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SN.1/Circ.343
24 June 2024

**RECOGNITION OF SHIP REPORTING SYSTEM
IN THE PENTLAND FIRTH (PENTREP)**

1 The Maritime Safety Committee, at its 108th session (15 to 24 May 2024), having considered the recommendation made by the Sub-Committee on Navigation, Communications and Search and Rescue at its tenth session (10 to 19 May 2023), and, in accordance with SOLAS regulation V/11.4 and the *Guidelines and criteria for ship reporting systems* (resolution MSC.433(98)), recognized the ship reporting system "Pentland Firth (PENTREP)", implemented by the United Kingdom, as set out in the annex.

2 Accordingly, the aforementioned ship reporting system will be implemented at 00.00 hours UTC on 1 December 2024. The existing ship reporting system, which is only applicable to laden vessels, as outlined in the *Recommendations on navigation around the United Kingdom coast* (resolution A.768(18), as amended by SN/Circ.159 and SN/Circ.183), will henceforth be replaced by the expanded recognized ship reporting system set out in the annex.

3 Member States and international organizations are invited to bring it to the attention of all parties concerned.

ANNEX

SHIP REPORTING SYSTEM "IN THE PENTLAND FIRTH (PENTREP)"

1 Categories of ships for participation in the system

1.1 The following ships should participate in the system:

All ships of 300 gross tonnage and upwards.

2 Delineation of the reporting system and a description of the system including the geographical coordinates

2.1 The ship reporting system, PENTREP, is operated by Shetland MRCC of the United Kingdom using the callsign "Shetland Coastguard".

2.2 The area covers the Pentland Firth, which separates the Orkney Islands from the Scottish mainland in the northern part of the United Kingdom. The PENTREP area can be defined as being the area between the limits as below:

Western limit:

- 1 58° 40'.30 N; 003° 22'.60 W (Dunnet Head); and
- 2 58° 46'.58 N; 003° 22'.67 W (At Sea, 2.77nm West of Tor Ness)

Northern limit:

- 2 58° 46'.58 N; 003° 22'.67 W (At Sea, 2.77nm West of Tor Ness);
- 3 58° 46'.58 N; 003° 17'.35 W (Tor Ness);
- 4 58° 46'.56 N; 003° 13'.21 W (Brims Ness);
- 5 58° 44'.16 N; 003° 04'.33 W (Swona); and
- 6 58° 43'.79 N; 002° 57'.66 W (Grouch Ness)

Eastern limit:

- 7 58° 44'.12 N; 002° 55'.10 W (Old Head);
- 8 58° 40'.60 N; 002° 52'.50 W (At Sea; Off Little Skerries); and
- 9 58° 38'.65 N; 003° 01'.47 W (Duncansby Head)

2.3 The relevant charts are United Kingdom paper charts and Electronic Navigational Charts (ENC), as listed below. Chart datum is World Geodetic System 1984 (WGS 84).

- Chart 2581
- Chart 2162
- Chart 1954
- ENC Cell: GB40682A
- ENC Cell: GB302162

3 Format and content of the reports, times and geographical positions for submitting reports, authority to whom the reports should be sent, available services

3.1 Procedures of reporting

3.1.1 All PENTREP reports should be made to Shetland MRCC using VHF voice transmissions or by non-verbal means. To reduce the reporting burden, ships are encouraged to maintain up-to-date and accurate information within their automatic identification system (AIS) to fulfil some of the reporting criteria, as detailed in paragraph 3.1.2 below.

3.1.2 In consideration with automated ship reporting by electronic means, to minimize the time reporting on the VHF radio channels and to avoid interference with essential navigational duties, information under designators A, B, C, E, F, G, I and O in table 1 can be accomplished via AIS information.

3.1.3 The master of a ship should inform Shetland Coastguard of any change in navigational status or in previous information notified, particularly in relation to designator Q or R in table 1.

3.2 Format

The PENTREP ship reports should be drafted in accordance with the format shown below in paragraph 3.4.1. The information requested from ships is derived from the standard reporting format shown in paragraph 2 of the appendix to resolution A.851(20) on *General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants*.

3.3 Content

The report, as described in paragraph 3.4 from a ship by voice transmission, AIS, by non-verbal means, or combination thereof, should contain information, as appropriate, as outlined in table 1.

Designator	Information description
A	Ship name, call sign and IMO number
B	Date and time (UTC)
C	Position
E	Course
F	Speed
G	Last port of call/Port of departure
H	Date, time (UTC) and point of entry to the area
I	Port of destination and expected time of arrival (UNLOCODE)
L	Route information on the intended route through the PENTREP area (north or south of Stroma)

Designator	Information description
O	Draught
P	Cargo on board – including hazardous type and quantity – UN number and class
Q	Defects, damage, deficiencies, or other limitations
R	Pollution or any dangerous goods lost overboard
W	Total number of persons on board
X	Remarks Miscellaneous: - Estimated quantity of bunker fuel and characteristics for ships carrying over 5,000 tonnes bunker fuel; and - Navigation conditions

Table 1 – Reporting information

3.4 Times and geographical position for submitting reports

3.4.1 The following reports should be provided to Shetland Coastguard:

3.4.1.1 Entry Report – An Entry Report should be provided on entering the Pentland Firth reporting area from seaward or sailing from a port within the area. The report should include the information on designators A, H, L and W, as described in table 1.

3.4.1.2 Defect Report – Ships should provide a defect report when:

- .1 there is damage, failure or breakdown affecting the safety of the ship;
- .2 there is pollution or cargo lost overboard; or
- .3 there is an incident or accident involving dangerous goods (DG), harmful substances (HS) or marine pollutants (MP).

3.4.1.3 The Defect Report should include the following (and applicable designators, as described in table 1):

- .1 ship name, call sign and IMO number (A);
- .2 date and time (B);
- .3 position (latitude and longitude or position in relation to geographical landmark) (C);
- .4 speed (ship's anticipated average speed until next report) (F);
- .5 description and details of damage, failure or breakdown suffered (Q):
 - .1 collision, grounding, fire, explosion, structural failure, flooding, cargo shifting; and
 - .2 failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipborne navigational aids; and
- .6 Details of any cargo and type and quantity of bunker fuel (P and X).

3.4.1.4 Exit report – To limit the reporting burden on the officer of the navigation watch, AIS will be the primary mechanism for exit reports on ships exiting the area. If the AIS is not available, ships should provide an exit report by VHF when leaving the area. The report should include the information on designator A, B and C, as described in table 1.

Note:

On receipt of an entry report, Shetland MRCC operators will establish the relation to the ship's position and the information supplied by the facilities available to them.

3.5 Crossing traffic

3.5.1 Recognizing that ferries crossing between the Scottish mainland and Orkney Island operate according to published schedules, special reporting arrangements can be made on a ship-to-ship basis.

3.6 Authority

3.6.1 The shore-based authority is Shetland Coastguard, located at Shetland MRCC, which is based at Lerwick in the Shetland Islands.

3.7 Information to be provided to ships and procedures to be followed

3.7.1 Ships should keep a continuous listening watch in the area on VHF channel 16 and channel 67.

3.7.2 Shetland Coastguard will provide vital information on navigational and meteorological warnings, and weather forecasts to vessels entering the area, as required.

3.7.3 Any new Inshore Waters Forecast, and any Gale or Strong Wind Warnings, will be broadcast every three hours by Shetland Coastguard and will be announced initially on VHF channel 16.

Note: Vessels are directed to consult appropriate nautical publications with respect to the hazardous tidal stream conditions which may be encountered in the PENTREP area. Further information can be requested from "Shetland Coastguard" upon establishing communications.

4 Communication requirements for the system, frequencies on which reports should be transmitted and the information to be reported

4.1 The ship reports can be established by voice on VHF radio using channel 16 before moving to working channel 67 (SHETLAND COASTGUARD).

4.2 Ship reports to Shetland Coastguard can alternatively be made by AIS, where available, using DSC facility on VHF channel 70, or by equipment conforming to the standards adopted for the Universal AIS Transponder.

4.3 The language used for communication should be English, using *IMO standard marine communication phrases* (resolution A.918(22)).

4.4 Confidential information may be transmitted by other means.

5 Alternative communications if the communication facility of the shore-based authority fails

5.1 The system is designed with sufficient redundancy to cope with normal equipment failure, through a fully resilient national network.

5.2 Alternative means of ship-to-shore communication are by:

H24 contact information:

Main Communication: "Shetland Coastguard" VHF Channel 16

Telephone: +44(0)1595 692976 (Operations)

Fax: +44(0)1595 693634

Email: zone1@hmcg.gov.uk

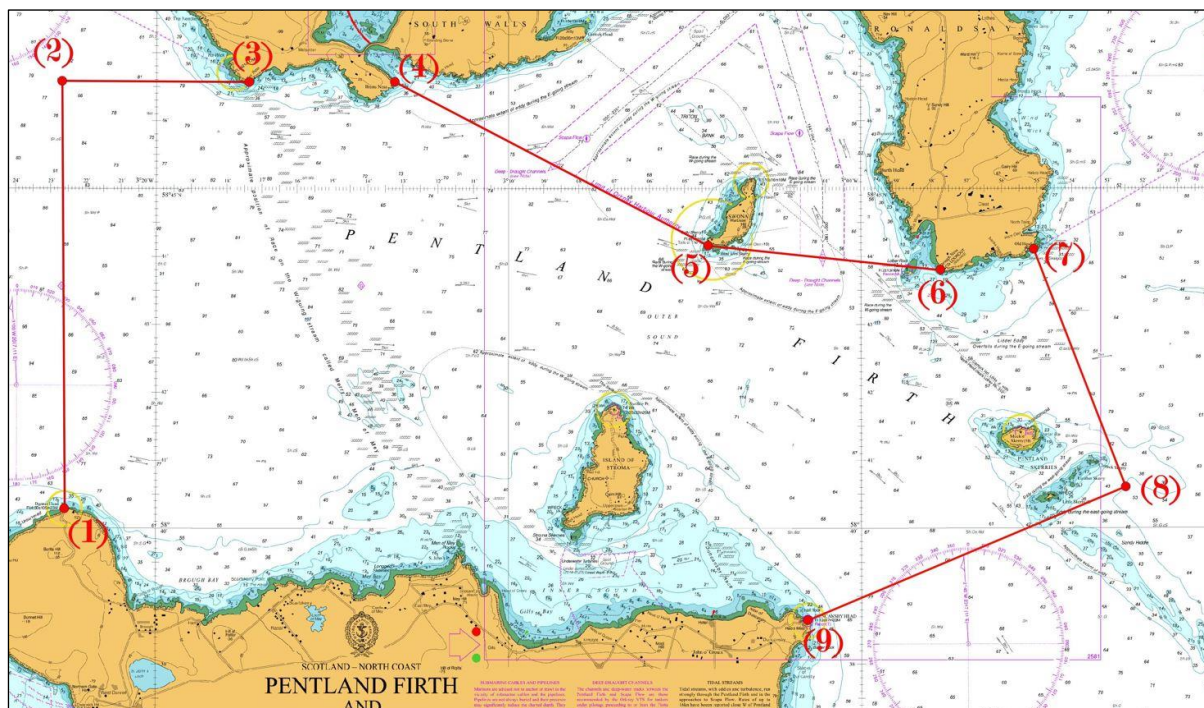
MMSI: 002320001

6 Benefit of participation

6.1 The objective of PENTREP is to considerably enhance safety of life in the Pentland Firth area and pollution prevention through continuous monitoring and tracking of vessels. It is expected that this IMO-recognized ship reporting system ensures necessary information is to hand in the event of a situation arising.

APPENDIX

REPORTING AREA



Western limit:

- 1 58° 40'.30 N; 003° 22'.60 W (Dunnet Head); and
- 2 58° 46'.58 N; 003° 22'.67 W (At Sea, 2.77nm West of Tor Ness).

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