



CERS 3: A reminder of a Master's responsibilities under the new reporting process

For a vessel arriving at a port in the UK, there are several obligatory reporting requirements that must be fulfilled under European law.

These obligations are fulfilled within the UK by submitting the information via the CERS system. The UK has introduced a new version of this system - CERS3 – and so the way of fulfilling these obligations may have changed.

This document is to remind vessel masters of what is required of them under the new reporting process.

Portplus Message

The Portplus message contains the basic information about the voyage and the vessel. This reporting requirement comes from the Vessel Traffic Monitoring Directive 2002/59/EC, established in UK law by SI 2004/2110, and applies to all vessels over 300GT arriving at a UK port. It also applies to foreign flagged vessels under 300GT. It is currently fulfilled by reporting into CERs and is not changing.

Security Information

The vessel security information is required under EU Regulation 725/2004 by any ship entering the port of a member state. This reporting requirement only effects vessels on international voyages.

This obligation is currently fulfilled by completion of the DfT ISPS PAN form. This is being phased out and this information should now be reported through CERS using the CERS Workbook.

Waste Information

The reporting requirement for waste information comes from the Port Waste Facilities Directive 2000/59/EC. This reporting requirement effects all vessels.

The obligation is currently fulfilled by completion of the Waste Declaration form. This is being phased out and this information should now be reported through CERS using the CERS Workbook.

The CERS Workbook

The CERS Workbook has been designed as an Excel Spreadsheet and contains individual tabs for each reporting area required. The Workbook replaces the existing forms used for reporting:

- Dangerous Goods (previously FAL 7)
- Security (previously the ISPS Form)
- Waste information (previously the Waste Declaration Form)

Information in the Workbook should be familiar to users. The fields in the tabs match those used when information was reported separately on FAL7 and the ISPS and Waste Forms.

The benefits of this approach are that all the information is submitted in one document, and it can be retained on board and amended for submission to the next port of call without having to complete a whole new form.

It is important to note that the reporting requirements have not changed. The method of reporting has changed to streamline the PAN process and avoid duplication of reporting where possible.

A summary of the reporting process

Whenever a vessel enters a UK port it should complete the relevant parts of the CERS Workbook and submit it to the Port Authority for upload into CERS. This enables the UK to fulfil its mandatory reporting obligations and also facilitates the pre-arrival process when entering a UK port.

It can also be submitted by copy to any other interested parties, such as the PFSO or Berth Manager, who will still require the vessel Security information or Waste information respectively for their own purposes.

If you do not complete this information and submit it to the port you will be in breach of your reporting obligations and the MCA may consider taking enforcement action.

Further information and support

If you have any specific questions regarding the reporting process, the documentation, or the reporting requirements, please e-mail

cers3@mcga.gov.uk