

## CALDOVREP Mandatory Ship Reporting System in the Dover Strait

On 1 July 1999, a mandatory reporting system CALDOVREP was introduced, which replaced the existing system MAREP/POSREP.

All ships of 300 gross tonnage and over are required to report.

### When and Where to Report

NE-bound traffic to Gris Nez Traffic via VHF Ch 13 when abeam the Bassurelle lightbuoy (50° 33'N; 000° 58'E).

SW-bound traffic to Dover Coastguard via VHF Ch 11 not later than crossing a line drawn from North Foreland Light (51° 23'N; 001° 27'E) to the Belgian and French borders (51° 05'N; 002° 33'E).

Vessels not under command, anchored in the traffic separation scheme, restricted in their ability to manoeuvre or with defective nav aids are also required to report. Report to the nearer of the two shore stations on departure from a port within the area covered.

### How to Report

By voice on VHF radio, using channel 13 (GRIS NEZ TRAFFIC) or channel 11 (DOVER COASTGUARD). Alternatively to DOVER COASTGUARD by automatic ship-identification transponder, or using equipment conforming to the standards adopted for the Universal AIS Transponder.

### Geographical Coverage

The system covers a 65-mile stretch of the Dover Strait/Pas de Calais and is bounded by a line to the east drawn from North Foreland to the border between France and Belgium; and by a line to the west drawn from the Royal Sovereign Light Tower, through the Bassurelle Light Buoy (at its assigned position of 50° 32'.80 N, 000° 57'.80 E) to the coast of France.

The area of the reporting system is covered by modern hydrographical surveys and areas of unstable seabed are regularly resurveyed to ensure navigational safety.

## CALDOVREP Content and Position for Submitting Reports in the Dover Strait

### Report Contents

A report from a ship should contain the following:

- A Name of the ship, call sign, IMO identification number (or MMSI for transponder reports)
- C or D Position (in latitude and longitude or bearing to and distance from a landmark).
- E and F Course and speed of the ship.
- O Vessel's draught.
- L Route information
- P Hazardous cargo, class and quantity, if applicable.
- Q or R Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions.

### Geographical Position for Submitting Reports

*North-eastbound traffic* should report to GRIS NEZ TRAFFIC on the French coast 2 nautical miles before crossing the line from the Royal Sovereign Light Tower, through the Bassurelle Light Buoy (at its assigned position of 50° 32'.8 N, 000° 57' 8 E) to the coast of France.

*South-westbound traffic* should report to the shore at DOVER COASTGUARD on the English coast when within VHF range of North Foreland and not later than when crossing the line drawn from North Foreland to the border between France and Belgium.

### Crossing Traffic

Reports to the nearer of the two shore station should be made on departure from a port within the coverage area. Recognizing that cross-Channel ferries generally operate according to published schedules, special reporting arrangements can be made on a ship-by-ship basis, subject to the approval of both GRIS NEZ TRAFFIC and DOVER COASTGUARD.