

RESOLUTION MEPC.134(53)
Adopted on 22 July 2005
DESIGNATION OF THE CANARY ISLANDS
AS A PARTICULARLY SENSITIVE SEA AREA

ANNEX 22

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**DESIGNATION OF THE CANARY ISLANDS
AS A PARTICULARLY SENSITIVE SEA AREA**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

BEING AWARE of the ecological, social, economic, cultural, scientific and educational value of the Canary Islands, as well as its vulnerability to damage by international shipping traffic and activities in the area and the steps taken by Spain to address that vulnerability,

NOTING that the Guidelines for the Identification and Designation of Particularly Sensitive Sea Areas adopted under resolution A.927(22) set out procedures for the designation of particularly sensitive sea areas,

HAVING CONSIDERED the proposal from Spain to designate the Canary Islands as a Particularly Sensitive Sea Area,

HAVING AGREED that criteria for identification of a Particularly Sensitive Sea Area provided in resolution A.927(22) are fulfilled for the Canary Islands,

1. DESIGNATES the Canary Islands as defined in Annex 1 to this resolution as a Particularly Sensitive Sea Area; and
2. INVITES Member Governments to note the establishment of associated protective measures defined in Annex 2. The associated protective measures and the date of their entry into force are expected to be adopted by the Maritime Safety Committee at its eighty-first session in May 2006.

ANNEX 1

DESCRIPTION OF THE CANARY ISLANDS PARTICULARLY SENSITIVE SEA AREA

1 Description of the area

1.1 The Canary Isles, comprising seven larger islands and six islets lying at latitude 28°-29° N, form an archipelago of volcanic origin in the Atlantic Ocean, some 100 km off the western coast of Africa. Their total area is 7,273 km². For administrative purposes, they are divided into two provinces: Santa Cruz de Tenerife, comprising the islands of Tenerife, La Palma, La Gomera and El Hierro; and Las Palmas, comprising Gran Canaria, Lanzarote and Fuerteventura. The islets, called Alegranza, La Graciosa, Montaña Clara, Roque del Este, Roque del Oeste and Lobos, are all grouped around the two last-named islands.

1.2 The Canarian island margin is made up of the seven islands and the islets forming the archipelago, as well as a number of submerged mountains, all of them volcanic and rising directly from deep in the earth's mantle. Owing to their volcanic origin, the characteristics of the island margins are unique. In general terms, the depth profile and underwater morphology of the Canary Isles are sharply defined, with very narrow island shelves and steeply sloping shores scored by landslide channels that descend rapidly to the abyssal plain, transporting collapsed materials for tens of kilometres.

1.3 As to the shelf profile of the various islands, there are two different groupings. The first, comprising Gran Canaria, Fuerteventura, Lanzarote and La Gomera, has shelves that, although limited in size, are still large in relation to those of the second group made up of Tenerife, La Palma and El Hierro.

1.4 The physiography of the sea-beds around the archipelago is testament to the continuous volcanic activity and their location on a prograding margin; the morphological units caused by landslides and intrusions are frequent, and the sea-beds in the proposed area are largely unstable.

1.5 The morphology of the coasts reflects the qualities of their constituent materials, which range from steep cliffs containing basalt formations to low coastlines made of pyroclastic materials and porous rocks that are difficult to restore once accidentally polluted.

1.6 The beaches generally lie on the south side of the islands, their morphology highly influenced by the effects of the prevailing trade winds.

1.7 These winds magnify the scale of any accidental spillage, helping to solve problems in some areas and making the disaster still worse in others.

1.8 The area is defined by a line:

A = 28° 56' N and 018° 13' W
B = 29° 04' N and 017° 47' W
C = 28° 48' N and 016° 04' W
D = 28° 22' N and 015° 19' W

H = 29° 17' N and 013° 06' W
I = 27° 57' N and 013° 48' W
J = 27° 32' N and 015° 35' W
K = 27° 48' N and 016° 45' W

7,554 km² and a coastline of 1,540 km, the islands contain more than 300 protected spaces, including four national parks, 7 rural parks, 11 integrated marine reserves, 15 special natural reserves, 2 marine reserves, 27 special bird protection areas, 3 islands declared biosphere reserves, 174 sites of Community interest, 11 natural parks, 19 sites of scientific interest, 51 natural monuments and 27 protected landscapes.

2.1.6 The islets to the north of Lanzarote offer a highly important nesting area and refuge for birds, recognized as such by the European Union. They contain a high concentration of marine and terrestrial species, both indigenous and migratory. Birds constitute one of the main biological resources of these islets, which are home to a broad sample of threatened species, some having found their last refuge in the Canaries. Particularly important in this context are Bulwer's petrel (*Bulweria bulwerii*), the little shearwater (*Puffinus assimilis*), the common petrel (*Hydrobates pelagicus*), the white-faced storm petrel (*Pelagodroma marina*) and the Madeira petrel (*Oceanodroma castro*), the osprey (*Pandion haliaetus*), the Egyptian vulture (*Neophron percnopterus*) the peregrine falcon (*Falco peregrinoides*) and Eleonora's falcon (*Falco eleonora*). Only very few pairs remain of most of these species, and their conservational importance is thus extremely high. This area was also the site of extinction of one of the most important birds to have lived only in the archipelago: the black oystercatcher (*Haematopus meadewaldii*).

2.1.7 On the leeward side of Jandía, in the south of Fuerteventura, lies an extensive area of sand containing large lakes formed by the sea, with halophyte vegetation at its margin. This has become a breeding site for lute turtles, and is the only place in the European Union where they lay their eggs.

2.1.8 In the seas off Teno-Rasca, in the south of Tenerife, Mogán, in the south of Gran Canaria, and Santiago Valle Gran Rey (Gomera), the existence of warm and calm waters for most of the year and the presence of deep water near the coast have created unrivalled living conditions for a number of cetaceous species. This is the distribution area of the bottleneck dolphin, while of the other cetaceous species present (*Globycephala macrorrinchus*, *Steno brebanensis*, *Stenella frontales*, *Delphinus delphis*, *Stenella coeruleoalba*, *Grampus griseus*, *physeter macrocephalus* and *Balagnoetera edemi*), some maintain resident populations and others visit for feeding or reproductive purposes. This is also an area vitally important to the Atlantic loggerhead sea turtle, which comes to the Canaries to rest and adjust its body temperature. Its population is estimated to be several hundred, and large numbers can be seen on their migratory journey through the area.

2.1.9 The 'sebadales', or marine spermatophytes, found at Guasimeta, off Lanzarote, or at Corralero, off Fuerteventura, are important breeding areas for species of fishing and/or ecological importance, and play an important part in ensuring the presence of long-range pelagic fish.

2.1.10 The intensive use made of the inshore waters, the frequent shipping movements, water pollution, illegal fishing methods and floating refuse all combine to make the coastline of the Canaries especially vulnerable.

2.1.11 The marine environment of the Canaries has a limited biological production capacity in general terms, owing to the restricted surface area of the coastal depths or coastal shelves and the low nutrient concentration of its oligotrophic waters. This is offset by the existing temperature range and the variety of biotopes or sea-beds, which generate high biodiversity but low

production or biomass. In other words, these are fragile and delicate systems in which the ecological balance can easily be altered.

2.2 Social, cultural and economic criteria

2.2.1 International recognition of the waters of the Canary Isles as a Particularly Sensitive Sea Area entails the likely regulation and control of the intensive shipping in the region, in order to prevent polluting spillages and, when necessary, minimize the effects of accidental pollution.

2.2.2 The Canaries are a leading tourist destination in the European context. There is no need to emphasize the impact that damage to the marine environment would exert on the tourist industry, or on the service sector, which accounts for 80 per cent of the islands' overall economy.

2.2.3 In recent years, the marine environment of the Canaries archipelago has been the subject of international, regional and national research projects, and the focus of many expeditions by scientific and commercial vessels, in the fields of oceanography, biological investigation into fishing and biodiversity of the Canaries.

2.2.4 The faculties of La Laguna University, the Faculty of Marine Sciences at the University of Las Palmas de Gran Canaria, the Canarian Institute for Marine Sciences (Ministry for Education and Science, Canaries Government) and the Canaries Oceanographic Centre (Spanish Institute of Oceanography, Ministry of Science and Technology), constitute an important teaching and study resource. There also exist many institutions or centres focusing on specific activities: they include the Museum of Natural Sciences in Tenerife, the Island Marine Agency in La Palma and Tenerife, and the Gran Canaria animal recovery centre (which every year cares for dozens of turtles damaged by oil and around fifteen beached cetaceans).

2.3 Vulnerability of the area to damage by international shipping activities

2.3.1 There is extensive maritime activity in the waters of the Canaries archipelago owing to their geostrategic location; its ports provide an ideal operational base for many types of vessel that rely on them for their fishing activities, fuel, crews, spare parts, provisions and other materials. To these operational activities must be added the shipping which supplies the island population, the vessels carrying goods for export, and the considerable tourist traffic.

2.3.2 There is a large number of vessels that sails the waters of the archipelago, but the major problem lies with the intensive traffic of large oil tankers bound for the Persian Gulf. These vessels sail in ballast along the north/south route, and loaded along the south/north route. In both cases, there is uncontrolled spillage of oil residues. The number of such vessels is estimated to be 1,500 per year. The oil refinery, with a sea terminal on the island of Tenerife, receives an average of 4 million tonnes of oil per year; it distributes its products for local, national and international consumption. Chemical tankers are also a notable presence, either sailing the above-mentioned routes or heading for Canarian ports to serve local industry.

ANNEX 2

ASSOCIATED PROTECTIVE MEASURES

A TRAFFIC SEPARATION SCHEMES FOR THE CANARY ISLANDS

Reference chart: No.209 in the Catalogue of Nautical Charts of the Spanish Navy Hydrographical Institute, WGS 84 Datum, second edition (12th impression of September 2003), which covers the Canary Islands and the west coast of Africa from Cape Yubi to Cape Bojador.

1 Description of the new traffic separation schemes

2 Eastern Traffic Separation Scheme (between Grand Canary and Fuerteventura):

- Two traffic lanes, each three miles wide;
- An intermediate traffic separation zone two miles wide;
- A rectangular precautionary area;
- Two inshore traffic zones.

2.1 Description of the Traffic Separation Scheme

(a) A separation line connecting the following geographical positions:

(3)	28° 20'.470 N	014° 56'.910 W
(4)	28° 12'.295 N	015° 00'.289 W
(5)	28° 02'.898 N	015° 04'.167 W
(6)	27° 51'.622 N	015° 08'.813 W

(b) An intermediate traffic separation zone bounded by the lines connecting the following geographical positions:

(8)	27° 50'.596 N	015° 05'.625 W
(9)	28° 01'.872 N	015° 00'.979 W
(10)	28° 11'.269 N	014° 57'.101 W
(11)	28° 20'.196 N	014° 53'.412 W
(12)	28° 20'.057 N	014° 51'.145 W
(13)	28° 10'.660 N	014° 55'.028 W
(14)	28° 01'.263 N	014° 58'.905 W
(15)	27° 49'.987 N	015° 03'.550 W

(c) A traffic lane for southbound traffic on a 200° true course is established between the separation line/zone described in paragraphs (a) and (b) above.

(d) A line of separation from the inshore traffic zone, connecting the following geographical positions:

(16)	27° 48'.961 N	015° 00'.362 W
(17)	28° 00'.237 N	014° 55'.718 W

- | | | |
|------|---------------|----------------|
| (18) | 28° 09'.634 N | 014° 51'.841 W |
| (19) | 28° 19'.784 N | 014° 47'.762 W |

- (e) A traffic lane for northbound traffic on a 020° true course is established between the separation line/zone described in paragraphs (b) and (d) above.

Precautionary area

- (f) A precautionary area bounded by a line connecting the geographical positions 4, 5, 17 and 18.

Inshore traffic zones

- (g) An inshore traffic zone between the east coast of Grand Canary island and a line joining the following geographical positions:

- | | | |
|-----|------------------------------------|----------------|
| (1) | Faro de la Isleta (28° 10'.400 N) | 015° 25'.000 W |
| (2) | 28° 22'.000 N | 015° 19'.000 W |
| (3) | 28° 20'.470 N | 014° 56'.910 W |
| (4) | 28° 12'.295 N | 015° 00'.289 W |
| (5) | 28° 02'.898 N | 015° 04'.167 W |
| (6) | 27° 51'.622 N | 015° 08'.813 W |
| (7) | Faro Punta Arinaga (27° 51'.700 N) | 015° 23'.000 W |

- (h) An inshore traffic zone bounded by a line joining the following geographical positions:

- | | | |
|------|-------------------------------------|----------------|
| (16) | 27° 48'.961 N | 015° 00'.362 W |
| (17) | 28° 00'.237 N | 014° 55'.718 W |
| (18) | 28° 09'.634 N | 014° 51'.841 W |
| (19) | 28° 19'.784 N | 014° 47'.762 W |
| (20) | 28° 19'.000 N | 014° 36'.000 W |
| (21) | Faro de Punta Jandia (28° 03'.80 N) | 014° 30'.300 W |
| (22) | 27° 45'.000 N | 014° 44'.000 W |
| (16) | 27° 48'.961 N | 015° 00'.362 W |

Note: Ships that so wish may give voluntary notification of entry to and departure from the TSS via the Las Palmas Regional MRCC, using VHF channel 16.

3 Western Traffic Separation Scheme (between Grand Canary and Tenerife):

- Two traffic lanes, each three miles wide;
- An intermediate traffic separation zone two miles wide;
- A rectangular precautionary area;
- Two inshore traffic zones.

3.1 Description of the Traffic Separation Scheme:

- (a) A separation line, connecting the following geographical positions:

(3)	28° 38'.008 N	015° 46'.655 W
(4)	28° 27'.283 N	015° 56'.899 W
(5)	28° 18'.857 N	016° 04'.936 W
(6)	28° 03'.536 N	016° 19'.521 W

- (b) An intermediate traffic separation zone bounded by the lines connecting the following geographical positions:

(8)	28° 01'.608 N	016° 16'.917 W
(9)	28° 16'.929 N	016° 02'.336 W
(10)	28° 25'.355 N	015° 54'.302 W
(11)	28° 36'.327 N	015° 43'.837 W
(12)	28° 35'.443 N	015° 42'.327 W
(13)	28° 24'.257 N	015° 52'.967 W
(14)	28° 15'.831 N	016° 01'.000 W
(15)	28° 00'.510 N	016° 15'.578 W

- (c) A traffic lane for southbound traffic on a 220° true course is established between the separation line/zones described in paragraphs (a) and (b) above.

- (d) A line of separation from the inshore traffic zone, connecting the following geographical positions:

(16)	27° 58'.582 N	016° 12'.975 W
(17)	28° 13'.903 N	015° 58'.401 W
(18)	28° 22'.329 N	015° 50'.370 W
(19)	28° 33'.811 N	015° 39'.432 W

- (e) A traffic lane for northbound traffic on a 040° true course is established between the separation line/zone described in paragraphs (b) and (d) above.

Precautionary area

- (f) A precautionary area bounded by the line connecting the geographical positions 4, 5, 17 and 18.

Inshore traffic zones

- (g) An inshore traffic zone between the east coast of Santa Cruz de Tenerife island and a line connecting the following geographical positions:

(1)	Faro Punta Anaga (28° 34'.80 N)	016° 08'.300 W
(2)	28° 48'.000 N	016° 04'.000 W
(3)	28° 38'.008 N	015° 46'.655 W
(4)	28° 27'.283 N	015° 56'.899 W
(5)	28° 18'.857 N	016° 04'.936 W
(6)	28° 03'.536 N	016° 19'.521 W
(7)	Punta Roja (28° 01'.476 N)	016° 32'.884 W

- (h) An inshore traffic zone between the west coast of Gran Canaria island and a line connecting the following geographical positions:

(16)	27° 58'.582 N	016° 12'.975 W
(17)	28° 13'.903 N	015° 58'.401 W
(18)	28° 22'.329 N	015° 50'.370 W
(19)	28° 33'.811 N	015° 39'.432 W
(20)	28° 22'.000 N	015° 19'.000 W
(21)	Faro de la Isleta (28°10'.40 N)	015° 25'.000 W
(22)	28° 00'.000 N	015° 49'.180 W
(23)	28° 00'.000 N	016° 00'.000 W
(24)	27° 44'.000 N	016° 00'.000 W

Note: Ships that so wish may give voluntary notification of entry to and departure from the TSS via Tenerife MRCC, using VHF channel 16.

B AREAS TO BE AVOIDED BY SHIPS TRANSITING THE CANARY ISLANDS

(Reference chart No.209 in the catalogue of charts of the Spanish Navy Hydrographical Institute, second edition 1968, 12th impression 2003)

Note: This chart is based on WGS 84 Datum

Description of the areas to be avoided

In order to prevent the risks of pollution and environmental damage in highly sensitive sea areas, all tankers and ships over 500 gross tonnage carrying oil or dangerous bulk cargo as cargo should avoid the following areas:

Off Lanzarote Island (biosphere reserve)

An area contained between the meridians of longitude 013° 15'.00 W and 013° 39'.00 W and the parallels of latitude 29° 07'.00 N and 29° 30'.00 N.

Off the island of Tenerife (cetacean breeding ground)

An area, between the meridian of longitude 017° 22'.00 W and the south coast of the island and the parallels of latitude 28° 00'.00 N and 28° 21'.00 N.

Off the Island of Grand Canary (cetacean breeding ground)

An area contained between the meridian of longitude 016° 00'.00 W and the coast and the parallels of latitude 27° 44'.00 N and 28° 00'.00 N.

Off La Palma island (biosphere reserve)

An area contained between the meridians of longitude 017° 35'.00 W and 018° 00'.00 W and the parallels of latitude 28° 17'.00 N and 29° 00'.00 N.

Off the Island of El Hierro (biosphere reserve)

An area contained within the Canary Islands between the parallel of latitude 28° 00'.00 N, the meridians of longitude 017° 42'.00 W and 018° 21'.00 W and the co-ordinates 27° 48'.00 N 017° 11'.00 W, 27° 23'.00 N 017° 58'.00 W and 27° 36'.00 N 018° 25'.00 W.

C MANDATORY SHIP REPORTING SYSTEM FOR THE CANARY ISLANDS

A mandatory reporting system for ships in the Canary Islands (CANREP) is established in the Canary Islands.

1 Types of ship required to take part in the system

1.1 Ships required to take part in the CANREP system:

Tankers of 600 deadweight tonnage and upwards, either transiting the Canary Islands or sailing to or from Canarian ports or involved in inter-island navigation, carrying the following:

- heavy-grade crude oils with a density greater than 900 kg/m³ at 15°C;
- heavy fuel oils with a density greater than 900 kg/m³ at 15°C or kinematic viscosity greater than 180 mm²/s at 50°C;
- bitumen, coal tar and their emulsions.

2 Geographical limits of the Canary Islands reporting area

2.1 The proposed maritime area is bounded by a polygonal line connecting points along the outer limit of the territorial sea (12 nautical miles) that surrounds the archipelago, and having the following inflection points (see chartlet in appendix 3):

Point	Latitude	Longitude
A	28° 56' N	018° 13' W
B	29° 04' N	017° 47' W
C	28° 48' N	016° 04' W
D	28° 22' N	015° 19' W
E	28° 19' N	014° 36' W
F	29° 37' N	013° 39' W
G	29° 37' N	013° 19' W
H	29° 17' N	013° 06' W
I	27° 57' N	013° 48' W
J	27° 32' N	015° 35' W
K	27° 48' N	016° 45' W
L	27° 48' N	017° 11' W
M	27° 23' N	017° 58' W
N	27° 36' N	018° 25' W

2.2 The reference chart is No.209 of the Spanish Navy Hydrographical Institute (Datum WGS 84).

3 Format and content of reports; time and geographical position for submitting reports; authority to which they must be sent; available services

3.1 Format

3.1.1 CANREP reports must be sent to one of the Maritime Rescue Co-ordination Centres listed in appendix 1 and drafted in accordance with the format described in appendix 2.

3.1.2 The reporting format conforms with paragraph 2 of the appendix to resolution A.851(20).

3.2 Content

3.2.1 The reports to be submitted by participating ships must contain the information needed to achieve the system's aims:

- .1 the ship's name, call sign, IMO or MMSI number and position are necessary in order to establish its identity and initial position (A, B and C);
- .2 the ship's course, speed and destination are important for monitoring its track and launching search and rescue measures should information about it fail to appear on the screen, for ensuring safe navigation, and for preventing pollution in areas where weather conditions are extreme (E, F, G and I);
- .3 the number of people on board, and other relevant information, are important factors when it comes to assigning the resources for a search and rescue operation (P, T and W);
- .4 in accordance with the relevant provisions of the SOLAS and MARPOL Conventions, ships are required to supply information on defects, damage, deficiencies and other limitations (under Q), as well as other information (under X).

3.3 Time and geographical position for submitting reports

3.3.1 Ships must submit a report:

- .1 on entering the reporting area as defined in paragraph 2; or
- .2 immediately after leaving a port, terminal or anchorage situated in the reporting area; or
- .3 when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position "for orders" given on entry into the reporting area; or
- .4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or a change in navigational status; and

.5 on finally leaving the reporting area.

3.3.2 Ships are not required to send a report if, during normal sailing through the reporting area, they cross the area's boundary on other occasions apart from initial entry or final departure.

3.4 Land-based authorities to which reports must be sent

3.4.1 On entering the CANREP reporting area, ships must report the fact to one of the MRCCs listed in appendix 1, according to the following criteria:

- (i) Ships that enter the CANREP reporting area at a position east of the meridian of longitude 015° 30' W should notify the Las Palmas MRCC.
- (ii) Ships that enter the reporting area at a position west of the meridian of longitude 015° 30' W should notify the Tenerife MRCC.

3.4.2 On leaving the CANREP reporting area, ships must report the fact to the same MRCC to which they reported on entry.

3.4.3 Reports must be completed in accordance with the format shown in appendix 2.

3.4.4 Reports may be sent by any means capable of being received by the media indicated in appendix 1.

4 Information to be provided to participating ships and procedures to be observed

4.1 When requested, the MRCCs listed in appendix 1 should provide ships with information vital to navigational safety in the ship's reporting area, using their broadcasting equipment.

4.2 If necessary, any ship may ask for information on its own behalf about specific local conditions.

5 Requirements regarding radiocommunications for the system, reporting frequencies and information to be reported

5.1 The Maritime Rescue Co-ordination Centres to which reports must be sent are listed in appendix 1.

5.2 The reports completed by a ship on entering and passing through the reporting area must begin with the word CANREP and include a two-letter abbreviation to indicate their type (sailing plan, final report or deviation report). Reports with these prefixes may be sent free of cost.

5.3 Depending on the type of report, the following information must be included, as described in paragraph 6 of appendix 2:

- A: Ship's identity (name, call sign, IMO No. and MMSI No.);
B: Date and time;
C: Position;
E: True course;
F: Speed;
G: Name of last port of call;
I: Name of next port of call and estimated time of arrival;
P: Type(s) of cargo, quantity and IMO classification if carrying potentially dangerous goods;
Q: Used in the event of defects or deficiencies that impair normal navigation;
T: Address for communication of cargo information;
W: Number of people on board;
X: Miscellaneous information relating to tankers:
- estimated quantity and characteristics of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes;
- navigational status (e.g. moving under own propulsion, limited manoeuvrability, etc.).

5.4 The reporting format must be consistent with resolution A.851(20).

6 Regulations in force in the area covered by the system

6.1 Regulations on collision prevention

The International Regulations for Preventing Collisions at Sea (COLREG) 1972, as amended, applies throughout the area covered by the system.

7 Shore-based establishments responsible for operation of the system

7.1 The MRCCs to which these reports must be sent are listed in appendix 1.

7.2 The MRCCs or any other establishment forming part of the service are to be manned constantly.

7.3 The training given to MRCC staff must comply with the national and international recommendations and include a general study of navigational safety measures and the relevant national and international (IMO) provisions.

7.4 All means of communication that can be received by the media indicated in appendix 1 are acceptable.

8 Action to take in the event of a ship's non-compliance with system requirements

8.1 The system's objectives are to initiate maritime search and rescue and anti-pollution measures as quickly and effectively as possible if an emergency is reported or if a ship that is supposed to report does not and no contact can be established with it. All possible means will be deployed to obtain the participation of the ships required to send in reports. Should these fail to

materialize and the offending ship can be identified beyond doubt, the competent authorities in the relevant flag State will be informed with a view to their investigating the situation and possibly starting legal proceedings under their national legislation. The CANREP mandatory ship reporting system exists only for the exchange of information, and does not confer additional powers to impose change in a ship's operations. The reporting system will be implemented in accordance with the provisions of UNCLOS, the SOLAS Convention and other relevant international instruments, and the reporting system will not constitute a basis for preventing the passage of a ship in transit through the reporting area.

APPENDIX 1

Installations to which reports must be sent (positions sent to WGS-84)

MRCC Tenerife 28° 28' N 016° 14' W

Tel.: +34 900 202 111.

E-mail: canrep.tenerife@sasemar.es

VHF channels: 16 and 70

MF channels: 2182

Automatic identification system (AIS)

MRCC Las Palmas 28° 09' N 015° 25' W

Tel.: +34 900 202 112.

E-mail: canrep.laspalmas@sasemar.es

VHF channels: 16 and 70

MF channels: 2182

Automatic identification system (AIS)

APPENDIX 2

Mandatory reporting system for the Canary Islands (CANREP)

Instructions for reports

- 1 Ships heading for the reporting area of the Canary Islands must send a report:
 - .1 on entering the reporting area; or
 - .2 immediately after leaving a port, terminal or anchorage situated in the reporting area; or
 - .3 when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position “for orders” given on entry into the reporting area; or
 - .4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or when information under Q is required; and
 - .5 on finally leaving the reporting area.
- 2 Ships are not required to send a report if, during normal sailing through the reporting area, they cross the area’s boundary on other occasions apart from initial entry or final departure.
- 3 On entering the CANREP reporting area, ships must report the fact to one of the MRCCs listed in Appendix 1, according to the following criteria:
 - (i) Ships that enter the CANREP reporting area at a position east of the meridian of longitude 015° 30’ W should notify the Las Palmas MRCC.
 - (ii) Ships that enter the reporting area at a position west of the meridian of longitude 015° 30’ W should notify the Tenerife MRCC.
- 4 On leaving the CANREP reporting area, ships must report the fact to the same MRCC to which they reported on entry.
- 5 Every report must begin with the word CANREP and a two-letter abbreviation enabling the type of report to be identified. Messages with this prefix will be sent free of charge and treated as URGENT.
- 6 Reports must be in accordance with the following table. Sections A, B, C, E, F, G, I, P, T, W and X are compulsory for sailing plans, A, B, C, E and F for final reports, and A, B, C, E, F and I for deviation reports. The Q designation is included whenever a problem arises in the reporting area, be it defects, damage, deficiencies or circumstances, that affects normal navigation.

Designator	Function	Text
Name of system	Code word	CANREP
	Type of report: Sailing plan: Final report: Deviation report	One of the following 2-letter identifiers SP FR (on <u>finally</u> leaving reporting area) to include only A, B, C, E and F . DR to include only A, B, C, E, F and I .
A	Ship	Name and call sign (Name of ship, call sign, IMO No. and MMSI No.), (e.g. NONESUCH/KTOI).
B	Date and time corresponding to position at C, expressed as UTC.	A six-digit group followed by a Z. The first two digits indicate day of the month, the second two the hours and the last two the minutes. The Z indicates that the time is given in UTC (e.g. 081340Z).
C	Position (latitude and longitude)	A 4-digit group giving latitude in degrees and minutes, with the suffix N, and a 5-digit group giving longitude in degrees and minutes, with the suffix W (e.g. 2836N or 01545W).
E	Course	True course. A 3-digit group (e.g. 210).
F	Speed	Speed in knots. A 2-digit group (e.g.14).
G	Name of last port of call	Name of the last port of call (e.g. Strait of Gibraltar).
I	Destination and ETA (UTC)	Name of destination and date and time group as expressed in B (e.g. Cape Town 181400Z).
P	Cargo	Type(s) of cargo, and quantity and IMO classification if carrying potentially dangerous goods.
Q	Defects, damage, deficiencies, limitations	Brief details of defects, including damage, deficiencies and other circumstances that impair normal navigation.
T	Address for the communication of cargo information	Name, tel No. and fax, e-mail or URL.
W	Total number of people on board	State number.
X	Miscellaneous	Miscellaneous information concerning those tankers: Characteristics and approximate quantity of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes. Navigational status (e.g. moving under own propulsion, at anchor, no steering, limited manoeuvrability, depth restriction, moored, aground, etc.)

6 The **sailing plan** (SP) is sent as an initial report:

- (a) When entering the reporting area, as defined in paragraph 2.1.
- (b) On leaving the last port of call located in the reporting area.

Example:

Name of station to which report must be sent: CANREP – SP

- A. GOLAR STIRLING/9001007
- B. 261520Z
- C. 2836N01545W
- E. 210
- F. 15
- G. STRAIT OF GIBRALTAR
- I. CAPE TOWN 230230Z
- P. 56,000 TONNES HEAVY FUEL OILS
- T. J Smith, 00 47 22 31 56 10, Fax 00 47 22 31 56 11
- W. 23
- X. NONE, NONE

7 The final report (FR) is sent:

- (a) When leaving the reporting area.
- (b) On arrival at a port of destination located in the reporting area.

Example:

Name of station to which report must be sent: CANREP – FR

- A. GOLAR STIRLING/9001007
- B. 261805Z
- C. 2802N01614W
- E. 175
- F. 16

8 The deviation report (DR) is sent:

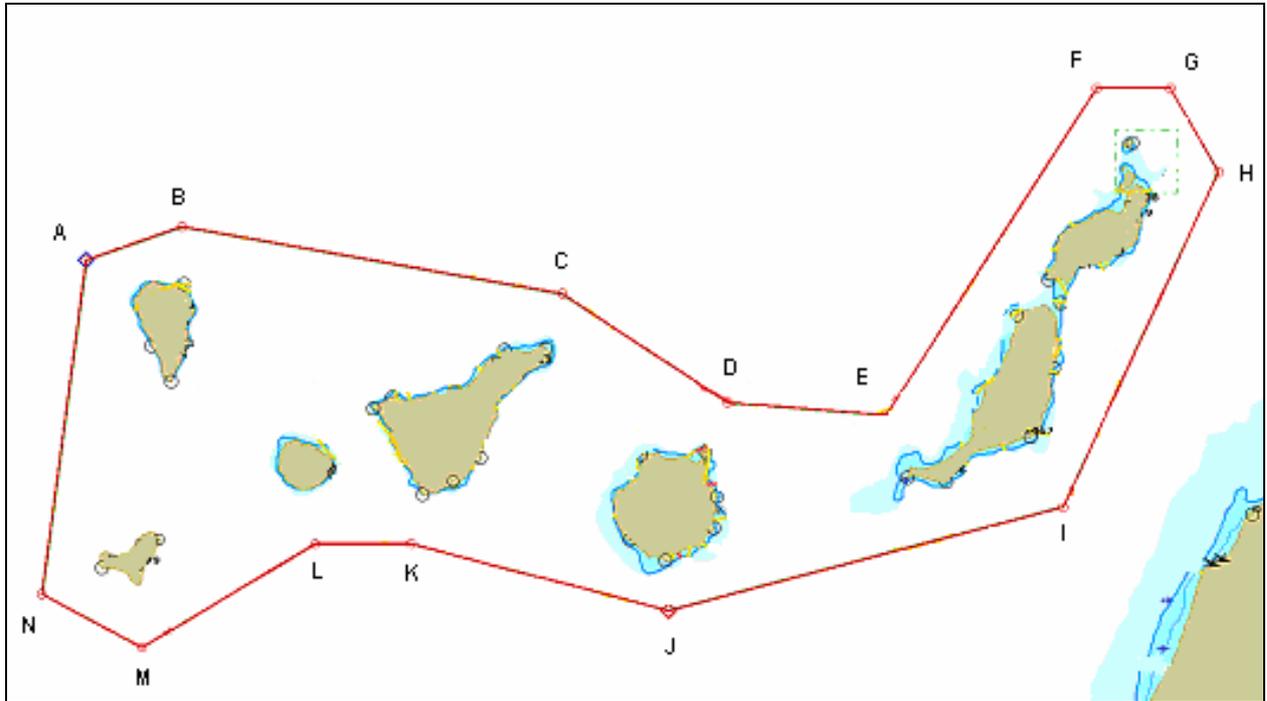
- (a) When deviating from the route leading to the originally declared destination, port, terminal, anchorage or position “for orders” given on entry into reporting area.
- (b) When it is necessary to deviate from the planned route owing to weather conditions, damage to equipment or a change in navigational status.

Example: Name of station to which report must be sent: CANREP – FR

- A. GOLAR STIRLING/9001007
- B. 261605Z
- C. 2821N01557W
- E. 280
- F. 14
- I. SANTA CRUZ DE TENERIFE 261645Z
- X. NONE, SATISFACTORY.

APPENDIX 3

CHARTLET



SUMMARY OF THE MANDATORY SHIP REPORTING SYSTEM FOR THE CANARY ISLANDS

1 Types of ship required to participate in the system

1.1 Ships required to take part in the CANREP mandatory reporting system:

Tankers of 600 deadweight tonnage and upwards, either transiting the Canary Islands or sailing to or from Canarian ports or involved in inter-island navigation, carrying the following:

- heavy-grade crude oils with a density greater than 900 kg/m³ at 15°C;
- heavy fuel oils with a density greater than 900 kg/m³ at 15°C or kinematic viscosity greater than 180 mm²/s at 50°C;
- bitumen, coal tar and their emulsions.

2 Geographical position for submitting reports

Ships travelling towards the Canary Island reporting area or leaving it must report:

- .1 on entering the reporting area; or
- .2 immediately after leaving a port, terminal or anchorage located in the reporting area; or
- .3 when deviating from the route leading to the originally declared destination, port, terminal, anchorage or position "for orders" given on entry into the reporting area; or
- .4 when it is necessary to deviate from the planned route owing to weather conditions, damaged equipment or a change in navigational status; and
- .5 on finally leaving the reporting area.

3 Reference charts

The reference chart is No.209 of the Spanish Navy Hydrographic Institute (Datum WGS-84).

4 Reporting format

- A: Ship's identity (name, call sign, IMO No. and MMSI No.);
B: Date and time;
C: Position;
E: True course;
F: Speed;

- G: Name of last port of call;
I: Name of next port of call and estimated time of arrival;
P: Type(s) of cargo, quantity and IMO classification if carrying potentially dangerous goods;
Q: Used in the event of defects or deficiencies that affect normal navigation;
T: Address for communication of information on cargo;
W: Number of people on board;
X: Various particulars relating to tankers:
- estimated quantity and characteristics of bunker fuel for tankers carrying an amount of it greater than 5,000 tonnes;
- navigational status (e.g., moving under own propulsion, limited manoeuvrability, etc.).

5 Shore-based authorities to which reports must be sent

5.1 On entering the CANREP reporting area, ships must report the fact to one of the MRCCs listed in appendix 1, according to the following criteria:

- (i) Ships entering the CANREP reporting area at a position east of the meridian of longitude 015° 30' W should notify the Las Palmas MRCC.
- (ii) Ships entering the reporting area at a position west of the meridian of longitude 015° 30' W should notify the Tenerife MRCC.

5.2 On leaving the CANREP reporting area, ships must report the fact to the same MRCC to which they reported on entry.

6 Telecommunications

Reports may be sent cost-free by any means capable of being received by the media indicated in appendix 1.

RESOLUTION MEPC.134(53)
Adopted on 22 July 2005
DESIGNATION OF THE CANARY ISLANDS
AS A PARTICULARLY SENSITIVE SEA AREA