

**GIBRALTAR MERCHANT SHIPPING (COMMUNITY VESSEL
TRAFFIC MONITORING AND INFORMATION SYSTEM)
REGULATIONS 2004**

**Subsidiary
2004/120**

Regulations made under s. 118 of the Gibraltar Merchant Shipping (Safety, etc.) Act, 1993.

**GIBRALTAR MERCHANT SHIPPING (COMMUNITY
VESSEL TRAFFIC MONITORING AND INFORMATION
SYSTEM) REGULATIONS 2004**

(LN. 2004/120)

28.4.2005 (LN. 2005/074)

Amending enactments	Relevant current provisions	Commencement date
LN. 2006/123	rr. 3(2)(c), (d) & (e), 17(1) & (2), 21(1)(a)(iii) & 23(3) & (7)	9.11.2006
2011/051	rr. 2, 3(1), (3)(a) & (4), 6(3), & (3)(j)(i), 8(2), 9(2), 10A, 10B, 11(7), 12(5)(b), 13, 14, 15(1), (1)(c) & (2), 16(1)(a), (4)(c) & (d), 16A, 17(3), (4) & (5), 18A, 18B, 18C, 18D, 19, 21(1)(d) & (e), 22A, 22B, 23(4) & (5), 27, Schs. 1 & 3	12.4.2011
2012/024	rr. 2(1), 12(8)(b), 15(1), (6)(a)(i) & (8)(a)(i), 18(1)(a) & 19	5.3.2012
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2015/195	r. 22C	18.11.2015

EU Legislation/International Agreements involved:

Directive 93/75/EEC
 Directive 1999/35/EC
 Directive 2002/59/EC
 Directive 2009/17/EC
 Directive 2009/18/EC
 Directive 2011/15/EU

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In exercise of the powers conferred on it by regulation 118 of the Gibraltar Merchant Shipping (Safety, etc.) Act, 1993 and all other powers enabling, the Government, for the purposes of transposing into the law of Gibraltar Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC, has made the following Regulations:

**PART I
PRELEMINARY.**

Title and commencement.

1.(1) These Regulations may be cited as the Gibraltar Merchant Shipping (Community Vessel Traffic Monitoring and Information System) Regulations 2004.

(2) These Regulations shall come into operation on a day to be appointed by the Minister with responsibility for the Port and Shipping by notice in the Gazette.

Interpretation.

2.(1) In these Regulations, unless the context otherwise requires—

“accident” shall have the meaning assigned to it by regulation 2 of the Gibraltar Merchant Shipping (Accident Reporting and Investigation) Regulations 2012;

“Act” means the Gibraltar Merchant Shipping (Safety, etc.) Act 1993;

“address” means the name and the communication links whereby contact may, where necessary, be made with the operator, agent, port authority, competent authority or any other authorised person or body in possession of detailed information regarding the ship's cargo;

“Administration” means the person or organisation in the relevant flag State holding equivalent responsibilities of the Maritime Administration;

“agent” means a person mandated or authorized to supply information on behalf of the owner or operator of a ship;

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“BC Code” means the IMO Code of Safe Practice for Solid Bulk Cargoes, in its up-to date version that is applicable at the time of reference;

“BGTW” means British Gibraltar Territorial Waters which is the area of sea, the sea bed and subsoil within the seaward limits of the territorial sea adjacent to Gibraltar under British sovereignty and which, in accordance with the United Nations Convention on the Law of the Sea 1982, currently extends to three nautical miles and to the median line in the Bay of Gibraltar;

“Captain of the Port” shall have the meaning assigned to it by section 2(1) of the Port Act;

“cargo transport unit” means a road freight vehicle, a railway freight wagon, a freight container, a road tank vehicle, a railway wagon or a portable tank;

“casualty” means a casualty within the meaning of the IMO Code for the investigation of marine casualties and incidents;

“coastal authority” means—

- (a) a person or body who provides a VTS;
- (b) a person or body who is responsible for a mandatory reporting system approved by the IMO; or
- (c) a person or body who is responsible for the co-ordination of search and rescue operations at sea or the co-ordination of operations to deal with pollution at sea;

“co-operating States” means two or more States of which at least one shall be an EEA State;

“company” means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the ISM Code;

“dangerous goods” means—

- (a) goods classified as such in the IMDG Code;

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- (b) dangerous liquid substances listed in Chapter 17 of the IBC Code;
- (c) liquefied gases listed in Chapter 19 of the IGC Code;
- (d) solids referred to in Appendix B of the BC Code; and
- (e) goods in respect of whose carriage appropriate preconditions have been imposed in accordance with paragraph 1.1.3 of the IBC Code or paragraph 1.1.6 of the IGC Code;

“Directive” means Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC, as the same may be from time to time amended;

“domestic voyage” means a voyage in sea areas from a port of a Member State to the same or another port within that Member State;

“EEA State” means a Member State, Norway, Iceland or Liechtenstein;

“fishing vessel” means any vessel equipped for commercial exploitation of living aquatic resources;

“Gibraltar ship” means a ship which is registered in Gibraltar in accordance with the Gibraltar Merchant Shipping (Registration) Act 1993;

“IBC Code” means the IMO International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, in its up-to date version that is applicable at the time of reference;

“IGC Code” means the IMO International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, in its up-to date version that is applicable at the time of reference;

“IMDG Code” means the IMO International Maritime Dangerous Goods Code, in its up-to date version that is applicable at the time of reference;

“IMO” means the International Maritime Organisation;

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“IMO guidelines” means the Guidelines for Vessel Traffic Services contained in IMO Resolution A.857 (20) adopted on 27th November 1997 as amended;

“IMO guidelines on the fair treatment of seafarers in the event of a maritime accident” means the guidelines as annexed to resolution LEG. 3(91) of the IMO Legal Committee of 27 April 2006 and as approved by the Governing Body of the ILO in its 296th session of 12 to 16 June 2006 in its up-to date version that is applicable at the time of reference;

“IMO Resolution A.851(20)” means International Maritime Organisation Resolution 851(20) entitled ‘General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants’ in its up-to date version that is applicable at the time of reference;

“IMO Resolution A.917(22)” means International Maritime Organisation Resolution 917(22) entitled “Guidelines for the onboard use of AIS”, as amended by IMO Resolution A.956(23) in its up-to date version that is applicable at the time of reference;

“IMO Resolution A.949(23)” means International Maritime Organisation Resolution 949(23) entitled “Guidelines on places of refuge for ships in need of assistance” in its up-to date version that is applicable at the time of reference;

“IMO Resolution A.950(23)” means International Maritime Organisation Resolution 950(23) entitled “Maritime assistance services (MAS) in its up-to date version that is applicable at the time of reference;

“incident” means any incident on a ship which affects or could affect the safety of other ships, including, without prejudice to the generality of the foregoing, a failure or defect which affects or is likely to affect–

- (a) the manoeuvrability or seaworthiness,
- (b) the propulsion system,
- (c) the steering gear,
- (d) the electrical generating system,

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(e) the navigation equipment, or

(f) the communications system, of the ship;

“INF Code” means the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships, adopted by Resolution MSC. 88(71), in its up-to date version as in force at the time of reference;

“international voyage” means a voyage by sea from a port of a Member State to a port outside that Member State, or conversely;

“International Convention on Tonnage Measurement of Ships 1969” means that Convention, in its up-to date version that is applicable at the time of reference;

“International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 and its 1973 Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances other than Oil means that Convention, in its up-to date version that is applicable at the time of reference;

“ISM Code” means the International Management Code for the Safe Operation of Ships and for Pollution Prevention adopted by IMO Resolution A. 741(18) as amended by Resolution MSC. 104(73), in its up-to date version that is applicable at the time of reference;

“long international voyage” means a voyage by sea from a port in a country to which the SOLAS Convention applies to a port in another country or conversely and which is not a short international voyage;

“LRIT” means a system for the long-range identification and tracking of ships in accordance with SOLAS regulation V/19-1;

“Maritime Administration” means the Maritime Administrator or any other qualified officer in his office;

“marine casualty” shall have the meaning assigned to it by regulation 2(1) of the Gibraltar Merchant Shipping (Accident Reporting and Investigation) Regulations 2012;

“MARPOL Convention” means the International Convention for the Prevention of Pollution from Ships 1973 as modified by the

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Protocol of 1978 relating thereto, in its up-to date version that is applicable at the time of reference;

“Member State” means any State within the European Union, and a reference to a Member State shall be deemed to include Gibraltar;

“Minister” has the meaning assigned to it by the Act;

“nautical chart” and “nautical publication” have the same meaning as they have in Regulation 2 in Chapter V of the Annex to the SOLAS Convention;

“non-Gibraltar ship” means a ship which is not a Gibraltar ship;

“Operator”, as regards a ship, includes an owner;

“owner”, as regards a ship, means

- (a) the owner of the ship;
- (b) any other organisation or person such as the manager or the bareboat charterer who has assumed responsibility for the operation of the ship from the owner of the ship and who, on assuming such responsibility has agreed to take over all the duties and responsibilities imposed by the ISM Code;

“place of refuge” means the part of the Port of Gibraltar or a protective berth or an anchorage or any other sheltered area within BGTW identified by the port authority for accommodating ships in distress;

“polluting goods” means—

- (a) any oil, oily mixture, oil fuel or crude oil, as defined in Annex I to the MARPOL Convention;
- (b) any noxious liquid substance, as defined in Annex II to the MARPOL Convention;
- (c) any harmful substances, as defined in Annex III to the MARPOL Convention; or
- (d) any marine pollutant identified in the IMDG Code;

“Port of Gibraltar” means—

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- (a) that area of water and the foreshore adjacent thereto as is commonly known and recognised as the Port, roadstead and anchorage ground of Gibraltar including Admiralty and Port Waters as defined from time to time in any relevant legislation;
- (b) all that area of land defined as being part of the Port in the Port Act; and
- (c) the area within Gibraltar territorial waters commonly known as the Eastern Anchorage, within the following co-ordinates:

Position	36° 09'.0 N	–	005° 19'.7 W
“	36° 09'.0 N	–	005° 17'.5 W
“	36° 07'.2 N	–	005° 17'.5 W
“	36° 06'.5 N	–	005° 19'.7 W

“port authority” means, in the case of Gibraltar, the Gibraltar Port Authority and in other cases, the relevant port authority designated by an EEA State to receive and pass on information requested pursuant to these Regulations;

“recreational craft” means a ship of any type, regardless of the means of propulsion, which is intended for sports or leisure purposes;

“relevant authority” means, in the case of an accident or incident at sea—

- (a) the Captain of the Port, where the accident or incident occurs in BGTW;
- (b) the coastal authority of the EEA State in whose territorial waters the accident or incident occurred; or
- (c) in the case of an incident or accident of a Gibraltar ship outside the coastal waters of an EEA State, the competent national authorities in whose territorial waters the incident or accident occurred.

“ro-ro ferry” means a seagoing passenger vessel with facilities to enable road or rail vehicles to roll on and roll off the vessel, and carrying more than 12 passengers.

“rules”, in relation to a VTS, means the most recent rules which have been—

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- (a) published in a nautical chart or a nautical publication; or
- (b) promulgated so that masters of ships ought reasonably to be aware of them;

“SafeSeaNet” means the Community maritime information exchange system developed by the European Commission in cooperation with the Member States to ensure the implementation of Community legislation;

“SAR Convention” means the Convention defined by section 2 of the Maritime (Search and Rescue) Act 2005;

“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;

“ship in need of assistance” means, without prejudice to the provisions of the SAR Convention concerning the rescue of persons, a ship in a situation that could give rise to its loss or an environmental or navigational hazard;

“ship” means a sea-going vessel or craft;

“shipper” means any person by whom or in whose name or on whose behalf a contract of carriage of goods has been concluded with a carrier;

“ship’s routing system” means any system of one or more routes or routing measures aimed at reducing the risk of casualties which includes traffic separation schemes, two-way routes, recommended tracks, areas to be avoided, inshore traffic zones, roundabouts, precautionary areas and deep-water routes;

“short international voyage” means an international voyage—

- (a) in the course of which a ship is not more than two hundred nautical miles from a port or place in which the passengers and crew could be placed in safety; and
- (b) which does not exceed six hundred nautical miles in distance between the last port of call in the country in which the voyage begins and the first port of destination;

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“SOLAS Convention” means the International Convention for the Safety of Life at Sea, 1974 as amended by the Protocol of 1988, in its up-to-date version that is applicable at the time of reference;

“traditional ship” means an historical ship or a replica of an historical ship operated according to traditional principles of seamanship and technique, and for the purposes of this definition, a replica of an historical ship includes such replica designed to encourage and promote traditional skills and seamanship;

“VDR” means voyage data recorder;

“VTS” means vessel traffic service;

“vessel traffic service” means a service which is designed to improve the safety and efficiency of vessel traffic and to protect the environment and which is capable of interacting with that traffic and responding to traffic situations developing in the VTS area.

(2) The words or expressions which are used in these Regulations but not defined herein shall have the same meaning as they have in section 2 of the Act.

Application of these Regulations.

3.(1) Subject to subregulation (2), and unless otherwise stated, these Regulations, apply to—

- (a) all Gibraltar ships; and
- (b) all non-Gibraltar ships while they are in BGTW.

(2) These Regulations do not apply to—

- (a) ships of less than 300 gross tonnage, unless otherwise stated;
- (b) warships, naval auxiliaries and other ships owned or operated by the Government of an EEA State which are used for non-commercial public service;
- (c) the following vessels having a length of less than 45 metres—
 - (i) fishing vessels;
 - (ii) traditional ships; and

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(iii) recreational craft.

(d) *revoked*

(e) *revoked*

(3) In relation to a ship, these Regulations do not apply to—

- (a) bunkers of less than 1000 gross tonnage; and
- (b) the stores and the equipment,

for use on board that ship.

(4) For the purposes of regulation 12, in relation to a ship, bunkers of less than 1000 gross tonnage for use on board that ship shall not be regarded as dangerous or polluting goods.

(5) In this regulation, “length”, in relation to a recreational craft, means either—

- (a) 96% of the total length of the craft on a waterline at 85% of the least moulded depth measured from the keel line; or
- (b) the length from the foreside of the stem to the axis of the rudder stock on that waterline,

whichever is the greater, and where the craft in question is designed with rake of keel, the waterline on which the lengths referred to in (a) and (b) are measured shall be parallel to the designed waterline.

**PART II
SHIP REPORTING AND MONITORING.**

Competent authority.

4.(1) For the purposes of these Regulations—

- (a) as regards Gibraltar, the competent authority shall be the port authority; and
- (b) as regards an EEA State, the competent authority shall be the authority designated as such by the EEA State in question in accordance with Article 22 of the Directive.

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(2) The competent authority shall monitor and take all necessary and appropriate measures to ensure that the masters, operators or agents of ships, as well as shippers or owners of dangerous or polluting goods carried on board such ships, comply with the requirements of Parts II, III, IV and V of these Regulations.

Notification prior to entry into port.

5.(1) This regulation applies to—

- (a) a Gibraltar ship bound for a port located in an EEA State; and
- (b) a non-Gibraltar ship bound for the Port of Gibraltar.

(2) The operator, agent or master of a ship referred to in subregulation (1) shall notify the port authority of the port to which the ship in question is bound the information specified in subregulation (3) and in accordance with subregulation (4).

(3) The information referred to in subregulation (2) is—

- (a) the name, the call sign, the IMO identification number or the maritime mobile service identity number of the ship;
- (b) the port of destination;
- (c) the estimated time of arrival at the port of destination, or if required by the authority of the port in question, the pilot station for that port;
- (d) the estimated time of departure from the port of destination referred to in paragraph (c);
- (e) the total number of persons on board the ship.

(4) The information shall be notified—

- (a) if it is known to which port the ship is bound, at least 24 hours before the arrival of the ship;
- (b) if the duration of the voyage is less than 24 hours, no later than the time of departure from the previous port; or
- (c) if it is not known to which port the ship is bound until less than 24 hours before the arrival of the ship at the port in question, as

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soon as possible after it becomes known that the ship is bound for that port.

(5) Where information has been notified in accordance with subregulation (2), the master of the ship in question shall notify immediately the authorities of the port to which the ship is bound of any changes to that information as far as it is available.

Mandatory ship reporting system.

6.(1). The port authority shall monitor and take all necessary and appropriate measures to ensure that all ships entering the area of a Gibraltar mandatory ship reporting system, adopted by the IMO and operated by Gibraltar in accordance with the relevant guidelines and criteria developed by the IMO, comply with that system in reporting information required without prejudice to additional information by the competent authority in accordance with IMO Resolution A. 851(20).

(2) A Gibraltar mandatory ship reporting system referred to in subregulation (1), shall follow—

- (a) the guidelines and criteria developed by the IMO by resolution MSC.43(64) as amended by resolution MSC.111(73); and
- (b) the general principles adopted by the IMO by resolution A.851(20).

(3) The Government shall, when submitting a new mandatory ship reporting system to the IMO for adoption, include in its proposal a requirement that a ship provides at least the following information—

- (a) the name, the call sign, the IMO identification number or the maritime mobile service identity number of the ship;
- (b) the date and time,
- (c) the position in latitude and longitude or true bearing and distance in nautical miles from a clearly identified landmark,
- (d) the course,
- (e) the speed,
- (f) the port destination and estimated time of arrival,

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- (g) the cargo and, if dangerous goods are present on board, their quantity and IMO class,
- (h) the address for the communication of cargo information,
- (i) the total number of persons on board, and
- (j) other information including—
 - (i) the characteristics and estimated quantity of bunker fuel, for ships of more than 1 000 gross tonnage; and
 - (ii) the navigational status.

(4) The port authority may, after a Gibraltar mandatory ship reporting system has been adopted and established, amend an existing reporting system following the same procedure set out in subregulations (2) and (3).

Use of ships' routing system.

7.(1). The port authority shall monitor and take all necessary and appropriate measures to ensure that all ships entering the area of a Gibraltar mandatory ships' routing system, adopted by the IMO and operated by Gibraltar, use that system in accordance with the relevant guidelines and criteria developed by the IMO.

(2) A ships' routing system established by Gibraltar and not adopted by the IMO, shall follow the general provisions, guidelines and criteria developed by the IMO by Resolution A. 572(14) as amended and the port authority shall set out its requirements for the information necessary for the efficient and effective use of that system.

Vessel traffic services within territorial seas.

8.(1) The master of a Gibraltar ship shall ensure that, when the ship enters an area in respect of which a VTS is operated in accordance with the IMO guidelines by-

- (a) an EEA State within the territorial sea of that EEA State; or
- (b) co-operating States within the territorial seas of those co-operating States,

the ship shall participate in, and comply with, the rules of that VTS.

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(2) The master of a non-Gibraltar ship shall ensure that, when the ship enters an area within BGTW in respect of which a VTS is operated in accordance with IMO guidelines, the ship shall participate in, and comply with, the rules of that VTS.

Vessel traffic services outside territorial seas.

9.(1) The master of a Gibraltar ship which is bound for a port of an EEA State shall ensure that, when the ship enters an area, in respect of which is operated a VTS outside the territorial sea of an EEA State and that VTS is operated in accordance with the IMO guidelines by—

(a) an EEA State; or

(b) co-operating States,

the ship shall participate in, and comply with, the rules of that VTS.

(2) The master of a non-Gibraltar ship which is not bound for the Port of Gibraltar shall ensure that, when the ship enters a VTS area outside BGTW and that VTS is operated in accordance with the IMO guidelines by—

(a) Gibraltar; or

(b) two or more States or territories one of which is Gibraltar,

the ship shall follow the rules of that VTS whenever possible.

(3) If the Maritime Administration is of the opinion that a non-Gibraltar ship has failed substantially to comply with sub-regulation (2), he must report that failure to the Administration of the flag State of the ship in question.

Requirements to use Automatic Identification Systems.

10.(1) Every passenger ship, irrespective of its size, and all other ships, other than passenger ships, of 300 gross tonnage and upwards engaged on international voyages, which call at the Port of Gibraltar shall be fitted with an automatic identification system (AIS) in accordance with the technical and performance standards laid down in Chapter V of SOLAS.

(2) Every passenger ship, irrespective of its size, and all other ships of 300 gross tonnage and upwards engaged on a domestic voyage shall be fitted with an automatic identification system (AIS) which complies with the technical and performance standards laid down in Chapter V of SOLAS.

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- (3) The Minister, after consulting the Captain of the Port, may exempt—
- (a) passenger ships below 15 metres in length or 300 gross tonnage engaged on domestic voyages from the application of the requirements concerning AIS laid down in this regulation; and
 - (b) ships, other than passenger ships, of 300 gross tonnage and upwards but less than 500 gross tonnage sailing exclusively within BGTW and outside routes normally used by other ships fitted with AIS, from the carriage requirements for AIS laid down in this regulation.

Use of automatic identification systems (AIS) by fishing vessels.

10A.(1) Every fishing vessel with an overall length of more than 15 metres that—

- (a) flies the flag of Gibraltar and is registered in Gibraltar;
- (b) operates in BGTW; or
- (c) lands its catch in the port of Gibraltar,

shall, in accordance with the timetable set out in Part 3 of Schedule 1, be fitted with an AIS (Class A) which meets the performance standards drawn up by the IMO.

(2) Every fishing vessel equipped with AIS shall maintain it in operation at all times but, in exceptional circumstances, AIS may be switched off where the master considers this necessary in the interest of the safety or security of his vessel.

Use of systems for the long-range identification and tracking of ships (LRIT).

10B.(1) Ships to which SOLAS regulation V/19-1 and the performance standards and functional requirements adopted by the IMO apply shall carry LRIT equipment complying with that regulation, when calling at the port of Gibraltar.

(2) The Maritime Administration must cooperate with the European Commission to determine the requirements concerning the fitting of equipment for transmitting LRIT information on board ships sailing in BGTW within the coverage of AIS fixed-based, and shall submit to the IMO any appropriate measures.

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11.(1) Every passenger ship, irrespective of its size, and all other ships other than passenger ships, of 3 000 gross tonnage and upwards engaged on international voyages, which call at the Port of Gibraltar shall be fitted with a voyage data recorder (VDR) in accordance with the technical and performance standards laid down in Chapter V of SOLAS.

(2) In case of cargo ships constructed before 1 July 2002, the VDR may be a simplified voyage data recorder (S-VDR), which shall comply with the technical and performance standards developed in accordance with Chapter V of SOLAS.

(3) Every passenger ship, irrespective of its size, and ships other than passenger ships, of 3 000 gross tonnage and upwards and constructed on or after 1 July 2002 engaged on a domestic voyage shall be fitted with a voyage data recorder (VDR) which complies with the technical and performance standards developed in accordance with Chapter V of SOLAS.

(4) Every cargo ship of 3 000 gross tonnage and upwards constructed before 1 July 2002 engaged on a domestic voyage shall be fitted with a voyage data recorder (VDR) or with a simplified voyage data recorder (S-VDR) which complies with the technical and performance standards developed in accordance with Chapter V of SOLAS.

(5) The Maritime Administration may grant exemptions to—

- (a) passenger ships only on voyages in sea areas other than those covered by Class A, as referred to in regulation 4 of the Gibraltar Merchant Shipping (Safety Rules and Standards for Passenger Ships on Domestic Voyages) Regulations 2011, from the requirement to be fitted with a VDR;
- (b) ships, other than ro-ro passenger ships, constructed before 1 July 2002 from the requirement to be fitted with a VDR where it can be demonstrated that interfacing a VDR with the existing equipment on the ship is unreasonable and impracticable; and
- (c) cargo ships constructed before 1 July 2002, engaged on international or domestic voyages, from the requirement to be fitted with an S-VDR if such ships are to be taken permanently out of service within two years of the implementation date specified in Chapter V of SOLAS.

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(6) The Maritime Administration must not grant an exemption to ships referred to in sub-regulation (5) unless he has consulted the Captain of the Port in the case of domestic voyages of the ship concerned.

PART III

NOTIFICATION OF DANGEROUS OR POLLUTING GOODS.

Notification by ships carrying dangerous or polluting goods.

12.(1) This regulation applies to ships, regardless of their size, carrying—

- (a) dangerous goods; or
- (b) polluting goods.

(2) Subject to regulation 13(1), before a ship departs from the Port of Gibraltar, the operator, agent or master of that ship shall notify the port authority of the information specified in Schedule 2.

(3) Subject to regulation 13(5), before a Gibraltar ship departs from a port located in an EEA State, other than the Port of Gibraltar, the operator, agent or master of that Gibraltar ship shall notify the competent authority of the State in which that port is situated of the information specified in Schedule 2.

(4) Subject to regulation 13(5), where a Gibraltar ship—

- (a) is coming from a port which is not located in an EEA State; and
- (b) is bound for—
 - (i) a port located in, or
 - (ii) an anchorage located in the territorial waters of,

an EEA State other than Gibraltar, the operator, master or agent of that ship shall notify the competent authority of the EEA State in question of the information specified in Schedule 2 not later than the time set out in subregulation (6).

(5) Subject to regulation 13(5), where a ship is—

- (a) coming from a port which is not located in an EEA State; and

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- (b) bound for the Port of Gibraltar or an anchorage located in BGTW,

the operator, master or agent of that ship shall notify the port authority of the information specified in Schedule 2 not later than the time set out in subregulation (6).

(6) The time referred to in subregulations (4) and (5) is—

- (a) where—
- (i) the port of destination, or
 - (ii) the location of the anchorage,

is known at the time of departure from the port at which the dangerous goods or the polluting goods were loaded, no later than the time of departure from that port; or

- (b) where—
- (i) the port of destination, or
 - (ii) the location of the anchorage,

is not known at the time of departure from the port at which the dangerous goods or the polluting goods were loaded, the time immediately such port or such location is known.

(7) Whenever practicable, the information referred to in Schedule 2 shall be notified to the port authority by electronic means.

(8) When the Gibraltar port authority receives information pursuant to subregulations (2) and (5), that port authority shall—

- (a) retain that information for as long as the information may be required for use in the event of an incident or accident at sea; and
- (b) provide that information to the Administration at the request of another Administration for the same purpose as in paragraph (a).

(9) Where any information has been notified in accordance with this regulation, regulation 5(2), 6 or 14(1), the master of the ship in question

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shall notify immediately the person to whom that information was notified of any changes to that information.

(10) The operator, agent or master of a ship shall notify the port authority immediately if the estimated time of arrival changes by more than 12 hours, or if any of the other information set out in Schedule 2 alters significantly.

Exemptions.

13.(1) Subject to the conditions specified in subregulations (2) and (3), the Maritime Administration may grant an exemption in respect of a scheduled service performed within Gibraltar so that regulations 5 and 12 shall not apply to the operator, agent or master of a ship engaged in the scheduled service.

(2) The conditions referred to subregulation (1) are that the company who operates the scheduled service shall—

- (a) maintain and keep up to date a list of the ships engaged on that scheduled service;
- (b) send that list to the Maritime Administration;
- (c) ensure that, in respect of each voyage made by a ship whilst engaged on the scheduled service, the information specified in regulation 5(3) or Schedule 2, as appropriate, is kept so that it can be provided at any time, 24 hours a day, by electronic means to the port authority immediately upon request; and
- (d) in the event of any deviations from the estimated time of arrival at the port of destination or pilot station of three hours or more are notified to the port of arrival or to the Maritime Administration in accordance with regulation 5 or 12, as appropriate.

(3) The exemptions under this regulation must be granted only to an individual ship as regards a specific service.

(4) For the purposes of subregulation (1), the service shall not be regarded as a scheduled service unless it is intended to be operated for a minimum of one month.

(5) Exemptions from the requirements of regulations 5 and 12 shall be limited to voyages of a scheduled duration of up to 12 hours.

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(6) An exemption granted under subregulation (1), and any revocation thereof, shall be in writing.

(7) The Maritime Administration shall—

- (a) periodically check that the conditions set out in this regulation are being met; and
- (b) immediately revoke an exemption granted under subregulation (1) if it is satisfied that any condition contained in subregulations (2) and (3) is not complied with.

(8) When an international scheduled service is operated between Gibraltar and one or more States of which at least one is a Member State, the Maritime Administration may request the other Member States to grant an exemption for that service and shall cooperate with the other Member State if a similar request is made.

(9) The Maritime Administration shall cause a list of companies and ships granted exemption under this regulation to be communicated to the European Commission, as well as any updates to that list.

Information requirements concerning the transport of dangerous goods.

14.(1) No person shall offer for carriage or to take on board any ship, irrespective of its size, any dangerous or polluting goods in the port of Gibraltar unless a declaration has been delivered to the master or operator before the goods are taken on board which must contain the following information—

- (a) the information listed in subregulation (3);
- (b) for the substances referred to in Annex I to the MARPOL Convention, the safety data sheet detailing the physico-chemical characteristics of the products, including, where applicable, their viscosity expressed in cSt at 50 °C and their density at 15 °C and the other data contained in the safety data sheet in accordance with IMO Resolution MSC.286 (86); and
- (c) the emergency numbers of the shipper or any other person or body in possession of information on the physico-chemical characteristics of the products and on the action to be taken in an emergency.

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(2) Every ship that comes from a port outside the European Union and calls at the port of Gibraltar which has dangerous or polluting goods on board shall be in possession of a declaration, as provided for by the shipper, containing the information required under paragraphs (a), (b) and (c) of subregulation (1).

(3) The following information is required to be contained in a declaration pursuant to subregulation (1)–

- (a) the correct technical names of the dangerous or polluting goods;
 - (b) the United Nations (UN) numbers where they exist;
 - (c) the IMO hazard classes in accordance with the IMDG, IBC and IGC Codes;
 - (d) where appropriate, the class of the ship needed for INF cargoes as defined in Regulation VII/14.2 of the SOLAS Convention, the quantities of such goods and, if they are being carried in cargo transport units other than tanks, the identification number thereof; and
 - (e) the address from which detailed information on the cargo may be obtained.
- (4) The shipper shall–
- (a) deliver the declaration referred to in subregulation (2) to the master or operator; and
 - (b) ensure that the shipment offered for carriage is indeed the one declared in accordance with subregulation (1).

**PART IV
INCIDENTS AND ACCIDENTS AT SEA.**

Reporting of incidents and accidents at sea.

15.(1) When a ship in BGTW_i is involved in–

- (a) an accident,
- (b) an incident or

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- (c) a pollution event likely to result in the pollution of BGTW,

the master of that ship shall immediately send to the Maritime Administration and the port authority, by the quickest means available the information specified in subregulation (3).

(2) Where a slick of polluting goods or containers or packages drifting at sea are seen from a ship in BGTW, the master of that ship shall immediately send to the port authority by the quickest means available—

- (a) the details of the sighting;
- (b) the information specified in subregulation (3)(a) and (b); and
- (b) any other relevant information referred to in IMO Resolution A.851(20) adopted by the Assembly of the IMO on 27th November 1997 as amended.

(3) The information referred to in subregulation (1) shall comprise—

- (a) the identity of the ship;
- (b) the position of the ship;
- (c) the last port from which the ship departed;
- (d) the next port of call;
- (e) the number of people on board the ship;
- (f) the date on which, and the time at which, the accident, the incident or the polluting event occurred;
- (g) details of the accident, the incident or the polluting event;
- (h) the name of the body or person from whom information regarding any dangerous goods or polluting goods on board the ship may be obtained together with the necessary information to enable that person or body to be contacted; and
- (i) any other relevant information contained in IMO Resolution A.851(20) as amended.

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(4) The master shall also ensure that a report referred to in subregulation (1) shall comply as to form and content with the standard reporting requirements.

(5) When a Gibraltar ship is involved in—

- (a) an accident;
- (b) an incident; or
- (c) a pollution event,

outside BGTW, the master of that ship shall report without delay the particulars of the accident, incident or pollution event, to the fullest extent possible together with the information specified in subregulation (9) in the manner described in subregulation (6).

(6) A report referred to in subregulation (5)—

- (a) shall be sent,
 - (i) where the accident, incident or pollution event is a threat to the coastline or to the interests of Gibraltar, to the Maritime Administration,
 - (ii) where the accident, incident or pollution event is a threat to the coastline or to a related interest, of another State, to the relevant Administration of the State in question; and
- (b) as to form and content, shall comply with the standard reporting requirements.

(7) When a ship is involved in a discharge, or a probable discharge, of dangerous packaged goods, the master of that ship shall report without delay the particulars of the discharge or probable discharge to the fullest extent possible together with the information specified in subregulation (9) in the manner described in subregulation (8).

(8) A report referred to in subregulation (7)—

- (a) shall be sent,

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- (i) where the accident, incident or pollution event is a threat to the coastline or to the interests of Gibraltar, to the Maritime Administration and the Captain of the Port,
 - (ii) where the accident, incident or pollution event is a threat to the coastline or to a related interest, of another State, to the relevant Administration of the State in question; and
 - (c) as to form and content, shall comply with the standard reporting requirements.
- (9) The information referred to in subregulations (5) and (7) shall comprise—
- (a) the identity of the ship;
 - (b) the time and location of the incident;
 - (c) the quantity and type of dangerous goods involved; and
 - (d) details of assistance and salvage measures.
- (10) In this regulation—
- (a) “dangerous packaged goods” means dangerous goods in packaged form including those in freight containers, portable tanks, road and rail vehicles and shipborne barges;
 - (b) “pollution event” means a discharge, or the threat of a discharge, of polluting goods into the sea; and
 - (c) “the standard reporting requirements” means the requirements stated in—
 - (i) part 2 (Standard Reporting Format and Procedures), or
 - (ii) sections 3.1, 3.2 and 3.3 of part 3 (Guidelines for Detailed Reporting Requirements),
- of the Appendix to the Annex to Resolution A.851(20) adopted by the Assembly of the IMO on 27th November 1997 as amended.

Measures to be taken in the event of exceptionally bad weather or sea conditions.

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16.(1) This regulation applies whenever, in the event of exceptionally bad weather or sea conditions, the port authority is of the opinion, based on meteorological information provided to it, that there is-

- (a) a serious threat of pollution in BGTW or the shipping areas or coastal zones of other States; or
- (c) a risk to human life.

(2) Whenever possible, the port authority shall provide to the master of every ship which intends to enter or leave the Port of Gibraltar full details of-

- (a) the weather conditions;
- (b) the sea state; and
- (c) the danger such weather and sea conditions may cause to-
 - (i) the ship;
 - (ii) the crews and passengers; and
 - (ii) the cargo on board the ship.

(3) Without prejudice to any measures which may be taken to give assistance to ships in distress, the port authority may give a recommendation described in subregulation (4) to the master of a ship in general or to a particular ship in, or about to enter, a relevant area.

(4) The recommendation referred to in subregulation (3) is a recommendation that the ship-

- (a) should enter or leave the Port of Gibraltar;
- (b) should not enter or leave the Port of Gibraltar;
- (c) should not be bunkered in BGTW;
- (d) should only be bunkered in BGTW subject to certain conditions,

until the port authority is of the opinion that there is no longer a serious threat of pollution or a risk to human life as described in subregulation (1).

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(5) If the master of a ship is informed of an opinion pursuant to subregulation (4)(c) or (4)(d), the master shall ensure that the ship is not bunkered or that the conditions subject to which the ship should be bunkered are complied with.

(6) A recommendation or an opinion given pursuant to this regulation—

- (a) shall be given to the master of the ship in question by the quickest means available; and
- (b) if not given in writing, shall be confirmed in writing as soon as is reasonably practicable.

(7) Where the port authority gives a recommendation or an opinion pursuant to this regulation, the master of the ship in question shall immediately inform the owner of that ship by the quickest means available of the recommendation or the opinion.

(8) If, as a result of the exercise of his professional judgement, the master decides not to act in accordance with a recommendation given pursuant to this regulation, the master shall inform the port authority of the reasons for his decision.

(9) In this regulation, “professional judgement” means professional judgement as regards matters relating to safe navigation or the protection of the marine environment.

Measures in the event of risks posed by the presence of ice.

16A.(1) Where the Captain of the Port considers, in view of ice conditions, that there is a serious threat to the safety of human life at sea or to the protection of the shipping areas or coastal zone of Gibraltar, or of the shipping areas or coastal zones of other States, it—

- (a) shall supply the master of the ship which is in its area of competence, or intends to enter or leave the port, with appropriate information on the ice conditions, the recommended routes and the icebreaking services in its area of competence; and
- (b) may, without prejudice to the duty of assistance to ships in need of assistance and other obligations flowing from relevant international rules, request that the ship which is in the area concerned and intends to enter or leave the port or terminal or to leave an anchorage area document that it satisfies the

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strength and power requirements commensurate with the ice situation in the area concerned.

(2) The measures taken under subregulation (1) shall be based, as regards the data concerning the ice conditions, upon ice and weather forecasts provided by a qualified meteorological information service recognised by the Captain of the Port.

Measures to be taken in the event of incidents or accidents at sea.

17.(1) A master of a ship to whom these Regulations apply shall inform the company which operates the ship in question by the quickest means available of any accident or incident at sea in which the ship is involved or which affects the ship as soon as possible after the accident or incident occurs.

(2) The company shall, as soon as it has been informed of the incident or accident referred to in sub-regulation (1), contact the competent coastal authority and place itself at its disposal as necessary.

(3) If the port authority considers, following a report pursuant to regulation 15(1) from the master of a ship which is involved in an incident or accident at sea, that it is necessary to avert, lessen or remove a serious and imminent threat to BGTW or Gibraltar's related interests, the safety of other ships and their crews and passengers or of persons on shore or to protect the marine environment, the port authority may, in addition to other measures—

- (a) restrict the movement of the ship or direct the ship to follow a specific course (but this requirement does not affect the master's responsibility for the safe handling of his ship);
- (b) give official notice to the master of the ship to put an end to the threat to the environment or maritime safety;
- (c) send an evaluation team on board the ship to assess the degree of risk, help the master to remedy the situation and keep the competent coastal station informed thereof; and
- (d) instruct the master to put in at a place of refuge in the event of imminent peril, or cause the ship to be piloted or towed.

(3A) In the case of a ship which is towed under a towage or salvage agreement, the measures taken by the port authority under paragraphs (a)

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and (d) of sub-regulation (3) may also be addressed to the assistance, salvage and towage companies involved.

(4) Where a ship is involved in an incident or accident at sea, the operator, the master of the ship and the owner of the dangerous or polluting goods carried on board shall, if requested by the port authority, cooperate fully with the port authority in order to minimise the consequences of the incident or accident at sea and to this end they shall communicate to the port authority, on request, the information referred to in regulation 14.

(5) The Maritime Administration shall take into account the relevant provisions of the IMO guidelines on the fair treatment of seafarers in the event of a maritime accident in BGTW.

Obligations of owners in relation to accidents and incidents.

18.(1) When the owner of a ship is informed by the master of the ship of an accident or incident at sea in the Port of Gibraltar or elsewhere in the case of a Gibraltar registered ship, either in accordance with the ISM Code or in accordance with regulation 17(2) that owner—

- (a) shall inform the Maritime Administration in accordance with the Gibraltar Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 and the relevant authority immediately of the accident or incident; and
- (b) shall give such assistance as may be reasonably required by the relevant authority.

(2) Where a ship, to which the provisions of the ISM Code are applicable, is involved in an incident or accident at sea, the master of that ship shall, in accordance with the ISM Code, inform the company of that incident or accident and the company shall, as soon as it has been informed of the incident or accident, contact the relevant authority and place itself at its disposal as necessary.

(3) Where it appears to the port authority that the company notified pursuant to subregulation (2) has not been able to establish and maintain a link with the ship or the relevant authority, it shall then inform the Maritime Administration or the Administration concerned which issued the ISM document of compliance and associated safety management certificate, or on whose behalf it was issued.

Competent authority for the accommodation of ships in need of assistance.

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18A.(1) The Minister is designated the competent authority for the purposes of taking independent decisions on his own initiative concerning the accommodation of ships in need of assistance.

- (2) The authority referred to in subregulation (1)–
- (a) may, as appropriate and in particular in the event of a threat to maritime safety and protection of the environment, take any of the measures included in the non-exhaustive list set out in regulation 17(3); and
 - (b) shall meet regularly with the port authority to exchange expertise and improve measures taken pursuant to this regulation.

Plans for the accommodation of ships in need of assistance.

18B.(1) The port authority shall draw up plans for the accommodation of ships in order to respond to threats presented by ships in need of assistance in BGTW, including, where applicable, threats to human life and the environment and the Minister shall participate in drawing up and carrying out those plans.

(2) The plans referred to in subregulation (1) shall be prepared after consultation of the parties concerned, on the basis of IMO Resolutions A.949(23) and A.950(23), and shall contain at least the following–

- (a) the identity of the person or authority responsible for receiving and handling alerts;
- (b) the identity of the competent authority for assessing the situation and taking a decision on acceptance or refusal of a ship in need of assistance in the place of refuge selected;
- (c) information on the coastline of Gibraltar and all elements facilitating a prior assessment and rapid decision regarding the place of refuge for a ship, including a description of environmental, economic and social factors and natural conditions;
- (d) the assessment procedures for acceptance or refusal of a ship in need of assistance in a place of refuge;

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- (e) the resources and installations suitable for assistance, rescue and combating pollution;
- (f) procedures for international coordination and decision-making; and
- (g) the financial guarantee and liability procedures in place for ships accommodated in a place of refuge.

(3) The Government shall—

- (a) publish the name and contact address of—
 - (i) the authority referred to in subregulation 18A(1); and
 - (ii) the person or the authority for receiving and handling alerts; and
- (b) communicate on request the relevant information concerning plans to neighbouring Member States.

(4) In implementing the procedures provided for in the plans for accommodating ships in need of assistance, the Government shall ensure that relevant information is made available to the parties involved in the operations.

(5) Where a person in Gibraltar receives from a Member State that Member State's information in relation to the matters referred to in subregulations (3)(b) and (4), that person shall be bound by an obligation of confidentiality where the Member State providing the information so requests.

(6) The Government shall ensure that the European Commission is informed of the measures taken in application of this regulation.

Decision on the accommodation of ships.

18C. The authority referred to in subregulation 18A(1) shall—

- (a) decide on the acceptance of a ship in a place of refuge following a prior assessment of the situation carried out on the basis of the plans referred to in regulation 18B; and
- (b) ensure that ships are admitted to a place of refuge if it considers such an accommodation the best course of action for

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the purposes of the protection of human life or the environment.

Financial security and compensation.

18D.(1) The absence of an insurance certificate (within the meaning of Article 6 of Directive 2009/20/EC of the European Parliament and of the Council of 23 April 2009 on the insurance of shipowners for maritime claims)–

- (a) shall not exonerate the Government from the preliminary assessment and decision referred to in regulation 18C;
- (b) shall not in itself be considered sufficient reason for it to refuse to accommodate a ship in a place of refuge.

(2) Without prejudice to subregulation (1), when accommodating a ship in a place of refuge, the Government may request the ship's operator, agent or master to present the insurance certificate referred to in subregulation (1).

(3) The act of requesting the certificate under subregulation (2) shall not lead to a delay in accommodating the ship.

Marine casualty investigation.

19.(1) The company and the master of a ship involved in any marine casualty in BGTW or at sea after sailing from Gibraltar and prior to reaching a port of another EEA State shall notify the Maritime Administration in Gibraltar as soon as possible of the nature and extent of the marine casualty, in accordance with the Gibraltar Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

(2) An investigation into an accident shall be conducted in accordance with the provisions of the Gibraltar Merchant Shipping (Accident Reporting and Investigation) Regulations 2012.

**PART V
USE OF INFORMATION.**

Broadcasting and supply of information.

20.(1) The port authority shall, as necessary, broadcast within the relevant areas an incident or accident which has been notified pursuant to regulation 15(1) and information with regard to any ship that poses a threat to maritime

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safety, the safety of individuals or the environment.

(2) The port authority shall make adequate arrangements to provide the information which has been notified to it pursuant to regulations 12 and 15 at any time upon request for safety reasons by the competent authority of another EEA State.

(3) The port authority shall take appropriate measures as soon as possible to inform any EEA State of facts which it received pursuant to regulations 12 and 15 or in some other way if those facts involve or increase the risk for that EEA State of a hazard being posed to certain shipping areas and coastal zones and arrange for consulting the EEA State regarding the action being envisaged.

(4) The Port authority shall make the necessary arrangements to use fully the reports which ships are required to transmit to it pursuant to regulation 15.

Transmission of information concerning hazardous ships.

21.(1) A ship shall be considered to be a hazardous ship that poses a potential hazard to shipping or a threat to maritime safety, the safety of individuals or the environment if that ship -

- (a) in the course of its voyage—
 - (i) has been involved in an incident or accident at sea as referred to in regulation 15;
 - (ii) has failed to comply with the notification and reporting requirements imposed by these Regulations; or
 - (iii) has failed to comply with the applicable rules in ships' routing system and VTS—
 - (A) pursuant to regulations 7, 8 and 9; and
 - (B) placed under the responsibility of a Member State;
- (b) in respect of which there is proof or presumptive evidence of deliberate discharges of oil or other infringements of the MARPOL Convention in waters under the jurisdiction of an EEA State; and

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- (c) has been refused access to the Port of Gibraltar or has been the subject of a report or notification by the Maritime Administration in accordance with the Gibraltar Merchant Shipping (Port State Control) Regulations, 2011;
- (d) has failed to notify, or does not have, insurance certificates or financial guarantees pursuant to any Community legislation and international rules; and
- (e) has been reported by the pilot or port authority as having apparent anomalies which may prejudice its safe navigation or create a risk for the environment.

(2) The port authority shall communicate the relevant information on any hazardous ship as described in subregulation (1) to the relevant authorities concerned in other EEA States located along the planned route of the ship and without delay, inform the flag State and any other State concerned of measures taken pursuant to regulation 17, 26(2) or this regulation.

Confidentiality of information.

22.(1) No authority or member of staff of an authority shall disclose any information which has been obtained by, or furnished to, that authority or member of staff under or for the purposes of the Directive and these Regulations unless the disclosure is made with lawful justification.

(2) For the purposes of subregulation (1), a disclosure of information is made with lawful justification only if, and to the extent that—

- (a) the disclosure is made for the purposes of, and is necessary for, the performance of any obligation under the Directive and these Regulations;
- (b) the disclosure is made with the consent of the person to whom, or to whose business, property or other assets, the information relates;
- (d) the disclosure is made for the purposes of any proceedings, whether criminal or civil; or
- (a) having regard to the rights and freedoms or legitimate interests of any person, the disclosure is necessary in the public interest.

(3) Subregulation (1) shall not apply in the case of information contained in an historical record.

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(4) Where records created at different dates are for administrative purposes kept together in one file or other assembly, all the records in that file or other assembly are to be treated for the purposes of this regulation as having been created when the latest of those records was created.

(5) For the purposes of this regulation “year” means a calendar year.

Gibraltar’s communication system.

22A.(1) The Government shall set up a communication system and shall cooperate with the Member States to ensure the interconnection and interoperability to manage the information required to be notified under these Regulations.

(2) The communication system referred to in subregulation (1) must display the following features—

- (a) data exchange must be electronic and enable messages notified under regulation 12 to be received and processed;
- (b) the system must allow information to be transmitted 24 hours a day; and
- (c) upon request, through SafeSeaNet, and if needed for the purpose of maritime safety or security or the protection of the maritime environment, the Captain of the Port shall be able to send information on the ship and the dangerous or polluting goods on board to the port authority and the competent authority of a Member State without delay.

SafeSeaNet.

22B.(1) The Government shall establish maritime information management systems to process the information referred to in these Regulations.

(2) The systems set up under subregulation (1) shall—

- (a) allow the information gathered to be used operationally; and
- (b) satisfy, in particular, the conditions laid down in regulation 22A.

(3) The Government shall, in order to guarantee an effective exchange of the information referred to in these Regulations, ensure that

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communication systems set up to gather, process and preserve that information can be interconnected with SafeSeaNet.

(4) Without prejudice to subregulation (3), the Government shall, if operating under any intra-Community agreements or in the framework of cross-border interregional or transnational projects within the Community, ensure that information systems or networks—

- (a) comply with the requirements of these Regulations; and
- (b) are compatible with and connected to SafeSeaNet.

SafeSeaNet systems.

22C.(1) The Government shall establish and maintain a SafeSeaNet system for Gibraltar that must allow for the exchange of information between authorised users under the responsibility of the competent authority designated by regulation 4.

(2) The competent authority shall be responsible for the management of the SafeSeaNet system established under sub-regulation (1) which must—

- (a) include the coordination of data users and data providers; and
- (b) ensure that UN LOCODES are designated and that the necessary IT infrastructure and the procedures described in the IFCD referred to in point 2.3 of Annex III of the Directive are established and maintained.

(3) The SafeSeaNet system established under sub-regulation (1) —

- (a) must enable the inter-connection of users authorised under the responsibility of the competent authority; and
- (b) may be made accessible to identified shipping actors, such as shipowners, agents, masters, shippers and others, when authorised by the competent authority, in particular in order to facilitate the electronic submission and reception of reports in accordance with any European Union legislation.

(4) The SafeSeaNet system shall —

- (a) use industry standards;

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(b) be able to interact with public and private systems used to create; and

(c) provide or receive information within SafeSeaNet.

(5) The competent authority must cooperate with the European Commission to examine the feasibility and development of functionalities that as far as possible will ensure that the data providers, including masters, owners, agents, operators, shippers and relevant authorities, need to submit information only once, taking due account of the obligations set out by the Gibraltar Merchant Shipping (Reporting Formalities for Ships) Regulations 2012 and other relevant European Union legislation.

(6) The competent authority shall ensure that the information submitted under sub-regulation (5) is available for use in all relevant reporting, notification, information sharing and VTMIS systems.

(7) The Government shall develop and maintain the necessary interfaces for automatic transmission of data by electronic means to SafeSeaNet.

(8) The operation of the SafeSeaNet system must support the facilitation and establishment of the European Maritime Transport Space without barriers.

(9) Where any internationally-adopted rule allows routing of LRIT information concerning third country vessels, SafeSeaNet networks shall be used to distribute amongst Member States, with an appropriate level of security, the LRIT information received in accordance with regulation 10B.

(10) The SafeSeaNet systems shall comply with—

(a) the requirements of regulation 22 concerning confidentiality of information; and

(b) the security principles and specifications described in the IFCD, in particular as regards access rights.

(11) The competent authority shall identify all users to which a role and a set of access rights is attributed in compliance with the IFCD.

(12) In this regulation “IFCD” means the interface and functionalities control document developed and maintained by the European Commission as referred to in point 2.3 of Annex III of the Directive.

PART VI

**GIBRALTAR MERCHANT SHIPPING (COMMUNITY VESSEL
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Offences.

23.(1) Any contravention of regulation 5(2), 12(2), 12(3), 12(4), 12(5) or 12(10) shall be an offence by the operator, agent and master of the ship in question punishable on summary conviction by a fine not exceeding level 5 on the standard scale.

(2) Any person who, in purported compliance with regulation 5(2), 12(2), 12(3), 12(4), 12(5) or 12(10) makes a notification or supplies information which he knows to be false in any material particular, shall be guilty of an offence and liable, on summary conviction, to a fine not exceeding level 5 on the standard scale.

(3) If the master of a ship fails to comply with regulation 5(5), 8(1), 8(2), 9(1), 9(2), 12(9), 15(1), 15(2), 15(4), 15(5), 15(7), 16(5), 16(7), 16(8), 17(1) or 18(2), that master shall be guilty of an offence and liable, on summary conviction, to a fine not exceeding level 4 on the standard scale.

(4) If a ship does not comply with regulation 10(1), 10(2) or 10A the owner of that ship shall be guilty of an offence and liable on summary conviction, to a fine not exceeding level 5 on the standard scale.

(5) If a shipper fails to comply with regulation 14(4), that shipper shall be guilty of an offence and liable, on summary conviction, to a fine not exceeding level 5 on the standard scale.

(6) If the master of a ship or the owner of dangerous or polluting goods fails to comply with regulation 17(4), that master or the owner shall be guilty of an offence and liable, on summary conviction, to a fine not exceeding level 5 on the standard scale.

(7) If the owner of a ship fails to comply with regulation 17(2) or 18(1), that owner shall be guilty of an offence and liable, on summary conviction, to a fine not exceeding level 5 on the standard scale.

(8) If the company and the master of a ship fails to comply with regulation 19(1) that company and the master shall both be guilty of an offence and liable, on summary conviction, to a fine not exceeding level 5 on the standard scale.

(9) Any person who knowingly or recklessly discloses information in contravention of regulation 22(1) shall be guilty of an offence and liable, on summary conviction, to a fine not exceeding level 5 on the standard scale.

Defences.

24. In any proceedings for an offence under these Regulations, other than an offence under regulation 23(2) or 23(9), it shall be a defence for a person charged under these Regulations to prove that he took all reasonable steps to avoid the commission of the offence.

Offences due to the fault of another person.

25. Where an offence under these Regulations is committed, or would have been committed but for the operation of regulation 24, by any person due to the act or default of some other person, that other person shall be guilty of the offence, and a person may be charged with and convicted of the offence by virtue of this regulation whether or not proceedings are taken against the first mentioned person.

Offences by corporate bodies.

26.(1) Where a body corporate is guilty of an offence under these Regulations and that offence is proved to have been committed with the consent or connivance of, or to be attributable to any neglect on the part of—

- (a) any director, manager, secretary or other similar officer of the body corporate; or
- (b) a person who was purporting to act in any such capacity,

he as well as the body corporate shall be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

(2) Where the affairs of a body corporate are managed by its members, subregulation (1) shall apply in relation to the acts and defaults of a member in connection with his functions of management as if he were a director of the body corporate.

Inspection and detention of ships.

27.(1) When a ship to which these Regulations apply, is in BGTW, the Maritime Administrator may direct a surveyor or an inspector to inspect the ship to verify that it is in compliance with the requirements of these Regulations, and where the inspection carried out reveals that the ship is not—

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- (a) fitted with an Automatic Identification System in compliance with regulation 10;
- (b) fitted with a Voyage Data Recorder in compliance with regulation 11; or
- (c) in compliance with any other requirement of these Regulations,

the Maritime Administration shall detain the ship by order and prevent the ship from proceeding to sea or leave the port until the ship complies with the requirement in respect of which it has been in non-compliance.

(2) Where the Maritime Administration is acting under this regulation, it shall—

- (a) prepare a report addressed to the Government of the State in which the ship is registered; and
- (b) take all possible efforts to avoid a ship being unduly delayed or detained.

(3) Where a ship has been detained from proceeding to sea under subregulation (1), the Administration shall immediately notify in writing—

- (a) the Gibraltar Port Authority;
- (b) the Chief Immigration Officer and the Collector of Customs;
- (c) the master, the owner or operator of the ship;
- (d) the Maritime Administration of the flag State or the State where the ship is registered or its diplomatic representative in Gibraltar or the United Kingdom; and
- (e) the surveyor or recognized organisation responsible for the issue of the certificates.

(4) The notification referred to in subregulation (3) shall contain—

- (a) the result of the inspection with a list of deficiencies;
- (b) any decision taken by the inspector or the surveyor; and
- (c) information on the right of appeal against the order for detention.

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(5) Where the ship is detained, the Maritime Administration shall, in addition to the steps taken under subregulation (3)–

- (a) cause the facts concerning the detention of the ship to be reported to the IMO; and
- (b) notify all relevant information about the ship to the authorities of the next port of call.

Appeals.

28.(1) In the case of any dispute or complaint with regard to any decision made by the Maritime Administration or the Captain of the Port in carrying out his duties under these Regulations, the owner or operator of a ship or his representative in Gibraltar or the company may, within 7 days, make an appeal to the Minister with responsibility for the Port and Shipping and the Minister shall dispose of the appeal as soon as possible in writing by giving reasons for his decision.

(2) On an appeal under subregulation (1), the Minister shall either–

- (a) confirm the decision made by the Maritime Administration or the Captain of the Port or confirm it with such modifications as he thinks fit; or
- (b) cancel it.

(3) A second appeal may be made to the Supreme Court and only on a point of law.

(4) An appeal under subregulation (3) shall be made within 21 days from the decision made under subregulation (1) and the Court shall give an expedited hearing to that appeal.

(5) An appeal to the Minister or to the Court shall not suspend the operation of a notice of detention of a ship.

SCHEDULE 1

Regulation 10

PRESCRIPTIONS APPLICABLE TO ON-BOARD EQUIPMENT

Part 1

Automatic identification systems (AIS).

1. Ships built on or after 1 July 2002:

Passenger ships, irrespective of size, and all ships of 300 gross tonnage and upwards built on or after 1 July 2002 which call at the Port of Gibraltar are subject to the carrying requirement laid down in regulation 10.

2. Ships built prior to 1 July 2002:

Passenger ships, irrespective of size, and all ships of 300 gross tonnage and upwards built prior to 1 July 2002 which call at the Port of Gibraltar are subject to the carrying requirement laid down in regulation 10 according to the following timetable-

- (a) passenger ships - on the effective date of these Regulations;
- (b) tankers - not later than the first survey for safety equipment after 1 July 2003;
- (c) ships, other than passenger ships and tankers, of 50000 gross tonnage and upwards- on the effective date of these Regulations;
- (d) ships, other than passenger ships and tankers, of 10000 gross tonnage and upwards but less than 50000 gross tonnage - not later than 1 July 2005 or, as regards ships engaged in international voyages, any earlier date decided within the framework of the IMO;
- (e) ships, other than passenger ships and tankers, of 3000 gross tonnage and upwards but less than 10000 gross tonnage - not later than 1 July 2006 or, as regards ships engaged in international voyages, any earlier date decided upon within the framework of the IMO;

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- (f) ships, other than passenger ships and tankers, of 300 gross tonnage and upwards but less than 3000 gross tonnage - not later than 1 July 2007 or, as regards ships engaged in international voyages, any earlier date decided upon within the framework of the IMO.

Part 2**Voyage data recorder (VDR) systems.**

Ships including Gibraltar ships in the following classes shall, inasmuch as they call at the Port of Gibraltar, be fitted with a voyage data recorder system meeting the performance standards of IMO Resolution A.861(20) and the testing standards set by Standard No 61996 of the International Electronics Commission (IEC) on the effective date of these Regulations-

- (a) passenger ships built on or after 1 July 2002,
- (b) ro-ro passenger ships built before 1 July 2002;
- (c) passenger ships other than ro-ro passenger ships, built before 1 July 2002; and
- (d) ships other than passenger ships, of 3000 gross tonnage and upwards, built on or after 1 July 2002.

In this Schedule, “ the effective date of these Regulations” means the date on which these Regulations come into operation.

**Part 3
Fishing Vessels**

Fishing vessels with a length of more than 15 metres overall shall be fitted with an automatic identification system (AIS) as provided for in regulation 10A according to the following timetable-

- (a) fishing vessels of overall length 24 metres and upwards but less than 45 metres: not later than 5 July 2012;
- (b) fishing vessels of overall length 18 metres and upwards but less than 24 metres: not later than 31 May 2013;
- (c) fishing vessels of overall length exceeding 15 metres but less than 18 metres: not later than 31 May 2014; and

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- (d) new-built fishing vessels of overall length exceeding 15 metres are subject to the carrying requirement laid down in regulation 10A as from 30 November 2010.

SCHEDULE 2

Regulation 12

Information to be notified in accordance with regulation 12.

A. General information:

- (a) ship identification (name, call sign, IMO identification number or MMSI number);
- (b) port of destination;
- (c) for a ship leaving a port in a Member State: estimated time of departure from the port of departure and estimated time of arrival at the port of destination or pilot station, as required by the competent authority;
- (d) for a ship coming from a port located outside the Community and bound for a port in a Member State: estimated time of arrival at the port of destination or pilot station, as required by the competent authority; and
- (e) total number of persons on board.

B. Cargo information:

- (a) 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;
- (b) 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; and
- (c) address from which detailed information on the cargo may be obtained.