (e.g. relevant MRS, AIS and if possible PortPlus) should be reused as much as possible.

b. To review the MRS messaging framework in order to cover the issues mentioned in chapter 1.2

2.2 Customization of the messaging framework

The SSN system data set for MRS will follow the below principles:

a. Information requested by the annex 1(4) of VTMIS Directive is mandatory for all MRS notifications to SSN central system;

b. In addition, the exchange of a full IMO resolution A 850(21) dataset shall be supported by SSN central system. This will also allow a flexible MRS messaging framework compatible with any MRS requirement that could be set up by Member States;

c. The SSN central system shall propose data set customisation (under the perimeter of **"b"** above) for exchanging specific information for a MRS. This to support:

- Specific needs from a Member State. Depending on the MRS requirements, the NCA can customize, through the central SSN system management console, the dataset for sending/receiving MRs information. To support the above functionality, the identification of the relevant MRS and CST must be implemented within the messaging framework.
- Cooperation/regional agreement on data exchange. SSN can support the data exchange for **shared MRS** (or agreed regional cooperation). The

involved countries can customise the MRs notification sent to SSN central system to facilitate an agreed data set exchange. Therefore within this context, the MRS notification will contain at least **VTMIS mandatory data set + additional data set (if agreed).** The cooperation agreement will benefit from the standardisation and customisation of data exchange. In addition it might reduce double reporting as the information is shared between the concerned MRS Authorities (to be explicated in the MRS guidelines).

d. The provision/retrieval of MRS related information will be possible through **machine-to-machine (e.g XML)** and via Central **SSN web** interface.

2.3 Case scenario

The following case scenario presents the concept of the improved MRS exchange through SSN by introducing the phases and actions which can be performed by the MRS authorities to notify the SSN system. This scenario is valid to exchange MRSs between MSs and support data exchange for shared MRSs or any regional agreement.

a. Ship leaves an EU port (Port A), a PortPlus with ATD is sent (with Hazmat on board). Thus, SSN already received a set of data which could be reused in order to reduce unnecessary burden for a subsequent MRS reporting.

b. Other relevant notifications are provided to SSN when the vessel is underway such as AIS and possibly, Incident Reports. Thus, the SSN central system is continuously being updated for this specific voyage.

c. The ship approaches its first MRS area for this voyage ("MRS 1"). Therefore, no previous MRS notifications are available in SSN, but "other" SSN data. At this moment, the MRS operator has two choices:

- to request/receive all the MRS report (as per MSC) directly from a ship (**currently existing approach**); or

- to request and receive the dataset which is already available in SSN and can be reused (fully or partially) to compile the MRS message (**new proposed approach**). Missing or specific data can be requested or validated through a communication with the ship at this stage if considered necessary by the relevant MRS authority.

In case the new proposed approach is selected, the "MRS 1":

i. By activating the specific MRS request mechanism, (if implemented in the national SSN system) the SSN central system will provide the available relevant information (as per Rule 6: "Reusability of SSN data"), through a prefilled message. This information can then be displayed in the national SSN system and is composed of two parts:

- "**MRS like**" structured part with the relevant data is sent by SSN (composed of AIS dynamic data and PortPlus).

- **Additional information** available in SSN (from AIS/PortPlus[1]/Incident Report[2]).

The origin of the data (type, provider and time of submission to SSN) shall be evident. The SSN response message will be provided in **XML format**, supporting its automatic incorporation at national level, and further compilation of the MRS notification to SSN reusing as wished the available information.

ii. **Create** a new MRS notification by:

- **Reusing**, if considered relevant, the information provided in "**c.i**".
- **Requesting** additional data or confirmation to the ship if necessary.

iii. **Submit** the MRS notification to SSN containing at least the mandatory designators as per annex I(4) of the VTMIS Directive.

Depending on the MRS requirements, the operator can provide for the same MRS, all the MSC-required notifications for the same voyage within its area of responsibility (e.g. a Sailing Plan, a Position Report, a Deviation Report, a Final Report etc).

The operator can also provide the information that may arise from the designators requested by the MSC circulars establishing each MRS in addition to the mandatory information as per VTMIS Directive. Furthermore, the operator can cancel/update the MRS notification previously sent within a predefined timeframe (e.g. 2 hours since the notification).

d. When the vessel enters in the next MRS ("MRS 2"), a previous MRS ("MRS 1") notification, as well the "other" SSN data are available in SSN. "MRS 2" operator will also have the above two choices: to request/receive the MRS report (as per MSC) directly from a ship, or to reduce the communication with the ship to a minimum (as per MS's decision) and to reuse the dataset which is already available in SSN.

If the choice 2 (e.g. reusing the SSN available data) is selected, the operator should request the available data in SSN (as per "**c.i**" above) retrieving a prefilled XML message composed of two parts:

- "**MRS like**" structured part with all the MRS designators coming from previous MRS notifications as relevant (if several MRSs were reported, SSN will provide a compiled updated information) and AIS dynamic data (for position, course, speed) and;
- **Additional information** available in SSN (from AIS/PortPlus/Incident Report).

---

[1] For the Hazmat, the indication of HazMat on board, INFShipClass and DGClassification only

[2] only an indicator of the incident type/date will be provided.

The origin of the data (type, provider and time of submission to SSN) shall be provided.

The process of MRS notification provision can be repeated as in points "**c.ii**" and "**c.iii**".

The response from SSN central system (as per "**c.i**" and "**d**") can be customized by the NCA for its MRSs users to provide only the "MRS 2" relevant data or the full set of possible MRS data (all designators). A dedicated request/response shall be built to offer this service.

SSN Central system can make available specific functionalities for data distribution (e.g. through SSN GI or a push mechanism when the ship enters a polygon defined by the NCA, or other mechanisms).

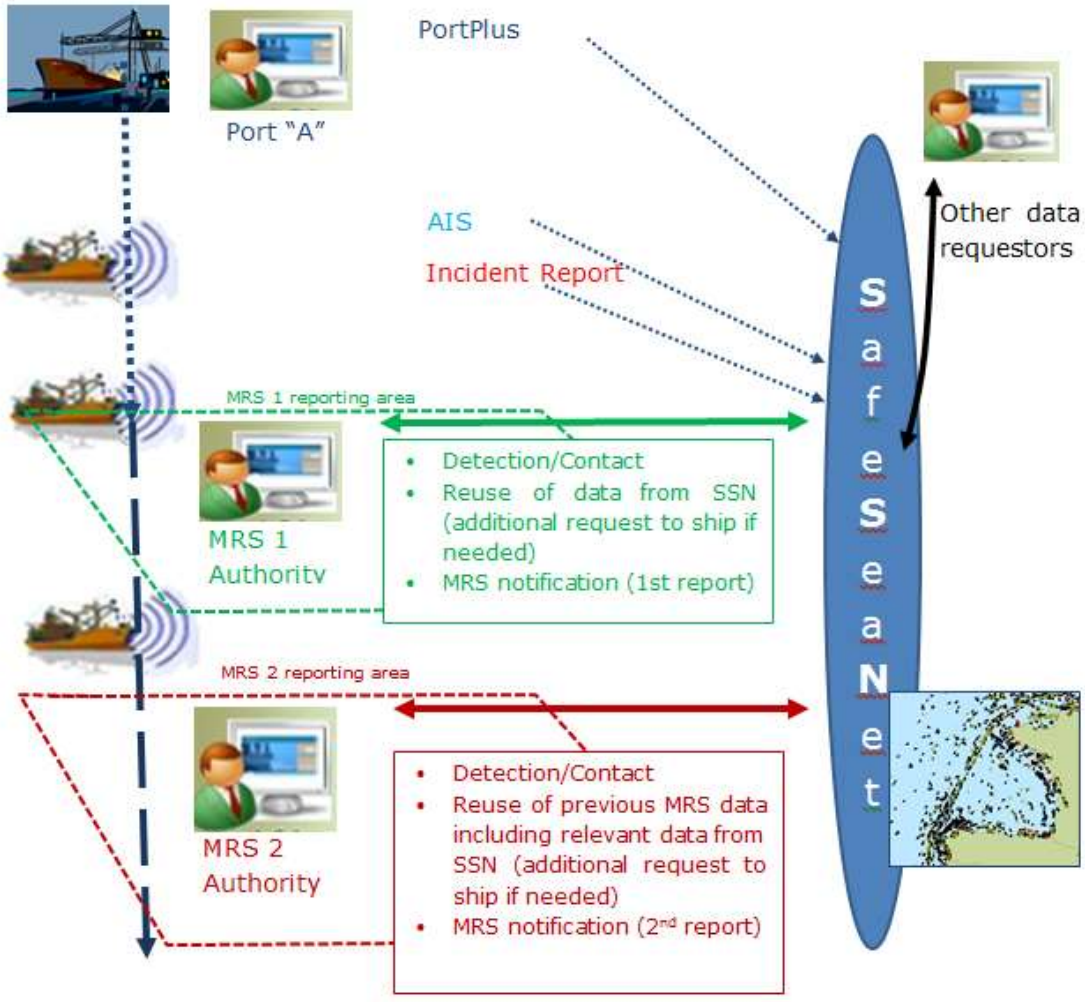

Figure 1 – MRS/SSN general concept

3 Business rules

3.1 General provisions

1. The new MRS notification shall be implemented by both the SSN central system and national SSN systems for those MSs having MRSs or willing to access MRSs data through their national SSN system.

2. The reporting scope under Article 5 of the VTMIS Directive is wider than the general scope of the Directive defined in Article 2 (ships > 300 GT). Art. 5.1 of the Directive provides that *"The Member State concerned shall monitor and take all necessary and appropriate measures to ensure that **all ships entering the area** of a mandatory ship reporting system, … **comply** with that system **in reporting the information** required without prejudice to additional information required by a Member State in accordance with IMO Resolution A.851(20)".* Each **MSC circular** adopting a MRS **provides a specific requirement** for ships (e.g. ADRIREP: all oil tanker>150 GT & all ships>300 GT carrying dangerous goods; GIBREP: all ships > 50 metres LOA; WETREP: all oil tanker > 600 GT etc…).

3. The SSN business logic (a ship should be identified through the IMO number and/or the MMSI number) shall be used for MRS reporting. But there could be MRS notifications from ships without an IMO number nor MMSI (e.g. a sailing vessel with draught > 15 mt is requested to participate in BELTREP). Therefore further options shall be provided to identify the ship.

Rule 1: Messaging framework

The new MRS notification and the associated request/response mechanism shall allow distinguishing AIS and MRS.

Rule 2: Scope

Member States shall report to SSN MRS notifications for all ships to which their MRSs apply (as per MSC Circulars requirements).

Rule 3: Ship identification

The notification shall include the following:

a. the IMO number (shall be considered as "primary key" if available);or

b. The MMSI number if the ship does not have an IMO number.

On a voluntary basis:

c. The ship name

d. The call sign

In addition, if the ship does not have IMO and MMSI, the ship name and the call sign must be provided with the following identifiers if available:

e. The IR number for EU flag fishing vessels (if available)

f. An identification number for other cases (e.g. hull number etc)

Remark: Limitations will remain for exchanging MRSs in case no IMO number or MMSI are available. The SSN central system cannot ensure the ship identity with 100% of certainty with only name and call sign. This is why the numbers described in "**e**" and "**f**" above is important to be provided if no IMO or MMSI is available.

3.2 Reporting requirements

1. Data set and reporting rules by IMO:

Article 5 as well as annex I(4) of VTMIS Directive provides the minimum set of MRS information to be notified. IMO MSC circulars define for each MRS the set of data to be provided by ships to the relevant MRS authority as well as the reporting frequency (e.g. only the initial report/ report in case of crossing sub-areas/report on leaving area etc.).

2. Reporting rules in SSN:

- According to the former ICD (Ch. 5.2.2), "*… In case that the vessel is sailing within the coverage area of the MRS which is not covered by AIS, intermediate MRS notifications will be also sent every two hours. When the time within a mandatory ship reporting area is less than one hour, a single message should be sent"*.

- The IFCD does not specify any reporting requirement.

Rule 4: Set of information to be exchanged through the SSN central system.

- The minimum set of information requested by the annex I(4) of VTMIS Directive is mandatory for MRS notifications to SSN.
- Additional data included in the MSC circulars can be notified to SSN on a voluntary basis.
- All the information described in IMO assembly resolution A 858(20) shall be included in the SSN messaging framework. This will offer the possibility to exchange further information through SSN if agreed.
- EMSA should consider making available resources to support specific reporting requirements introduced by a regional cooperation upon request from the involved Member States.

The business data elements (messaging framework) which would be exchanged through SSN are presented in annex.

Rule 5: Provision of MRS notifications to SSN

The MRS provision to SSN shall respect the MSC requirements (e.g. Sailing Plan, Position Report, Deviation Report, Final Report etc).

Best practices can be further described in the MRS guidelines.

3.3 Reuse of the data

The SSN available data shall be reused for MRS providing. This would support reducing the administrative burden (ship-shore) and avoiding the duplication of the work (MRS authority can reuse what is available).

Rule 6: Reusability of SSN data

Specific mechanism (s) shall be implemented between the SSN central and SSN national system to retrieve and/ or receive from SSN a data set composed of:

- All relevant data from previous MRS notifications for a specific voyage. This shall facilitate the reuse of MRS data. If no previous relevant MRS data are available, this pre-structured "MRS like" message will be filled-in by data from PortPlus and AIS as appropriate.

  The dynamic data (course, speed, position…) should be included in the relevant data provided by SSN. This should be based on AIS messages.

- Additional information for the MRS operator will contain:
  - the "active" PortPlus information including an indication of the presence of Hazmat, INFShipClass and DGClassification attributes.
  - identification of the 5 last incident reports (information equivalent to the current Alert notification: time and type).
  - Vessel status indicators e.g. banned or SHT.

In the set of data the origin (type, provider identification and time of submission to SSN) shall be provided.

Rule 7: Customization of MRS message

The NCAs under which the MRS authorities operate should be able to configure, through an appropriate mechanism, the content of the data set to be exchanged by the MRS authority through SSN.

Rule 8: Update[3]/Cancelation

- The possibility to update (in case of mistake or extra information available)/cancel a MRS notification previously sent can be done only by the data provider within a predefined timeframe (e.g. 2 hours since the notification) without impacting the re-usability of data.

[3] Update is used to correct or add extra information to a previously sent MRS notification (same as PortPlus and new IR logic).

- MRS Authorities cannot update/cancel MRS notifications sent by other authorities.

3.4 MRS and CST identification

Rule 9: Identification of MRS

The specific MRS shall be quoted in MRS notification. This will allow users to identify the MRS and to distinguish the different systems. E.g. Spain is involved in 4 MRSs: GIBREP, FINREP, CANREP and WETREP. The proper system shall be quoted when notifying MRS messages to SSN.

Rule 10: Identification of CST

To support the customisation of the service and to identify the data provider, the coastal station shall be identified within the messaging framework. E.g. France designated two CSTs for receiving the WETREP reports: Gris-Nez MRCC and Corsen MRCC. The proper CTS submitting MRS notifications to SSN will be identified by enforcing this rule.

3.5 Data availability and exchange

Rule 11: MRS data exchange through SSN

In addition to the implementation of the mechanism foreseen in rule 6, there should be methods for retrieving MRS information via specific queries such as[4]**:**

a. All MRS data for a selected vessel (within a defined timeframe).

b. All MRS data for a selected MRS (within a defined timeframe).

Furthermore SSN Central system can make available specific functionalities for data distribution (e.g. through SSN GI or a push mechanism when the ship enters a polygon defined by the NCA, or other mechanisms).

Rule 12: Data aggregation in SSN central system.

The relevant notifications shall be aggregated in SSN central system to serve MRS authority as defined in rule 6. With this regards, SSN central system shall be capable of linking the MRS notifications and the relevant information regarding the ship along its route from one port to another.

[4] The mechanism mentioned in rule 6 allows retrieving MRS data but is dedicated to MRS providers. The SSN access rights will apply to these queries made for all authorised requestors.

Rule 13: MRS data exchange format

- All MRS details shall be transmitted, within the notification, to SSN central system in electronic format. This shall be done by using a revisable structured format which can be used directly for storage and processing by computers.
- Phone/fax solution and attached documents (URL) for providing details shall be phased out.

3.6 Access rights

Rule 14: MRS access rights definition

- MRS data should be made available to all NCAs.
- Ports (POR) could retrieve all the MRS information for ships bounding to their port.
- All the other users may access MRS data depending on NCA decision.
- The dedicated service proposed in rule 6 shall only be accessible to Authorities with the right to send MRS notifications to SSN.

Rule 15: Confidentiality of information within MRS

Designator "T" (Address for the communication of cargo information) might involve personal data. The protection of personal data at national level shall be in line with national legislation for data protection and with Directive 95/46/EC. The protection of personal data at central level shall be in line with Regulation (EC) No 45/2001 on protection of data by the Community Institutions and bodies.

Designator "P" includes a description of cargo and, if dangerous good is present on board, quantity and IMO class. This information may require the same access rights restrictions as for the Hazmat (commercially sensitive).

4 Functional requirements (t.b.d.)

To be defined once the concept and the business rules will be validated by the MRS WG.

5 Technical requirements (t.b.d.)

To be defined once the functional requirements will be validated by the MRS WG.

Annex: Business data

High-level presentation of the MRS-related business data which could be considered in the proposed improvement. The comparison between the reporting requirements foreseen by the IMO A.851(20) and VTMIS Directive are included as well as the their definitions.

Designator	IMO definition (A.851(20))	Directive's definition	Proposed business data for the new MRS	Proposed occurrency*	Notes
----	----	----	MRS Voyage ID	M	Provided by SSN Central system
----	----	----	Name of System (e.g. ADRIREP, COPREP...)	M	From IMO
----	----	----	CST	M	From IMO
----	----	----	Reporting system type	M	Enumeration: Sailing Plan (SR), Position Report(PR), Deviation Report (DR), Final Report (FR), Dangerous Googs Report (DG), Harmful Substances Report (HS), Marine Pollutants Report (MP), any other report
A	Name and call sign or ship station identity, and flag	Ship identification (name, call sign, IMO identification number or MMSI number),	IMO number	M**	
			MMSI		
			Call sign		
			Ship name		
			Flag		
			Other identifier if required (e.g. IR number for Fishing vessels)		
B	Date and time of event	Date and time	Date and time of event	M	
C	Position (Lat/Long)	Position in latitude and longitude or true bearing and distance in nautical miles from a clearly identified landmark	Latitude	M**	
			Longitude		
D	Position (Bearing/Distance /Mark)		Bearing		
			Distance		
			Mark		
E	True course	Course	COG	M	
F	Speed in knots and tenths of knots	Speed	SOG	M	
G	Port of departure		Port of departure	O	Specific for WETREP
H	Date time and point of entry into system		Date and time of entry into system	O	
			Latitude	O	

Designator	IMO definition (A.851(20))	Directive's definition	Proposed business data for the new MRS	Proposed occurrency*	Notes
			Longitude	O	
			Bearing	O	
			Distance	O	
			Mark	O	
I	Destination and expected time of arrival	Port destination and estimated time of arrival	Port of call	M	
			ETA Port of call	M	
			ETD from Port of Call	O	Specific for GDANREP
J	Pilot		Pilot	O	
K	Date, time and point of exit from system		Date and time of exit from system	O	
			Latitude	O	
			Longitude	O	
			Bearing	O	
			Distance	O	
			Mark or Harbor	O	Harbor: specific for TRANSREP
L	Route information		Route information	O	
M	Radio communications		Radio communications	O	
N	Time of next report		Time of next report	O	
O	Maximum present static draught in meters		Maximum present static draught in meters	O	
P	Cargo	Cargo and, if dangerous goods present on board, quantity and IMO class	Cargo description	M	
			Correct technical name or names of goods	O	From IMO detailed reports: DG, HS, MP
			UN Number(s)	O	From IMO detailed reports: DG, HS, MP
			IMO Class(es)	M	From IMO detailed reports: DG, MP
			Name of manifacturer	O	From IMO detailed reports: DG, HS, MP
			Types of packages (including reg. marks and numbers assigned to the unit)	O	From IMO detailed reports: DG, MP
			DG quantity	M	
			Total DG quantity	O	Specific for GOFREP
			Pollution cathegory (A, B, C and D) for noxious liquids	O	From IMO detailed report: HS
			Oil cargo type(s)	O	Specific for WETREP
			Oil quantity	O	Specific for WETREP
			Oil grade(s)	O	Specific for WETREP
			Oil density	O	Specific for WETREP
Q	Defects/damage/ deficiencies/other limitations		Defects/damage/deficiencies/other limitations	O	Specific for WETREP
			TowLenght	O	Specific for GDANREP
			NameOfTowedObject	O	Specific for GDANREP
R	Description of pollution incident		Description of pollution incident or observation	O	From IMO detailed reports: DG, HS, MP

Designator	IMO definition (A.851(20))	Directive's definition	Proposed business data for the new MRS	Proposed occurrency*	Notes
	or observation				
			Correct technical name or names of goods	O	From IMO detailed reports: DG, HS, MP
			UN Number(s)	O	From IMO detailed reports: DG, HS, MP
			IMO Class(es)	O	From IMO detailed reports: DG, MP
			Name of manifacturer	O	From IMO detailed reports: DG, HS, MP
			Types of packages (including reg. marks and numbers assigned to the unit)	O	From IMO detailed reports: DG, MP
			DG quantity	O	From IMO detailed reports: DG, HS, MP
			Pollution cathegory (A, B, C and D) for noxious liquids	O	From IMO detailed report: HS
			Lost goods floated or sunk	O	From IMO detailed reports: DG, HS, MP
			Loss continuing(Y_N)	O	From IMO detailed reports: DG, HS, MP
			Cause of loss	O	From IMO detailed reports: DG, HS, MP
			Estimate of the movement of the disharge giving current conditions	O	From IMO detailed report: HS
			Estimate of the surface area of the spill	O	From IMO detailed report: HS
S	Weather conditions		Weather conditions	O	In GREENPOS to be reported Ice Conditions
T	Ship's representative	address for the communication of cargo information,	Contact type	O	ENUM: Agent/ShipOwner/Operator
			LastName	M**	To keep consistency with the XML RG
			FirstName		In ADRIREP the Point Of Contact is available 24/7
			LoCode		
			Phone		
			Fax		
			Email		
U	Ship size and type		Ship size	O	
			Lenght	O	Specific for BELTREP
			Deadweight	O	Specific for BELTREP
			AirDraught	O	Specific for BELTREP/SOUNDREP
			Ship type	O	
V	Medical personnel		Medical personnel	O	
W	Total number of persons on board	total number of persons on board	Total number of persons on board	M	
X	Miscellaneous	Miscellaneous: · characteristics and estimated quantity of bunker fuel, for ships of more	Miscellaneous: - Bunker characteristics (ships >1000 GT)	M	

Designator	IMO definition (A.851(20))	Directive's definition	Proposed business data for the new MRS	Proposed occurrency*	Notes
		than 1 000 gross tonnage, · navigational status.			
			Miscellaneous: - Bunker quantity (ships >1000 GT)	M	
			Miscellaneous: - Navigational status	M	For CALDOVREP, OUSSREP, MANCHREP it includes "navigational conditions"
			Action being taken with regards to the discharge and the movement of the ship	O	From IMO detailed report: HS
			Assistance or salvage requested or provided by others	O	From IMO detailed report: HS
			Particulars of action undertaken or planned (reported by assisting/salvaging ship)	O	From IMO detailed report: HS
			Any other information	O	
Y	Request to relay report to another system		Request to relay report to another system	O	
Z	End of report		End of report	---------	

Notes:

* M=mandatory
O=optional

** Minimum one attribute shall be provided (as appropriate)