European Maritime Safety Agency

SafeSeaNet
MRS Guidelines

GUIDELINES FOR EXCHANGING MRS NOTIFICATIONS THROUGH SSN

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EMSA

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1 Introduction

In June 2012 EMSA carried out a study on the availability of Mandatory Ship Reporting System (from here on "MRS") data in SafeSeaNet (SSN). The outcome of the study was presented to Member States (MSs) at SSN Workshop 18 (Lisbon, 19 September 2012) and subsequently at the 8th meeting of the SSN High Level Steering Group (HLSG) (Brussels, 13 December 2012), which decided to establish the MRS working group to draft specific guidelines with the goal to provide a common understanding on MRS reporting in SSN.

The purpose of the "Guidelines for exchanging MRS notification through SSN" is to provide information and advice to SSN users on how and when to report MRS notifications to SSN. The basic principle followed in the document is that the relevant resolution requirements adopted by the Maritime Safety Committee (MSC) of the International Maritime Organisation (IMO) shall always be respected and prevail. **It is absolutely outside the scope of the guidelines any change to the reporting obligations of the shipping industry to the MRS authorities.**

The objective of the document is limited only to the reporting obligations of the MRS Authorities to SSN and the exchange of the MRS information through SSN in accordance with the requirements of Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC, as amended ("VTMIS Directive").

The document reiterates the benefits of sharing MRS information and defines the procedures to be followed in SSN when a new MRS is established and how to update the list of coastal stations responsible for receiving ship-to-shore MRS reports.

The guidelines are intended primarily for use by competent authorities at national and local levels. The audience includes, but is not limited to:

- National Competent Authorities (NCAs) responsible for the implementation of MRS reporting to SSN;
- National SSN users, such as Coastal stations associated with MRS, Vessel Traffic Services (VTS), Search and Rescue (SAR) coordination centres, Maritime Assistance Services (MAS), Counter-pollution Services, port authorities, and Port State Control (PSC) offices.

The guidelines may also be of interest to officials and staff in governmental authorities which deal with the broader aspects of maritime affairs.

They are accessible through the following link:

http://www.emsa.europa.eu/ssn-main/documents.html.

The guidelines should be considered as a "living document" which can be updated when considered necessary.

2 Legal background

The legislation concerning MRSs is summarised as follows:

2.1 International Maritime Organisation (IMO)

The legal basis for ship-to-shore reporting is included in SOLAS Chapter V Safety of Navigation, Regulation 11 (**SOLAS V/11)** "Ship reporting systems", which states that a ship reporting system, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation, shall be used by all ships, or certain categories of ships or ships carrying certain cargoes in accordance with the provisions of each system.

In accordance with the above Regulation, Contracting Governments should comply with the requirements of Resolution **MSC.43(64)** "Guidelines and Criteria for Ship Reporting Systems", as amended by Resolutions **MSC.111(73)** and MSC.189(79), when planning and proposing ship reporting systems to IMO for adoption and when implementing such systems. This Resolution clarifies that an adopted ship reporting system means a ship reporting system, that has been established by a Government or Governments after it has been accepted by the IMO as complying with all requirements of SOLAS regulation V/11.

Resolution A.851(20), as amended by MEPC.138(53), provides the general principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants.

MSC/Circ.1060 provides guidance on what Member Governments should include in their proposals for establishing a new or amending an existing ship reporting system. The proposals shall be first assessed and approved by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) and finally adopted by the MSC.

Each ship reporting system enters into force in accordance with a dedicated MSC Resolution providing the specific requirements of the system, including its description, the categories of ships requested to participate, the content of the report and the procedures to be followed by ships when transiting the area of a ship reporting system.

2.2 VTMIS Directive

While the IMO legal instruments focus on the procedure and content for ship-to-shore reporting for ships passing through a ship reporting system, the VTMIS Directive regulates how to make MRS-related information available to other MSs via SSN. The relevant provisions are:

a. Article 1 "Purpose"

The Article defines the Directive's purpose which is to establish in the Community a vessel traffic monitoring and information system with a view to enhancing the safety and efficiency of maritime traffic, improving the response of authorities to incidents, accidents or potential dangerous situations at sea, including search and rescue operations, and contributing to a better prevention and detection of pollution by ships.

b. Article 5 "Monitoring of ships entering the area of mandatory ship reporting systems"

This Article highlights the obligation of the concerned Member States to monitor and take all necessary and appropriate measures to ensure that all ships entering the area of a mandatory ship reporting system, adopted by the IMO according to Regulation 11 Chapter V of the SOLAS Convention and operated by one or more States, of which at least one is a Member State, in accordance with the relevant guidelines and criteria developed by the IMO, comply with that system in reporting the information required without prejudice to additional information required by a Member State in accordance with IMO Resolution A.851(20). It also establishes the information which has to be included by a Member States in their proposals submitted to IMO for adopting a new or for amending an existing MRS.

c. Article 14 "Computerised exchange of data between Member States"

It states that the information included in Annex 1 of the Directive shall be exchanged via SSN.

d. Article 23.e "Cooperation between Member States and the Commission"

The Article sets the obligation for MSs to cooperate with other MSs and the Commission in *"ensuring the interconnection and interoperability of the national systems used for managing the information referred to in Annex 1 [of the Directive] and developing and updating SSN".*

e. Annex 1(4) "List of Information to be notified"

The Annex identifies the information which is referred to in Articles 5 and 14, as follows:

Table 1 - MRS reporting requirements (VTMIS Directive)

Designator	Directive definition
A	ship identification (name, call sign, IMO identification number or MMSI number),
B	date and time
C or D	position in latitude and longitude or true bearing and distance in nautical miles from a clearly identified landmark
E	course
F	speed
I	port destination and estimated time of arrival
P	cargo and, if dangerous goods present on board, quantity and IMO class,
T	address for the communication of cargo information,
W	total number of persons on board
X	Miscellaneous: • characteristics and estimated quantity of bunker fuel, for ships of more than 1,000 gross tonnage, • navigational status.

2.3 Interface and Functionality Control Document (IFCD)

The IFCD describes in detail the performance requirements and procedures applicable to the national and central elements of SSN.

Section 2.3 of the IFCD describes the mandatory SSN system functionalities (sending, receipt, storage, retrieval and exchange of information by electronic means required by the SSN legal framework). In addition it points out the several types of messages supported by SSN, including the ship position information (AIS and MRS).

IFCD also describes the access rights assigned to users and their restrictions.

3 Benefits of exchanging MRS information via SSN

The MRSs contribute to improved maritime safety, with the main objective being to ensure safe and efficient traffic flow through confined and/or congested waters. Currently, there are 16 IMO adopted MRSs in European waters as indicated in the Annexes 1 and 2.

The exchange of MRS information via SSN supports the MSs in maritime safety risk assessments and when responding to a maritime casualty. MRS data is a source of information for MSs since this data is the only source of information (e.g. Hazmat and bunkers on board, total number of persons, status of the ship) for ships transiting EU waters, but not calling at EU ports. Moreover the MRS data may support the SSN Authorities whenever PortPlus notifications are sent late by the ships or the ships have been exempted from the obligation to submit Hazmat information to EU ports.

In addition, the improved MRS message structure in XML format (as approved by the SSN HLSG 10 (Brussels 16 January 2014), and the improved request/response mechanism will bring additional benefits to:

a. NCAs

The MRS data, whenever deemed as necessary, could be cross-checked with the available PortPlus information (e.g. for data quality purpose).

b. MRS authorities

The improved XML framework will allow them to:

- retrieve more detailed MRS information, supporting risk assessments and improving the response in case of maritime incidents;
- consult the MRS data already available in the SSN system through the improved request/response mechanism. Such information could contribute to minimize the data elements requested during VHF calls to ships. Less VHF communications may reduce the administrative burdens for operators as well as the risk of language difficulties and misunderstanding between the ship and the coastal stations;

c. Industry

Without prejudice to the MSC Resolutions establishing MRSs, the MRS data already provided and the SSN services (request/response, ship database etc.) could contribute to reduce the ship-to-shore communication.

In addition to these benefits of exchanging MRS information, the development of the SSN ship database can support the authorities responsible to notify MRSs to SSN by providing updated static information on ships' particulars.

4 How to report MRS notifications to SSN

Information and advice on how and when to report MRS notifications to SSN are presented below:

4.1 Types of vessels for which notifications shall be reported to SSN

Member States can report to SSN the MRS notifications for all ships provided with IMO number and/or MMSI to which their MRSs apply as per MSC Resolutions1. In such a case the information will be processed by Central SSN and it will be available via the request/response.

4.2 Time and frequency of reporting to SSN

As a best practise, MSs should minimize manual intervention for processing and submitting the messages to SSN. In this respect, once MRS notifications are received and validated by the MRS authority, they are stored in a database. The relevant MRS information is then automatically extracted and submitted to the central SSN via the national SSN application.

In case such automatic process is not in place, the time of reporting to SSN should be as close as possible to the ship-to-shore reporting time (as defined in the MSC Resolutions). Delays in providing notifications to SSN should be avoided in order to keep up-to-date information available. Such notifications to SSN have to be provided:

- within three hours from receiving the MRS report from the ship, or
- at the latest, when the ship is leaving the area of responsibility of the competent coastal station[2].

At least one MRS notification (as defined in paragraph 4.3) per ship crossing the specific MRS shall be notified to SSN by the relevant MS.

4.3 Data reported to SSN

In accordance with the XML RG the content of the MRS messages notified to SSN is summarised in the following table:

Table 2 - Designators as per VTMIS Directive

Designator	Definition as per VTMIS Directive	Dataset as per XML RG V.3.00	Occurrence	Description	Sample data
A	Ship identification (name, call sign, IMO identification number or MMSI number),	IMONumber	Mandatory if MMSI is not provided	IMO number as per IMO Res.A.600(15)	9999999
		MMSINumber	Mandatory if IMO Number is not provided	MMSI number of the vessel. MID according to ITU regulation.	999999999
		CallSign	Optional	Call Sign of the vessel	XXXX
		ShipName	Optional	Name of the vessel	TEST
B	Date and time	ReportingDateTime	Mandatory	Date and time of reporting corresponding to the given position.	2014-02-03T 14:26:46Z
C / D	Position in latitude and longitude or true bearing and distance in nautical	Latitude	Mandatory	Latitude of the given position	51°10'N

[1] SSN cannot process MRS notifications without an IMO number or an MMSI number.

[2] The time criteria for reporting to SSN may be different if specific agreements between MSs are in place for shared MRSs. See chapter 5.

Designator	Definition as per VTMIS Directive	Dataset as per XML RG V.3.00	Occurrence	Description	Sample data
	miles from a clearly identified landmark	Longitude	Mandatory	Longitude of the given position	002°20'E
E	Course	COG	Mandatory	Course Over Ground	45°
F	Speed	SOG	Mandatory	Speed Over Ground	12.5 Kts
I	Port destination and estimated time of arrival	NextPortOfCall	Mandatory	LOCODE of the actual port of call. It can be any LOCODE listed in the UNECE LOCODE list or any LOCODE included in the SSN specific LOCODE list[3].	NLRTM
		ETA	Mandatory	Date and time of the estimated time of arrival at port of call	2014-02-04T 08:26:46Z
P	Cargo and, if dangerous goods present on board, quantity and IMO class	AnyDG	Mandatory	Used to report if any dangerous or polluting goods (DPG) are on board. Possible values in the notification: "Y" (to declare that DPG are on board) or "N" (to declare that no DPG is on board)	Y
		CargoType	Mandatory	Used to describe the cargo on board (both DPG or not).	Heavy Fuel Oil
		IMOClass	Mandatory if DPG are on board	IMO class	3
		Quantity	Mandatory if DPG are on board	DPG estimated quantity (recommended: in metric tons).	5,000 MT
T	Address for the communication of cargo information,	LastName	Mandatory	Last name of the contact person. Can also be the name of a company.	Shipping company "AAA"
		FirstName	Optional	First name of the contact person.	
		LoCode	Optional	Locode of the contact person.	NLRTM
		Phone	Optional	At least one contact detail must be provided (Phone, Fax or Email)	0033333333
		Fax	Optional		0044444444
		Email	Optional		aa@bb.cc
W	Total number of persons on board	TotalPersonsOnBoard	Mandatory	Total number of persons on board. Quote the value "99999" if unknown. Value "0" not allowed.	12
X	Miscellaneous: • characteristics and estimated quantity of bunker fuel, for ships of more than 1000 gross tonnage,	Chars	Mandatory for ships > 1,000GT	Bunker characteristics. To be reported for ships>1,000GT	IFO 380
		Quantity	Mandatory for ships > 1,000GT	Bunker estimated quantity in metric tons. To be reported for ships>1,000GT	6,000 MT

[3] Further details are available in the SSN LOCODE Guidelines available at the following link http://www.emsa.europa.eu/ssn-main/documents.html

Designator	Definition as per VTMIS Directive	Dataset as per XML RG V.3.00	Occurrence	Description	Sample data
	• navigational status.	NavigationalStatus	Mandatory	One of the following possible values: . under way using engine . at anchor . not under command) . restricted manoeuvrability . constrained by her draught . moored . aground . engaged in fishing . under way sailing . not defined	Under way using engine

To improve the operational use of MRS report to SSN, the SSN HLSG 10 agreed to include additional data as follows:

Table 3 - Additional attributes agreed at HLSG10

Dataset as per XML RG V3.00	Occurrence	Description	Sample data
MRSIdentification	Mandatory	Name of System (e.g. ADRIREP, COPREP...)	WETREP
CSTIdentification	Optional	Coastal Station responsible for receiving ship-to-shore MRS reports	BE_OstendMRCC
AOI	Optional	Any other information. To provide additional detailed information about dangerous and polluting goods e.g. for reporting the oil cargo type, quantity, grades and density of heavy crude oil, heavy fuel oil, bitumen and tar as per WETREP requirements. This attribute can also be used for the other MRS to provide any other relevant information on dangerous and polluting goods.	IFO 380 density 0.991 viscosity 380.0

4.4 Clarification of specific attributes

This section provides more detailed instruction on the reporting of specific attributes included in the tables 2 and 3:

a) MRS identification

This mandatory field shall be quoted to identify the relevant MRS and distinguish between the different systems (e.g. Spain is involved in 4 MRSs: GIBREP, FINREP, CANREP and WETREP). The relevant system shall be mentioned when notifying MRS messages to SSN. For consistency purpose, SSN validates this attribute against the list of the existing MRSs under the jurisdiction of the concerned MSs as per access right policy. This list shall be kept updated to avoid rejection in SSN.

b) CST Identification

This optional information aims at supporting the operational needs of MRS data requestors. The notation of the CST responsible for receiving ship-to-shore MRS reports provides data requestors with meaningful information relating to the MRS data response, especially in cases where MRSs are operated by several CSTs (e.g. 2 French CSTs can receive ship-to-shore WETREP reports, while 4 Italian CSTs can receive ADRIREP reports). For consistency purpose, SSN validates this attribute against the list of the relevant authorities. The notification will be accepted even when the text string does not comply with the list of CSTs. In such a case a warning will be sent together with the SSN_Receipt.

c) ReportingDateAndTime

This mandatory attribute shall be used to report to SSN the date and the time corresponding to the given position of the ship.

It shall be noted that the improved MRS protocol is capable of retrieving the latest MRS message based on this attribute instead of on the "SentAt" time to SSN.

Further instruction about the time of reporting is included in the section 4.2.

d) AnyDG

By quoting this mandatory attribute (possible values: Y or N), the central SSN system will be notified of the presence on board of any dangerous goods without requesting for details. This will improve the operational usability of MRS-related information through the SSN Graphical Interface and the specific query "list of MRS information for a specific MRS" (see paragraph 4.5).

e) IMOClass

Further explanation is in annex C of the XML RG v3.00 (column "IMO Hazard Class").

f) AOI (any other information)

This optional free text field is included mainly to support the reporting of specific WETREP information (e.g. information on oil cargo types, quantity, grades and density under designator "P"). In addition, this field can be used for other MRSs to provide additional information that is considered as essential by the data provider e.g. the following cargo-related data could be provided: UN numbers, correct technical names of goods, name of the manufactures, types of packages, total quantity of DPG on board etc.

g) Phone/Fax/Email

At least one contact detail must be provided (Phone, Fax or Email) in the improved technical framework. To meet operational needs, MSs are encouraged to provide at least the "phone" if DPG are on board.

4.5 Updates of MRS and CST information

The lists referred to in paragraphs 4.4.a and 4.4.b are indicated in Annex 1 of this document and shall be updated in accordance with the following procedures:

a. Update of the MRS list

The concerned SSN NCAs shall inform EMSA MSS when a new MRS is established. This information shall be provided when the specific MSC Resolution is issued and EMSA will update accordingly the list.

b. Update of the CST list

The concerned SSN NCAs shall inform EMSA MSS when there are changes in the list of CSTs responsible for receiving ship-to-shore reports. This information shall be provided when the specific MSC Resolution is issued or amended and EMSA will update accordingly the list.

4.6 Request for MRS information via SSN

Authorized users can retrieve MRS information available in SSN via the following queries:

a. Last MRS information for a selected vessel

The purpose of this query is to retrieve the latest MRS information (depending on the time criteria "ReportingDateTime") for a specific ship and optionally, for a specific MRS.

b. List of MRS information for a specific MRS

The aim of this query is to provide a list of MRS notifications within a limited defined timeframe (max 24h). This search can be performed within the last 60 days. As an example, the result can be the list of ships crossing a MRS during 24h 15 days ago.

The above queries are available via the SSN web interface and can be implemented by MSs via XML on a voluntary basis.

5 Reporting framework

5.1 Reporting MRS notifications to SSN

This section aims at clarifying the authorities responsible for submitting MRS notifications to SSN.

The following cases are foreseen:

a. MRS operated by a single Member State

The relevant SSN NCA is responsible for designating the Authority providing MRS notifications to SSN.

b. MRS operated by two or more Member States

Each of the participating Member State should report separately to SSN the MRS data for which they are responsible to gather.

Member States who have established an agreement (e.g. to notify to SSN a MRS notification on behalf of the other participating MSs) should submit this to the SSN HLSG for information.

The SSN HLSG should also be informed about any considerations concerning a future agreement on reporting MRS notification to SSN between two or more Member States

c. MRS operated by Member States and 3rd countries

Each of the participating Member State should report separately to SSN the MRS data for which they are responsible to gather.

Member States who want to establish an agreement with 3rd countries to exchange MRS information via SSN should submit a proposal to the SSN HLSG for approval.

5.2 Exchange of additional MRS information

In accordance with the SSN HLSG 10 decisions, SSN can be used to exchange additional MRS information (other than those referred to in tables 2 and 3) between Member States for example at regional basis. Member States who would like to benefit from this possibility should submit a proposal to the SSN HLSG for consideration.

Exchanging additional MRS information requires further amendments to the MRS protocol. Specific access rights will be enforced in SSN for data providers as well as for data requestors participating to the regional cooperation e.g. the minimum dataset can be available for all MSs, while the additional information, as per the regional agreement, can be exchanged only between the relevant countries.

5.3 Exchange of information from non-IMO adopted ship reporting systems

Member States willing to exchange, through SSN, national ship reporting systems information (for ship reporting systems not established under the IMO framework) may submit a proposal to exchange such information to the SSN HLSG. Once approved, the Annex 1 of these Guidelines will be amended to include the additional ship reporting systems.

6 Access rights

The following criteria stemming from the IFCD are applied:

a. For data providers

MSs can submit MRS notifications to SSN relating to the MRS(s) they manage (e.g. Poland is entitled to submit GDANREP notifications, but not WETREP). Annex 1 provides the list of MSs entitled to notify MRS information to SSN depending on their access rights.

b. For data requestors

MRS information should be made available to all NCAs. Port users (POR) can only retrieve MRS information for ships that are inbound to their ports and all the other users may access MRS information subject to permission from their NCA.

Possible access rights for accessing SSN by 3rd Countries managing shared MRS should be defined following the approval of the SSN HLSG.

Specific access rights may be also defined for implementing the regional cooperation as depicted in paragraph 5.2.

7 Ships which failed to comply with the mandatory ship-to-shore notifications

Articles 16, 17 and 21 of the VTMIS Directive define the legal framework for the provision and the exchange of Incident Reports in SSN.

In particular, Article 16.1.a provides that ships which failed to comply with the notification and reporting requirements imposed by the VTMIS Directive shall be considered as posing a potential hazard to shipping or a threat to maritime safety, the safety of individuals or the environment. In the case of a non-reported MRS, an Incident Report should be notified to SSN by the competent Authority and distributed, when appropriate, to other MSs along the planned route of the ship.

Such a report should be sent to SSN in accordance with the “Incident Reporting Guidelines”, available in the EMSA website at the link:

http://www.emsa.europa.eu/ssn-main/documents.html

Example:

A tanker of 5,000GT did not provide any MRS ship-to-shore report when crossing a MRS as requested by the relevant MSC Resolution. This implies an infringement of the VTMIS Directive as per Article 16.1(a). The competent Authority retrieves the PortPlus for this vessel by querying the SSN and it realizes that the port of call is in another MS. An Incident Report type “FailedNotification” should be notified to SSN and distributed to the MSs along the planned route of the vessel.

Annex 1 – List of MRS, relevant IMO Resolutions and MRS Authorities

This annex includes the list of the existing MRSs within MSs' areas of responsibility, the applicable MSC resolution and the contact points (MRS authorities) responsible for receiving ship-to-shore MRS reports.

The table also presents the access rights for MRS data providers to SSN. They could be revised in light of a specific agreement between Countries at regional level.

The columns "MRS" and "Shore-based authorities" will feed, respectively, the lists for validating the attributes "MRSIdentification" and "CSTIdentification" in compliance with the XML RG 3.00.

The table will be updated when appropriate.

Table 4 - Overview of MRSs, IMO Resolution references and shore-based Authorities

ID	MRS	Countries entitled to provide MRS notifications	3rd Countries managing MRS	IMO resolution reference	MRS Authorities as per MSC	Shore-based authority (for MSs)[4]
1	ADRIREP	Croatia, Italy, Slovenia	Montenegro	MSC.139(76)	UCG Brindisi (IT); MRCC Bar (ME); MRCC Rijeka (HR); MRSC Ancona (IT); MRSC Venezia (IT); MRSC Trieste (IT); MRCC Koper (SI).	IT_BrindisiUCG HR_RijekaMRCC IT_AnconaMRSC IT_Venezia MRSC IT_TriesteMRSC SI_KoperMRCC
2	BELTREP	Denmark		MSC.63(67) amended by A.978(24), MSC.230(82) and MSC.332(90)	Great Belt VTS (DK)	DK_GreatBeltVTS
3	BONIFREP	France, Italy		MSC.73(69)	UCG La Maddalena (IT) Pertusato Naval Signal Station (FR)	IT_LaMaddalenaUCG FR_Pertusato
4	CALDOVREP	France, UK		MSC.85(70) amended by MSC.251(83)	CROSS Gris Nez (FR) MRCC Dover (UK)	FR_GrisNezMRCC GB_DoverMRCC
5	CANREP	Spain		MSC.213(81)	MRCC Tenerife (ES) MRCC Las Palmas (ES)	ES_TenerifeMRCC ES_LasPalmasMRCC
6	COPREP	Portugal		MSC.278(85)	Cabo da Roca VTS (PT)	PT_RocaVTS
7	FINREP	Spain		MSC.63(67) and MSC.162(78)	Finisterre VTS (ES)	ES_FinisterreVTS
8	GDANREP	Poland		MSC.249(83)	Gdańsk VTS (PL)	PL_GdanskVTS
9	GIBREP	Spain	Morocco	MSC.63(67) amended by MSC.300(87)	MRCC Tarifa (ES) Tangier VTS (MA)	ES_TarifaMRCC
10	GOFREP	Estonia, Finland	Russia	MSC.139(76) and MSC.231(82)	Tallinn VTS (EE); Helsinki VTS (FI) ; St. Petersburg VTS (RF)	EE_TallinnVTS1 FI_HelsinkiVTS
11	MANCHREP	France		MSC.110(73) amended by	CROSS Jobourg (FR)	FR_JobourgMRCC

[4] The list shall be confirmed by the relevant Member States

ID	MRS	Countries entitled to provide MRS notifications	3rd Countries managing MRS	IMO resolution reference	MRS Authorities as per MSC	Shore-based authority (for MSs)[4]
				MSC.251(83)		
12	OUESSREP	France		MSC.52(66) amended by MSC.127(75) and MSC.251(83)	CROSS Corsen (FR)	FR_CorsenMRCC
13	SOUNDREP	Denmark Sweden		MSC.314(88)	Sound VTS (SE)	SE_SoundVTS
14	TRANSREP	Iceland		MSC.250(83) amended by MSC.316(88)	Icelandic Maritime Traffic Service (IS)	IS_MTS1
15	WETREP	Belgium, France, Ireland, Portugal, Spain, UK		MSC.190(79) amended by MSC.301(87)	MRCC Ostend (BE); MRCC Gris-Nez (FR); MRCC Corsen (FR); MRCC Dublin (IE); MRSC Valentia (IE); MRSC Malin Head (IE); MRCC Lisbon (PT); MRCC Madrid (ES); MRCC Finisterre (ES); MRCC Bilbao (ES); MRCC Falmouth (UK).	BE_OstendMRCC FR_GrizNezMRCC FR_CorsenMRCC IE_DublinMRCC IE_ValentiaMRSC IE_MalinHeadMRSC PT_LisbonMRCC ES_MadridMRCC ES_FinisterreMRCC ES_BilbaoMRCC GB_FalmouthMRCC
16	BAREP	Norway	Russia	MSC.348(91)	Murmansk VTS (RF); Vardø VTS (NO)	NO_VardoVTS
17	GATREP	Spain			MRCC Almeria (ES)	ES_AlmeriaMRCC

Annex 2 – MRSs within the jurisdiction of Member States

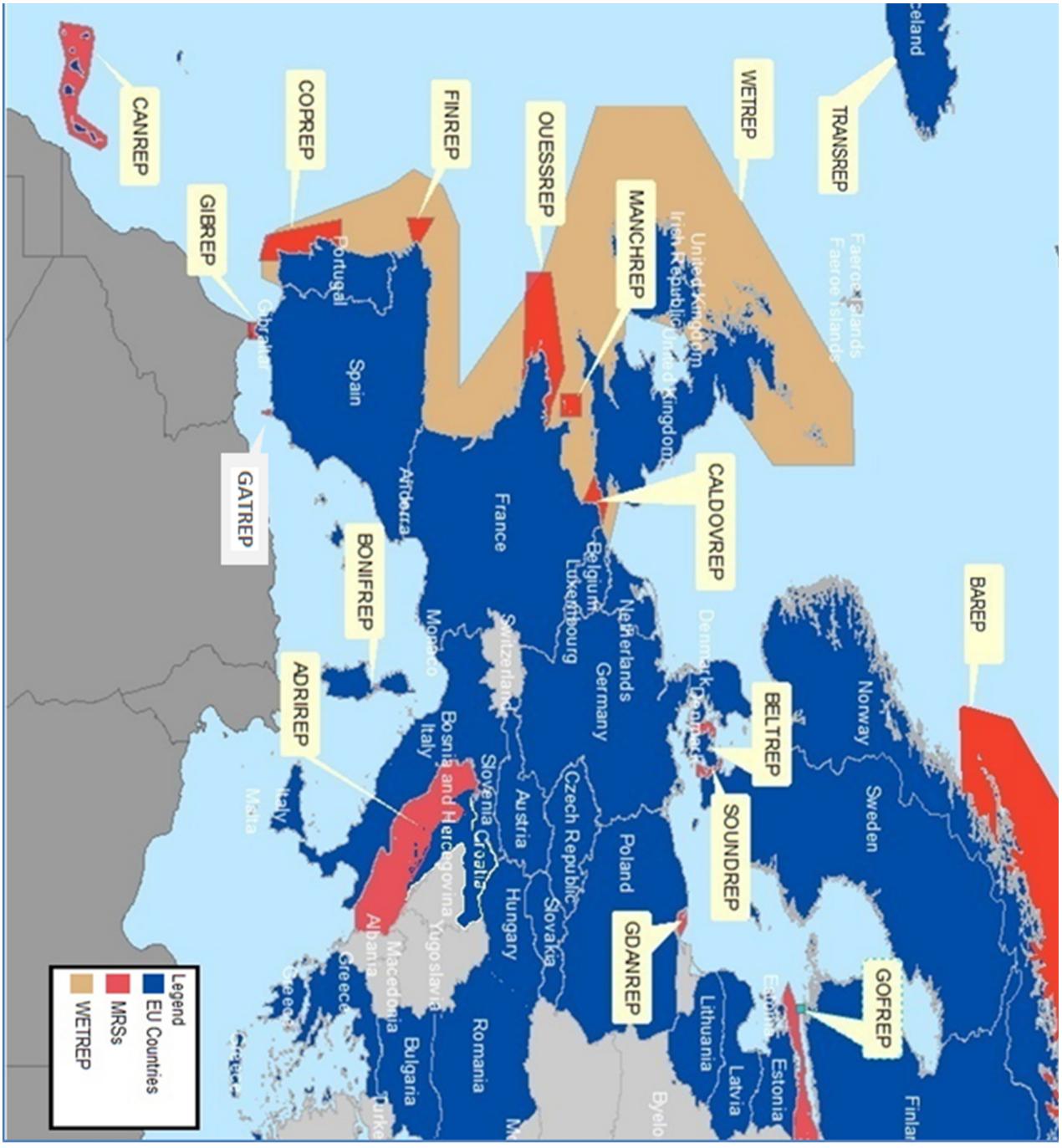

Figure 1 – MRSs under MSs Jurisdiction

ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

The European Maritime Safety Agency is one of the European Union's decentralised agencies. Based in Lisbon, the Agency provides technical assistance and support to the European Commission and Member States in the development and implementation of EU legislation on maritime safety, pollution by ships and maritime security. It has also been given operational tasks in the field of oil pollution response, vessel monitoring and in long-range identification and tracking of vessels.

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