



<b>Key</b>	
X <sup>1</sup>	<p>This information is required in the event of probable discharge. The following details should be included:</p> <ol style="list-style-type: none"> <li>1 Type of oil or the correct technical name(s) of the noxious liquid substance on board.</li> <li>2 UN number(s).</li> <li>3 Pollution category (A, B, C) for noxious liquid substances.</li> <li>4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s).</li> <li>5 Quantity.</li> </ol>
X <sup>2</sup>	<p>This information is required in the event of probable discharge. The following details should be included:</p> <ol style="list-style-type: none"> <li>1 Correct technical name(s) of cargo.</li> <li>2 UN number(s).</li> <li>3 IMO hazard class(es).</li> <li>4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s).</li> <li>5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit.</li> <li>6 An estimate of the quantity and likely condition of the cargo.</li> </ol> <p>Information not immediately available should be sent in a supplementary message or messages.</p>
X <sup>3</sup>	<p>The following details should be included:</p> <ol style="list-style-type: none"> <li>1 Condition of the vessel.</li> <li>2 Ability to transfer cargo/ballast/fuel.</li> </ol>
X <sup>4</sup>	<p>The following details should be included:</p> <ol style="list-style-type: none"> <li>1 Type of oil or the correct technical name(s) of the noxious liquid discharges into the sea.</li> <li>2 UN number(s).</li> <li>3 Pollution category (A, B, C, or D) for noxious liquid substances.</li> <li>4 Name(s) of manufacturer(s) of substances, if appropriate, when known, or consignee(s) or consignor(s).</li> <li>5 An estimate of the quantity of the substances.</li> <li>6 Whether lost substances floated or sank.</li> <li>7 Whether loss is continuing.</li> <li>8 Cause of loss.</li> <li>9 Estimate of the movement of the discharge or lost substances, giving current position, if known.</li> <li>10 Estimate of the surface area of the spill, if possible.</li> </ol>
X <sup>5</sup>	<p>The following details should be included:</p> <ol style="list-style-type: none"> <li>1 Correct technical name(s) of cargo.</li> <li>2 UN number(s).</li> <li>3 IMO hazard class(es).</li> <li>4 Name(s) of manufacturer(s), when known, or consignee(s) or consignor(s).</li> <li>5 Types of packages, including identification marks. Specify whether portable tanks or tank vehicles, whether vehicle or freight container, or other transport unit containing packages. Include official registration marks and numbers assigned to the unit.</li> <li>6 An estimate of the quantity and likely condition of the cargo.</li> <li>7 Whether lost cargo floated or sank.</li> <li>8 Whether loss is continuing.</li> <li>9 Cause of loss.</li> </ol>
X <sup>6</sup>	<p>The following details should be included:</p> <ol style="list-style-type: none"> <li>1 Action being taken with regard to the discharge and the movement of the vessel.</li> <li>2 Assistance or salvage efforts which have been requested or which have been provided by others.</li> <li>3 The master of an assisting or salvaging vessel should report the particulars of the action undertaken or planned.</li> </ol>

(Aus Annual Notice No. 31 of 2004)

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Page 24—Lines 44 to 45/R; read:  
each port.

### **Quarantine**

The Australian Quarantine and Inspection Service (AQIS) currently requires all vessels arriving in Australia from overseas, or who have been in contact with overseas vessels or sea installations, to submit a Quarantine Pre-Arrival Report (QPAR) to AQIS. Copies of the report can be accessed from the AQIS web site.

**AQIS Seaports Home Page**

<http://www.aqis.gov.au/shipping>

The QPAR details the condition of the vessel, including human health, cargo, and ballast water management. The QPAR should be sent to AQIS no more than 48 hours and no less than 12 hours prior to arrival in Australia. This will allow efficient processing of the QPAR and avoid any disruption to the vessel's arrival. Vessels that do not submit a QPAR will be met by a quarantine officer on or shortly after arrival to complete the quarantine formalities. This will cause a delay to the vessel and additional AQIS charges.

Vessels require written permission to discharge any ballast water in Australian ports or waters. This permission may only be granted after the vessel has properly submitted a QPAR to AQIS.

Vessel masters will also be required to complete the following AQIS forms:

1. The AQIS Ballast Water Update/Discharge Log.
2. The AQIS Ballast Water Treatment/Exchange Log.

### **Search and Rescue**

(Aus Annual Notice No. 20 of 2004)

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Page 98—Lines 4 to 13/L; read:

For further details, the IMB Center can be contacted, as follows:

IMB Piracy Reporting Center  
ICC International Maritime Bureau  
P.O. Box 12559  
50782 Kuala Lumpur  
Malaysia  
Telephone: +60-3-2031-0014  
Facsimile: +60-3-2078-5769  
Telex: MA31880 IMBPCI  
E-mail: [imbkl@icc-ccs.org.uk](mailto:imbkl@icc-ccs.org.uk)

**IMB Piracy Reporting Center Home Page**

[http://www.iccwbo.org/ccs/menu\\_imb\\_piracy.asp](http://www.iccwbo.org/ccs/menu_imb_piracy.asp)

(NGA Pub. 160)

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