



THE MERSEY DOCKS & HARBOUR COMPANY

## NOTICE TO MARINERS

No. 33 – 2007

PORT OF LIVERPOOL

### **CONSOLIDATED EUROPEAN REPORTING SYSTEM (CERS)**

The United Kingdom Maritime and Coastguard Agency (MCA) will shortly be issuing a Merchant Shipping Notice (MSN), which will change the arrangements and responsibilities for ship arrival and departure notifications to meet the requirements of the EU Vessel Traffic Monitoring and Information System Directive 2002/59/EC and the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004 (as amended). These notification procedures will enable shipping movements to be monitored throughout the EU area through an EU wide system known as SafeSeaNet (SSN) managed by the European Maritime Safety Agency (EMSA). The MCA have put in place a new information management system, referred to as the Consolidated European Reporting System (CERS), which will in time be used to capture all national notifications and infringements and forward them electronically to the EU SSN system. The first phase of the CERS roll out, dealing with Vessel Traffic Monitoring Directive notifications, port waste infringements and bulk carrier loading/unloading infringements, will go operational on 1 January 2008.

The 2004 Regulations place a requirement on owners, operators, agents or masters of most ships over 300 GT to make a general arrival notification to the Port Authority of the port to which a ship is bound. In addition, all vessels carrying dangerous or polluting goods will be required to make a more detailed notification to the Port Authority on departure and also on arrival if arriving from outside the EEA. Port Authorities will, in turn, be required by the MSN to pass these notifications to the MCA's CERS. To meet these requirements, the Port of Liverpool, through MDHC's vessel management system will automatically pass arrival and departure notifications and changes electronically to CERS.

A summary of the notification requirements in the MSN as they relate to port arrivals and departures is at Annex A. Most of the notification details are already being gathered from standard reports managed routinely through MDHC.

For general arrival notifications, the Estimated Time of Departure (ETD) must always be passed as part of the arrival notification recognising that this may, in some instances, be only a rough estimate. The reported times may be refined the closer they are to departure or arrival. CERS requires that the time be updated if the original ETA or ETD changes by more than 6 hours.

The most significant reporting change relates to notifications involving any ship carrying dangerous or polluting goods. Such notifications have to date been submitted to MCA through MRCC Dover, but from 1 January 2008, will be handled by the Port Authority. The departure notification must include the next port of call and the ETA at the next port (except when no orders have been received where the next port should be indicated as "UNKNOWN" and no time reported). In addition, vessels arriving from outside the European Economic Area (EEA) with a Port in the Mersey as the first port of call, are required to make an arrival notification to MDHC **on leaving the loading port** or, for ships without orders, as soon as a Port in the Mersey is identified as the first port of destination within the EEA. There is also a requirement for all ships carrying dangerous or polluting goods to notify the Port Authority of cargo information. The minimum notification requirements for dangerous or polluting goods are for the contact details to be passed to CERS through the Port Authority. However, it is important to note that the contact details provided must link through to a person who is contactable at any time, day or night, and able to transmit the appropriate dangerous or polluting manifest details (see Annex A para B.3.d) to the MCA electronically on request in the event of an incident or accident. Care should be taken, therefore, in providing contact details that they link through to a person capable of fulfilling this role. Attention is drawn to the mandatory requirement to provide the location of the contact in UNLOCODE. The nominated contact will be required to hold the dangerous or polluting manifest details at least until the ETA at next port plus 7 days. It should also be noted that there is pressure within the EU to include the dangerous or polluting goods manifest details electronically and routinely with every hazardous or polluting notification; it is expected that this additional requirement will be introduced within the next few years. Finally, there is a requirement for the owner, operator, agent or master to confirm that a dangerous or polluting goods manifest is held onboard and this must be confirmed to the Port Authority as part of the notification process.

Whilst provision is made for exemptions in the hazardous or polluting goods notifications for vessels on regular scheduled services, there is no corresponding provision for exemptions in the general arrival notification process. The Harbourmaster must be informed of any vessels that have been granted exemptions by the MCA on behalf of the Secretary of State in accordance with the regulations. In the absence of a formal exemption, a full notification will be required for each individual voyage when dangerous or polluting goods are carried.

A standard notification form to include these requirements is included at Annex B and will replace the MDHC and MSCC Berth Application Forms. It includes all data that is mandatory for reporting into CERS and also those fields that are mandatory for the MDHC's requirements. To ensure that all mandatory data is provided, this form must be used for all notifications from agents and berth operators; masters making their own notifications should also use this form wherever possible. It should be noted that further amendments may be made to this form once the system is up and running.

This Notice to Mariners covers only requirements for reporting arrivals and departures through the Port Authority. The MCA should have contacted facilities responsible for reporting waste or bulk carriage infringements and separate arrangements should be in place to make such infringement reports or alerts to the MCA direct through a web based interface. Such reports will not be processed through MDHC but Liverpool VTS will have the ability to view reports relating to vessels arriving or departing to or from the Mersey.

Dangerous Substances in Harbour Areas (DSHA) reporting requirements remain unchanged. Approvals for the movement of Class 1 throughout the port should continue to be requested separately through the Harbourmaster. The requirement for notification of containerised dangerous or polluting goods will be satisfied through the nomination of a contact. As noted above, more detailed data for containerised goods may become mandatory at a future date and, to this end, MDHC will accept a dangerous and polluting goods manifest in electronic format if this is available.

**CAPTAIN S.F. GALLIMORE  
HARBOUR MASTER**

**27<sup>TH</sup> DECEMBER 2007**

# **NOTIFICATION REQUIREMENTS**

## **A. General Arrival Notification (Irrespective of whether a vessel is carrying Dangerous or Polluting Goods)**

### **1. To whom do the regulations apply?**

All vessels of over 300 GT with the exception of:

- a. Warships, naval auxiliaries and other ships owned or operated by the Government of an EEA State which are used for non commercial public service;
- b. Fishing vessels (*see note 1*)
- c. Traditional ships (*see note 1*)
- d. Recreational craft having a length of less than 45 metres.

*Note 1: Due to an error in transposition of the EU VTM Directive into UK law, **all** vessels in these two categories are currently exempted but, once corrected, such vessels will only be exempt if they have a length of less than 45 metres.*

### **2. When is the report required?**

Reports are required for all vessels bound for a berth within the Ports of Liverpool, Manchester and Garston as follows:

- a. 24 hours in advance of a vessel's arrival at a berth or anchorage, or;
- b. On leaving the last port if voyage less than 24 hours, or;
- c. Again, if the ETA changes by more than 6 hours.
- d. Notification if the call is cancelled.

### **3. What has to be reported?**

The owner, operator, agent or master is required to notify Liverpool VTS and the MDHC Berthing Manager prior to entry:

- i. Ship identification: (name, IMO identification number, MMSI number and call sign) (*see note 3*)
- ii. ETA at berth or pilot station;
- iii. ETD from Berth within the Ports of Liverpool, Manchester and Garston; and
- iv. The total number of persons on board the ship.

*Note 3: All four identity fields should be completed if known. CERS requires name plus one out of the three remaining fields as a minimum.*

## **B. Additional Departure and/or Arrival Notification for Vessels Carrying Dangerous or Polluting Goods**

### **1. To whom do the regulations apply?**

All vessels carrying dangerous or polluting goods (other than bunkers) irrespective of size with the exception of:

- a. Warships, naval auxiliaries and other ships owned or operated by the Government of an EEA State which are used for non commercial public service;
- b. Ships on regular scheduled services exempted by the MCA on behalf of the

## 2. When is the report required?

Reports are required for vessels carrying dangerous or polluting goods as follows:

- a. For all departures from the Mersey: on, or prior to, departure.
- b. For arrivals of vessels from ports outside the EEA to the Mersey as the first EEA port of call: Immediately on departure from the previous port of call, or as soon as a Berth within the Ports of Liverpool, Manchester and Garston is identified as destination, if later (*could be weeks ahead*).
- c. Again, if the ETA/D changes by more than 6 hours or if there are changes to any of the other details reported.
- d. Notification (without cargo details) if the call is cancelled.

## 3. What has to be reported

The owner, operator, agent or master is required to notify the MDHC:

- a. Departures (for all vessels carrying dangerous or polluting goods):
  - i. Ship Identification: (name, IMO identification number, MMSI number and call sign) (*see note 4*)
  - ii. ETD;
  - iii. Name of next port of call (indicate if no orders for destination);
  - iv. ETA at next port of call (unless no orders for destination);
  - v. The total number of persons onboard.
- b. Arrivals (only for vessels carrying dangerous and polluting goods coming from outside EEA):
  - i. Ship Identification: (name, IMO identification number, MMSI number and call sign) (*see note 4*)
  - ii. ETA at berth or pilot station;
  - iii. ETD from Berth within the Ports of Liverpool, Manchester and Garston. (optional but must be provided when vessel is within 24 hours of the Mersey under the general reporting notification requirements)
  - iv. The total number of persons onboard.

### plus

- c. the address from which detailed information on the cargo may be obtained (last name (optional), first name (optional), location in UNLOCODE (mandatory), phone number (mandatory), fax number (mandatory), e-mail (optional) **or**;
- d. the correct technical names of the dangerous or polluting goods, the United Nations (UN) numbers where they exist, the IMO hazard classes in accordance with the IMDG, IBC and IGC Codes and, where appropriate, the class of the ship as defined by the INF Code, the quantities of such goods and their location on board and, if they are being carried in cargo transport units other than tanks, the identification number thereof, **and**;
- e. confirmation that a list or manifest or appropriate loading plan giving details of the dangerous or polluting goods carried and of their location on the ship is on board.

*Note 4: All four identity fields should be completed if known. CERS requires name plus one out of the three remaining fields as a minimum.*

**Contacts: Liverpool VTS –** Tel: +44 (0)151 949 6135 Email: [vts.pilotage@merseydocks.co.uk](mailto:vts.pilotage@merseydocks.co.uk)  
Fax: +44 (0)151 949 6090

**MDHC** Tel: +44 (0)151 949 6141 Email: [roy.andrews@merseydocks.co.uk](mailto:roy.andrews@merseydocks.co.uk)  
**Berthing Manager** Fax: +44 (0)151 949 6090



# MDHC - ARRIVAL, DEPARTURE, MOVEMENT, PILOTAGE AND PEC NOTIFICATIONS

ANNEX B

<b>Ship name</b>		<b>IMO</b>		<b>MMSI number</b>		<b>Agent:</b>	
<b>Notification Type</b>	New <input type="checkbox"/>	Amended <input type="checkbox"/>					
<b>From (Company)</b>		Sender's name		<b>Date/Time</b>			

**For updated notifications, unchanged data below may be omitted, or changed data should be indicated by encircling the data (manuscript) or emboldening (electronic):**

**NOTIFICATION OF  ARRIVAL,  DEPARTURE or  MOVEMENT**

<i>Date &amp; time of arrival at port limits</i> <sup>1,3</sup>		<b>HW</b>
<b>Date/time of departure from Berth</b>		
Last port		
<b>Berth To</b> (or UNKWN)		
<b>Berth From</b> (or UNKWN)		
<i>Next port</i> <sup>2</sup> (or UNKWN)		
<i>ETA next port</i> <sup>2</sup> (not if UNKWN)		
<b>ISPS Level</b> <sup>1</sup>		<b>Persons on board</b>
<i>(✓) The vessel does not carry dangerous or polluting goods</i> <input type="checkbox"/> <i>or complete next section.</i>		
<small>Where applicable</small> <b>DANGEROUS OR POLLUTING GOODS</b>		
<b>Haz &amp; Pol Contact Name</b>	1st	Last
<b>Contact address</b> <sup>2,3</sup> (UNLOCODE)		
<b>Tel. number</b> <sup>2,3</sup> (include country and regional code)		+ 00
<b>Fax. Number</b> <sup>2,3</sup> (include country and regional code)		+ 00
Email		Fax No.
<b>DSHA Notification (if insufficient space, provide aggregated details as an addendum)</b>		
<b>Product</b>	<b>IMO</b>	<b>UN No's</b>
		<b>Tonnage</b>
<i>(✓) It is confirmed that a dangerous or polluting goods manifest is held onboard</i> <sup>2,3</sup> <input type="checkbox"/>		

**NOTIFICATION OF PILOT REQUIREMENTS AND/OR PEC**

<b>Type of Notification</b>	Pilot Request <input type="checkbox"/>	PEC <input type="checkbox"/>	Not subject to Pilotage <input type="checkbox"/>
Is this? ...	<input type="checkbox"/> Provisional or <input type="checkbox"/> Confirmed notice		
<b>Date &amp; time pilot required</b> <sup>4</sup>			
<b>Where pilot required From</b> <sup>4</sup>			
<b>Where pilot required To</b> <sup>4</sup>			
<b>Draught</b>	IN	m	OUT
			m
<b>Cargo status</b>	<input type="checkbox"/> Discharge	<input type="checkbox"/> To load	<input type="checkbox"/> R.O.B <input type="checkbox"/> Ballast
<b>Vessel Speed</b>	Passage	kts	Manoeuvring
			kts
			No of Tugs Ordered
<b>Additional information</b>			
<b>PEC areas</b>			
<b>PEC numbers</b>	A	B	C
	D		
1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trip 1.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trip 2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All fields in bold are mandatory for initial notifications. Fields in bold italics are mandatory under the circumstances indicated below:

By CERS

By MDHC

<sup>1</sup> General Arrivals    <sup>2</sup> Haz & Pol Departures    <sup>3</sup> Haz & Pol Arrivals

<sup>4</sup> Mandatory with initial notification if pilot is required.