

SCHEDULE 1

Regulation 2

Amendments to the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004

1. The Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004 are amended as follows.

2. In regulation 2 (interpretation), in paragraph (1)—

(a) delete the definition of “the BC Code”;

(b) at the end of the definition of “the Directive” add—

“, as amended by Directive 2009/17/EC(1) of the European Parliament and of the Council of 23 June 2009 and by Commission Directive 2011/15/EU of the 23rd February 2011(2);”;

(c) in the definition of “the IBC Code” for “1998” substitute “2007”(3);

(d) in the definition of “IMDG Code” for “2002” substitute “2010/11”(4);

(e) for the definition of the “ISM Code” substitute—

“the ISM Code” means the 2010 edition of the International Safety Management (ISM) Code for the Safe Operation of Ships and for Pollution Prevention(5);”;

(f) after the definition of the “IMO guidelines” insert—

“the IMSBC Code” means the International Maritime Solid Bulk Cargoes (IMSBC) Code, 2009 edition & supplement (formerly the Code of Safe Practice for Solid Bulk Cargoes (BC Code))(6);

(g) at the end of the definition of the MARPOL Convention add—

“and the amendments in force on the date on which the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements)(Amendment) Regulations 2011 come into force;”;

(h) after the definition of “port authority” insert—

““relevant requirements” means the requirements of paragraph 2.4.5 of regulation 19 in Chapter V of the Annex to the SOLAS Convention;

“scheduled service” means a series of ship crossings operated so as to serve traffic between the same two or more ports, either according to a published timetable or with crossings so regular or frequent that they constitute a recognisable systematic series and it is intended that the service will be operated for a minimum of one month;”;

(i) in the definition of “the SOLAS Convention” for “these Regulations” substitute “the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) (Amendment) Regulations 2011”.

3. In regulation 2 (interpretation) in sub-paragraph (3)(d) for “BC Code” substitute “IMSBC Code”.

4. In regulation 2 (interpretation) in paragraph (8)—

(a) delete sub-paragraph (a);

(b) after sub-paragraph (c) insert—

“(ca) the IMSBC Code;”.

(1) O.J. No. L.131, 28.5.2009, p.101.

(2) O. J. No.L.49, 24.2.2011, p.33.

(3) ISBN: 9789280142266.

(4) ISBN: 9789280115130.

(5) ISBN: 9789280151510.

(6) ISBN: 9789280142396.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

5. In regulation 4 (application)—
- (a) in paragraph (2) at the end of sub-paragraph (c) add “unless otherwise stated”;
 - (b) in paragraph (3) for sub-paragraphs (a) and (b) substitute—
 - “(a) bunkers on ships of less than 1000 gross tonnage;
 - (b) ships’ stores and equipment for use on board any ship.”
6. After regulation 4 insert—

“Exemptions from the requirements of regulations 5 or 10

4A.—(1) The Secretary of State may exempt the owner, agent and master of a specified ship on a scheduled service from the requirements of regulation 5(2) or 10(2) in relation to a voyage that is scheduled to last up to 12 hours and is part of a scheduled service between ports within the United Kingdom.

(2) Any such exemption has effect only if granted in writing and the person who operates the schedule service—

- (a) maintains, and keeps up to date, a list of the ships engaged on that scheduled service;
- (b) has sent that list, and details of all updates, to the MCA;
- (c) ensures that, in respect of each voyage made by a ship whilst engaged on the scheduled service, the information specified in—
 - (i) regulation 5(3), or
 - (ii) Annex B to MSN 1831 (M+F),as the case may be, is kept so that it can be provided at any time by electronic means to the MCA immediately on request.

(3) Where an exemption has been granted under paragraph (1) the master of a specified ship shall notify the port authority of destination of any deviation of 3 hours or more from the estimated time of arrival at that port, or the pilot station for that port.

(4) Regulations 5(2) and 10(2) do not apply to the owner, agent or master of a ship engaged on an international scheduled service in respect of which there is in force an exemption granted pursuant to Article 15.2(7) of the Directive.”.

7. In regulation 8 (installation of automatic identification systems) delete paragraph (5)(c) (and the word “and” which follows paragraph (5)(b)).

8. After regulation 8 insert—

“Installation of automatic identification systems on fishing vessels

8A.—(1) This regulation applies to a fishing vessel having an overall length of more than 15 metres which—

- (a) is operating in United Kingdom waters;
- (b) is landing its catch at a port situated in the United Kingdom; or
- (c) is registered in the United Kingdom.

(2) A fishing vessel referred to in paragraph (1) shall be fitted with an automatic identification system which complies with the relevant requirements in accordance with the timetable contained in Part I of Annex II to the Directive.”.

(7) Article 15.2 was substituted by Directive [2009/17/EC](#).

9. For regulation 9 (operation of automatic identification systems) substitute—

“**9.**—(1) Where a ship is fitted with an automatic identification system pursuant to regulation 8 or 8A, the master shall comply with—

- (a) in the case of a fishing vessel, paragraph (2),
- (b) otherwise, paragraph (3).

(2) The master shall ensure that the system is maintained in operation at all times except where the master considers it necessary in the interest of the safety or security of his vessel.

(3) The master shall ensure that the system is maintained in operation at all times except where international agreements, rules or standards provide for the protection of navigational information.”.

10. In regulation 10 (notification by ships carrying dangerous or polluting goods)—

(a) for references to—

- (i) “the Annex to Merchant Shipping Notice 1784 (M)” substitute “Annex B of Merchant Shipping Notice 1831 (M+F)”; and
- (ii) regulation “11(1)” and “11(5)” substitute “4A”;

(b) in paragraph (7) for “Merchant Shipping Notice 1784 (M)” substitute “Merchant Shipping Notice 1831 (M+F)”.

11. Delete regulation 11 (exemptions from the requirements of regulation 10).

12. In regulation 12 (reporting of incidents and accidents at sea)—

- (a) in paragraphs (1) and (5) after “controlled waters” insert “or United Kingdom waters”;
- (b) in paragraphs (2)(c) and (10)(d) delete “adopted by the Assembly of the IMO on 27th November 1997”.

13. After regulation 13 (measures to be taken in the event of exceptionally bad weather or sea conditions) insert—

“Measures to be taken in the event of risks posed by the presence of ice

13A.—(1) This regulation applies whenever the MCA are of the opinion, based on information provided to them by the Meteorological Office, that the presence of ice poses a serious threat to the—

- (a) safety of human life at sea; or
- (b) protection of United Kingdom waters or the territorial sea of any other EEA State.

(2) The MCA shall supply to the master of every ship in United Kingdom waters or which intends to enter or leave a port in the United Kingdom appropriate information on the—

- (a) ice conditions;
- (b) recommended routes; and
- (c) ice breaking services,

within United Kingdom waters.”.

14. Delete regulation 14 (measures to be taken in the event of incidents or accidents at sea).

15. In regulation 15 (obligations of shipowners in relation to accidents and incidents) in paragraph (1)—

- (a) after “sea” delete “either”;
- (b) after “Code” delete “or in accordance with regulation 14”.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

16. In regulation 16 (confidentiality of information)—

(a) for paragraph (1) substitute—

“(1) Subject to paragraph (4), no authority or member of staff of an authority shall—

(a) disclose any confidential information which has been obtained by, or furnished to, that authority or member of staff, as the case may be, under or for the purposes of the Directive and these Regulations; or

(b) use any such information,

unless the disclosure or use is made with lawful justification.”;

(b) in paragraph (2), (2)(a), (b), (c) and (d) after “disclosure” insert “or use”.

17. In regulation 17 (offences)—

(a) in paragraph (3) for “, 13(9) or 14(2)” substitute “or 13(9)”;

(b) in paragraph (4) for “or 8(4)” substitute “, 8(4) or 8A”.

18. After regulation 22 insert—

“Review

23.—(1) The Secretary of State must from time to time—

(a) carry out a review of these Regulations,

(b) set out the conclusions of the review in a report, and

(c) publish the report.

(2) In carrying out the review the Secretary of State must, so far as is reasonable, have regard to how the Directive is implemented in other member States.

(3) The report must in particular—

(a) set out the objectives intended to be achieved by the regulatory system established by these Regulations,

(b) assess the extent to which those objectives are achieved, and

(c) assess whether those objectives remain appropriate and, if so, the extent to which they could be achieved with a system that imposes less regulation.

(4) The first report under this regulation must be published before the end of the period of five years beginning with the day on which this regulation comes into force.

(5) Reports under this regulation are afterwards to be published at intervals not exceeding five years.”.