

Modernised ADRIREP system

Business requirements

1.0

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Document History

Version	Date	Changes	Prepared	Approved
0.1	04/07/2022	First draft based on the agreements made during the kick-off meeting	EMSA	
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1.0	17/10/2022	Section 3.3.2 updated with new map and list of locations for CST	EMSA	EUREKA stakeholder group on the modernisation of ADRIREP (4 th meeting)

List of Abbreviations

ADRIREP	Mandatory ships reporting system in the Adriatic Sea
CST	Coastal Station
COLREG	The International Regulations for Preventing Collisions at Sea
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
ER	Final (exit) Report
FR	First Report
GUI	Graphical User Interface
HF	High Frequency
IBC Code	International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk
IMDG Code	International Maritime Dangerous Goods Code
IGC Code	International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk
IMO	International Maritime Organisation
IMSBC Code	International Maritime Solid Bulk Cargoes Code
IRD	Integrated Report Distribution
LoCode	Location Code
NSW	National Single Window
MARPOL	International Convention for the Prevention of Pollution from Ships (MARPOL Convention)
MF	Medium Frequency
MRCC	Maritime Rescue Coordination Centre
MRSC	Maritime Rescue Coordination Sub-centre
PR	Position Report
SSN	SafeSeaNet
SOLAS	International Convention for the Safety of Life at Sea (SOLAS)

SRS	Ships Routing System
VHF	Very High Frequency
VTS	Vessels Traffic Service
VTMIS	Vessel Traffic Monitoring and Information System
UTC	Universal Time

List of Definitions

ADRIREP area	The sea area covered by the ADRIREP ship reporting system
ADRIATIC TRAFFIC	The ADRIREP information exchange
Brindisi Coast Guard	The Italian Coast Guard Station (CST) located in in Brindisi
EUREKA project	Project for development and harmonisation of procedures and regulations in the field of navigation safety in Adriatic-Ionian region
Competent shore-based authority (CST)	A competent shore-based authority (Coastal station, CST) assigned to the ADRIREP by the participating country. In the scope of ADRIREP, the “CST” (Coastal station) is the authority exchanging ADRIREP information (this authority does not necessarily perform VTS functions).
IMO number	IMO identification number
IMO Standard Marine Communications Phrases	Phrases developed to cover the most important safety-related fields of verbal shore-to-ship (and vice-versa), ship-to-ship and on-board communications aiming at reducing language barriers at sea and avoid misunderstandings which can cause accidents.
IRD Access credentials	Method used to verify an individual's identity and authorization to access and use the Service
Gross tonnage	A nonlinear measure of a ship's overall internal volume
MARES	Mediterranean AIS regional system
Means of communications	Communications means for sending messages, orders, etc., including telephone, fax, radio etc.
Monitoring sector	Sea area marked as a reference sector for the ADRIREP organisation purposes.
PDF attachment	Document in PDF format, attached to the e-mail
Port State Control	The inspection regime of foreign ships within national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules.
Reporting by electronic means	Report transmitted, or otherwise forwarded in an agreed electronic format.
Ship call sign	A call sign assigned as a unique identifier to ship.
Ship type	Type of ship according to the AIS standard classification
SSN Ecosystem	Interface providing access to EMSA's maritime applications and data sets.
VHF channel	The radio band in the frequency range between 156 and 174 MHz, inclusive, designated by the International Telecommunication Union as the VHF maritime mobile band

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1. Introduction

Under the "Interreg Adrion Programme 2014-2020" the Croatian Ministry of the Sea, Transport and Infrastructure is the leading project partner of the Adriatic-Ionian joint approach for development and harmonisation of procedures and regulations in the field of navigation safety (EUREKA project), with partners represented by maritime administrations in Adriatic-Ionian region, namely: Albania, Italy, Greece, Montenegro and Slovenia. Associated project partner is Ministry of Communications and Transport of Bosnia and Herzegovina.

The EUREKA project goals of the Project are to:

- reduce excessive administrative burden and duplication of data collected by administrations,
- carry out capacity-building activities (harmonized and standardized VTS service training, education),
- coordinate implementation of new Traffic Separation Schemes in the congested areas,
- test the implementation of Sea Traffic Management (STM) within national VTMS's and
- establish of the Maritime Safety Permanent Transnational Network aiming on continuation of expert cooperation between the administrations.

Croatia on behalf of the EUREKA Consortium sent a formal letter to EMSA, inviting the Agency to present the request for technical assistance at the next EMSA Administrative Board meeting of June 2022. The Administrative Board held on 15 June 2022 considered and approved that EMSA provides technical assistance requested by the Croatian Ministry of the Sea, Transport and Infrastructure on behalf of the EUREKA Consortium under Phase 1.

EMSA will support the EUREKA Consortium during the preparatory phase aiming at developing a common understanding on the modernised ADRIREP system by performing an extensive stakeholder consultation process, both through dedicated workshop (online, physical, hybrid) and written process. The support will consist of defining the business and user requirements for the modernised ADRIREP system which will form basis for the submission to IMO for amending the ADRIREP system. Furthermore, EMSA will support the EUREKA Consortium in the definition of the technical solutions aiming at reducing excessive administrative burden and unnecessary duplication of data collected by the current ADRIREP system.

2. Objective of the document

The objective of this document is to present the business requirements of a modernised ADRIREP system agreed by the stakeholder group on modernisation of ADRIREP. This document will form the basis for drafting the submission to IMO for amending the ADRIREP system requirements as well as for drafting the technical requirements.

3. Ship Reporting System (SRS) in the Adriatic Sea (ADRIREP)

3.1 Current system

The current mandatory Ship Reporting System ADRIREP was adopted by the IMO Maritime Safety Committee at its 76th session of 5th December 2002 and entered into force on 1st July 2003 - Resolution MSC.139 (76).

Reporting is mandatory for all oil tankers of 150 gross tonnage and above and for all ships of 300 gross tonnage and above, carrying on board, as cargo, dangerous or polluting goods, in bulk or in packages. The number of ship reports according to existing system includes a minimum of 4 and a maximum of 12 ship reports, depending on port of arrival, but always providing the same datasets to different coastal authorities on different VHF channels. The existing ADRIREP is managed by 4 countries and the area is divided in 5 separate reporting lines/areas.

3.2 Objectives and demonstrated need for the modernised system

The existing ADRIREP system is based on the ship's navigation and communication means, as well as coastal states capabilities available in 2003. Coastal radar surveillance was not sufficient established in the Adriatic Sea area, and the AIS system was still rudimentary and in development.

Since 2003, when ADRIREP was adopted, the technology for ships monitoring at sea improved. Regardless of the progress, ADRIREP still requires vessels to report information by VHF at established points/lines which is outdated method for gathering information from ships. Usage of VHF should be reduced to the necessary minimum (distress, suspicious ship movements and similar). The technological improvements in the field of maritime surveillance, makes unnecessary the multiple reporting of the same datasets. The data currently requested to be reported is already available at the national AIS and NSW/SafeSeaNet systems.

The main objective of amending ADRIREP is to automatize the reporting from ships, as much as possible, to reduce ships administrative burdens while at the same time improving navigation monitoring by usage of modern technologies and tools. Also, it is crucial to expand the scope of ADRIREP on Albania, Bosnia and Herzegovina and Greece as that would improve overall safety at sea in the whole Adriatic Ionian maritime region.

3.3 Requirements for modernised ADRIREP

The below requirements have been prepared in accordance with the IMO guidelines and criteria for ship reporting systems (Resolution MSC.433(98)).

3.3.1 Categories of ships required to participate in the system

Ships of the following categories are required to participate in the system:

- all oil tanker ships of 150 gross tonnage and above;
- all ships of 10,000 gross tonnage and above;
- all ships, irrespective of its size, carrying on board as cargo dangerous or polluting goods, in bulk or in packages.

For the purpose of this system:

- “dangerous goods” means goods classified in the IMDG Code, in Chapter 17 of the IBC Code, in Chapter 19 of the IGC Code and in IMSBC Code Appendix 4 (materials with Group (B) or (A+B)).
- “polluting goods” means oils as defined in MARPOL Annex I, noxious liquid substances as defined in MARPOL Annex II, harmful substances as defined in MARPOL Annex III.

3.3.2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system

The operational area of the mandatory ship reporting system covers the whole Adriatic Sea, north from the latitude 40° 25'.00 N as shown on the below figure:

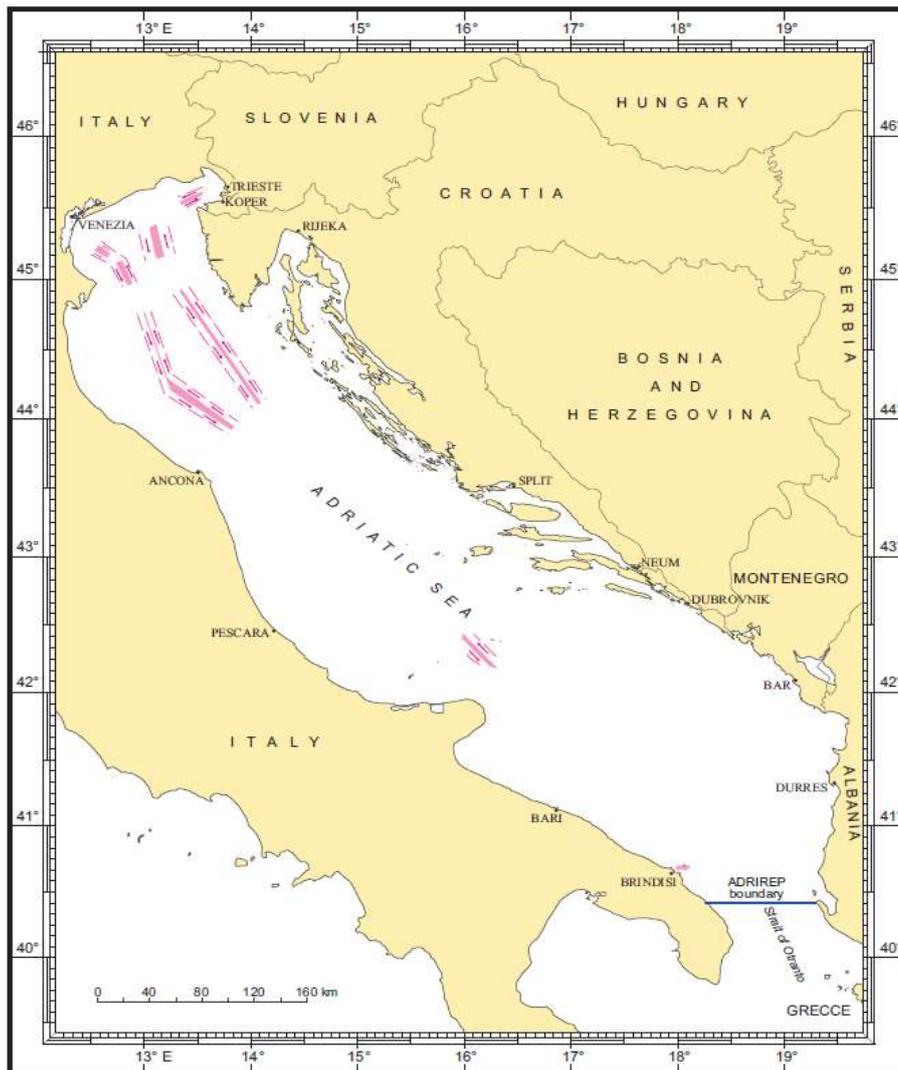


Figure 1 ADRIREP area

The competent authorities (CSTs) assigned by the ADRIREP participating countries, and the operated VHF channels are shown in the table below:

Participating Country	COMPETENT AUTHORITY (CALL)	LOCATION	VHF CHANNEL
ALBANIA	Interinstitutional Maritime Operational Centre – IMOC	Durres	CH 6
BOSNIA AND HERZEGOVINA	Harbourmaster Office Neum	Neum	CH 10
CROATIA	VTS CROATIA	Dubrovnik, Split, Rijeka	CH 10
ITALY	VTS BRINDISI	Brindisi	CH 10
ITALY	ANCONA COAST GUARD	Ancona	CH 10
ITALY	VTS VENEZIA	Venezia	CH 10
ITALY	VTS TRIESTE	Trieste	CH 10
ITALY	VTS BARI	Bari	CH 14
ITALY	PESCARA COAST GUARD	Pescara	CH 14
MONTENEGRO	MONTENEGRO VTS	Bar	CH 11
SLOVENIA	MRCC KOPER	Koper	CH 12

Table 1 - ADRIREP competent authorities

The reference charts including the operational area of the ADRIATIC TRAFFIC system are the Italian Chart No.435 INT 306 of the Italian Navy Hydrographic Institute (Edition 1993, Datum ED-50) and the Chart No. 101 of the Hydrographic Institute of the Republic of Croatia (published-2005, new edition-2017) (Datum Besselov Elipsoid).

3.3.3 Format and contents of the report, times, and geographical positions for submitting reports, authorities to whom reports shall be sent, approval of the report's reception and available services

3.3.3.1 First Report

When

The **First report (FR)** to ADRIREP shall be sent in the following situations:

- when crossing northwards the latitude 40° 25'.00 N,
- when leaving a port inside the area covered by the ADRIREP system.

To Whom

When entering the Adriatic Sea by crossing northwards the parallel 40° 25'.00 N, the ship shall transmit the First report (FR) to **VTS Brindisi**, which shall confirm its reception and make this information available to all other competent shore-based authorities (CSTs).

When leaving a port inside the area covered by the ADRIREP system the ship shall transmit the First report to the **nearest competent shore-based authority (CST) of country of the port of departure**. The authority receiving this report shall confirm its reception and shall make this information available to other competent shore-based authorities (CSTs).

How

The First report should be sent using ship interface for electronic reporting (i.e. IRD) or alternatively reported via radio on VHF channel or any other means of communication as specified for the CST receiving the report.

What

The First Report shall contain the following information, in order to meet the objectives of the ADRIREP information system¹:

- ship's name, call sign, IMO identification number and flag
- date and time of the report
- present position
- course
- speed
- port of departure
- destination and estimated time of arrival
- route information (reported on a voluntary basis)
- ship's draught
- the general category of hazardous cargo as defined by the IMDG, IBC, IGC, IMSBC Codes and MARPOL Annex I
- ship agent or cargo agent
- ship's type, deadweight, gross tonnage, length overall and breadth
- total number of persons on board; and
- any other relevant information (Brief details of incident, Bunker fuel details, Navigational Status, SATCOM details etc.).

In the last section of the first report, in accordance with provisions of SOLAS and MARPOL Conventions, ships shall also report information on any defect, damage, deficiency or limitations as well as, if necessary, information related to pollution incident or loss of cargo.

The FR format is shown in the Table 2:

¹ **Note:** The reports in IRD, which are shared with all CSTs in ADRIREP, shall contain only the ADRIREP related information because of access to SSN data for the 3rd countries.

	Message identifier:	-ADRIREP
	Type of report	- FR (First report) - PR 01 (Position report) - ER (Final report)
A	Ship	- Ship's name, call sign, IMO identification number and flag;
B	Date/time (UTC) of the report	- A 6 - digit group giving date of month (first two digits), hours and minutes (last 4 digits)
C	Present position	- A 4-digit group giving latitude in degrees and minutes suffixed with "N" or "S" and a five-digit group giving longitude in degrees and minutes suffixed with "E" or "W"
E	Course	- A three-digit group giving the course in degrees
F	Speed	- A three-digit group giving a speed in Knots
G	Port of departure	LoCode or Name of port of departure
I	Destination and estimated time of arrival	ETA in UTC expressed as in B above, followed by LoCode or Name of port of destination
L	Route information	Will be used on a voluntary basis by ships sharing their voyage plan in electronic format.
O	Draught of the vessel	Vessel's draught expressed by a four-digit group indicating centimetres
P	Cargo information	The general category of hazardous cargo as defined by the IMDG, IBC, IGC, IMSBC Codes and MARPOL Annex I.
T	Agent	Ship agent or Cargo agent
U	Size and type	Ship's type, expressed by 2-digits AIS code/ deadweight, expressed by 6 digits group indicating tonnes/ gross tonnage, expressed by 6 digits group indicating tonnes/ length overall, expressed by 3 digits group indicating meters/ and breadth, expressed by 3 digits group indicating meters. Example: U/317/020000T/030000T/150M/045M
W	Total number of persons on board	The total number of crew and other persons on board
X	Miscellaneous	Any other relevant information, including: -Bunker fuel details (characteristics and estimated quantity), -Navigational Status, -SATCOM (ship's satellite communications available), -Brief details of incidents (if any).

Table 2: Format of the First Report.

3.3.3.2 Position report

When

The **Position report (PR)** is considered as on demand report. This report is provided upon request from the competent shore-based authorities (CSTs), and it is used to confirm correctness of data provided in the First report. Any CST of the ADRIREP interacting with the ships may request PR.

In addition, the PR shall be provided by the ship to the **nearest competent shore-based authority (CST)** whenever there are changes to the FR during her voyage in the ADRIREP area.

How

The report will be requested on VHF channels of the competent shore-based authorities. The ship may provide response by any means of communication assigned to the CST receiving the report (if agreed).

What

The competent shore-based authorities (CSTs) can request PR to confirm any information from the First report. The ship shall provide the PR to update the following designators: G, I, P, L, T, W and X.

The competent shore-based authority requesting the Position report shall confirm its reception and shall make this information available to other competent shore-based authorities.

3.3.3.3 Final report

When

The **Final report (ER)** is provided by the ship:

- when entering to a port area inside the area covered by the ADRIREP system.
- when leaving the area of the ADRIREP system (south from the latitude 40° 25'.00 N).

To Whom

1) The ship shall transmit the Final report to **the nearest competent shore-based authority (CST) of country of the port of arrival** when entering a port inside the area covered by the ADRIREP system. The authority (CST) receiving Final report shall accept the reception and shall make it available to other competent shore-based authorities.

2) The ship shall transmit the Final report to **VTS Brindisi** when leaving the area of the ADRIREP system (south from the latitude 40° 25'.00 N). The VTS Brindisi shall accept the reception and shall make this information available to other competent shore-based authorities.

How

The Final report should be reported via the communication means assigned to the CST receiving the report.

What

The Final Report shall only include information that the vessel is leaving ADRIREP area and any relevant deviations from the First report.

3.3.3.4 Times and geographical positions for submitting reports

3.3.3.4.1 Sailing the Adriatic Sea northwards

- 1) The ship shall transmit the **First report (FR)** to the competent shore-based authority (VTS Brindisi) when entering the Adriatic Sea by crossing northwards the parallel 40° 25'.00 N
- 2) The ship shall transmit the **Position report (PR)** to the competent shore-based authorities (CSTs), upon their request. Any CST of the ADRIREP interacting with the ships may request/receive Position reports. In addition, the PR shall be provided by the ship to the nearest competent shore-based authority (CST) whenever there are changes to the FR during her voyage in the ADRIREP area.
- 3) The ship shall transmit the **Final report (ER)** to the nearest competent shore-based authority (CST) of country of the port of arrival, when entering the port of destination in the area covered by the ADRIREP system.

3.3.3.4.2 Sailing the Adriatic Sea southwards

- 1) The ship shall transmit the **First report (FR)** to the nearest competent shore-based authority (CST) of country of the port of departure, when leaving a port inside the area covered by the ADRIREP system.
- 2) The ship shall transmit the **Position report (PR)** to the competent shore-based authorities (CST), upon their requests. Any CST of the ADRIREP interacting with the ships may request/receive Position reports. In addition, the PR shall be provided by the ship to the nearest competent shore-based authority (CST) whenever there are changes to the FR during her voyage in the ADRIREP area.

- 3) The ship shall transmit the **Final report (ER)** to the competent shore-based authority (VTS Brindisi) when leaving the Adriatic Sea by crossing southwards the parallel 40° 25'.00 N.

3.3.3.4.3 Crossing the Adriatic Sea

- 1) The ship shall transmit the **First report (FR)** to the nearest shore-based authority (CST) of country of the port of departure, when departing from the port located in the area covered by the ADRIREP system.
- 2) The ship shall transmit the **Position report (PR)** to the competent shore-based authorities (CSTs), upon their requests. Any CST of the ADRIREP interacting with the ships may request/receive Position reports. In addition, the PR shall be provided by the ship to the nearest competent shore-based authority (CST) whenever there are changes to the FR during her voyage in the ADRIREP area.
- 3) The ship shall transmit the **Final report (ER)** to the nearest competent shore-based authority (CST) of country of the port of arrival, when entering the port of destination located in the area covered by the ADRIREP system.

3.3.4 Means of communication by which reports should be transmitted and information to be reported

ADRIREP Information system will mainly be based on electronic reporting and VHF voice radiocommunications. However, the information can be exchanged also through other means of communications assigned to the particular CST receiving the report (when agreed).

The CST station receiving the report shall confirm its reception, using the same means of communication.

The radio call to the appropriate shore-based authority (CST) shall be made on the VHF channel assigned to the CST. The ships sailing in ADRIREP are obliged to use VHF channels assigned to the appropriate shore-based authority of the system.

If ships cannot use the VHF channels listed in the Table 1, any other means of communication assigned to the particular CST can be used to establish the communication.

The e-mail will be used to provide the reports only if agreed with the particular CST.

The language used for communication shall be English, using the IMO Standard Marine Communications Phrases, where necessary.

3.3.5 Interface for electronic ship reporting to ADRIREP

Ships participating in ADRIREP shall submit reports by electronic means (IRD), as a primary means of reporting².

The IRD Graphical User Interface (GUI) for ships shall be used to submit and consult ADRIREP reports and to consult CST responses to these reports.

Through IRD, the ships will have access to information available about their ship in the SSN Ecosystem and can re-use it when creating new report³.

Access to the IRD interface will be granted by national competent authority of country of the port of destination, upon the ship's request⁴.

² **Disclaimer:** The ship's access to SSN data (i.e. to its own data, but from SSN) through the IRD should be approved by the HLSG. If not approved, then only the "empty template" can be provided in IRD for the ships reporting.

³ **Note:** There might be situations, when the IRD collected information is insufficient (not available in SSN) and shall be complemented by the ship.

⁴ **Disclaimer:** The solution on how the ships shall submit request and receive the access credentials will be defined in the technical requirements. It may include development and maintenance of a single access point, or direct requests of ships to the national competent authorities in ADRIREP.

The ship shall request the IRD access credentials at least 24 hours prior to the first entry into the ADRIREP area. The received credentials will be re-used every time when participating in the ADRIREP system and creating new reports for ADRIREP.

Ships using this interface must have access to Internet. There will be still possible to report to ADRIREP via other means of communications.

Until is agreed otherwise, the ADRIREP countries participating in SSN will issue the IRD access credentials on behalf of ADRIREP countries not participating in SSN⁵.

3.3.6 Rules and regulations in force in the area of the system

The International Regulations for Preventing Collisions at Sea (COLREGs) are applicable through the whole area covered by the system.

3.3.7 Shore-based facilities to support operation of the system

VTS Brindisi (Italy)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST):
- telephone and telefax communication facilities
- VHF communication equipment.

Montenegro VTS (Montenegro)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF communication equipment.

VTS Croatia (Croatia)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF communication equipment.

Ancona Coast Guard (Italy)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF, MF/ HF communication equipment.

⁵ Might be revised when the ADRIREP participating 3rd countries will join the SSN users' community (under specific conditions).

VTS Venezia (Italy)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF, MF/ HF communication equipment.

VTS Trieste (Italy)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF, MF/ HF communication equipment.

VTS Bari (Italy)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF, MF/ HF communication equipment.

Pescara Coast Guard (Italy)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF, MF/ HF communication equipment.

MRCC Koper (Slovenia)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF communication equipment.

Interinstitutional Maritime Operational Centre – IMOC (Albania)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF communication equipment.

Harbourmaster Office NEUM (Bosnia and Herzegovina)

- reporting by electronic means (IRD)
- e-mail (reporting accepted only if agreed with the CST)
- telephone and telefax communication facilities
- VHF communication equipment.

The contact details of CSTs are presented in the Appendix A to this document⁶.

3.3.8 Alternative communication if the communication facilities of the shore-based authorities fail

ADRIREP Information system is planned with a sufficient system redundancy to cope with normal equipment failure. Each shore-based facility (CST) has at least two VHF transmitters/receivers and can operate and be contacted also through other means of communications assigned to that CST.

For providing the reports, ships can also use electronic reporting and e-mail as described in the reporting procedures.

In order to ensure the continuous 24-hour activity, the shore-based facilities have been located and manned with properly trained and dedicated personnel in the respective national CSTs.

Should a shore-based authority suffer an irretrievable breakdown and call off itself from the system until the failure is repaired, it could be relieved by one of the adjacent shore-based authorities.

3.3.9 Measures to be taken if a ship fails to comply with the requirements of the system

The primary objective of the system is to support the safe navigation and the protection of the marine environment through the exchange of information between the ship and the shore. If a ship does not submit reports and can be positively identified, then information will be passed to the competent Flag State authorities for investigation and possible prosecution in accordance with national legislation. Information will be passed also to Port State Control inspectors.

3.3.10 Receiving of report by the competent shore-based authorities

The ship shall provide a report to the competent shore-based authorities (CSTs) via the IRD or via other means assigned to the CST. The competent shore-based authority (CST) shall confirm the reception of report and make it available to other shore-based authorities of ADRIREP⁷.

3.3.11 Confirmation of the report delivery by the ship via IRD

The reception of reports delivered via IRD will be confirmed by the CST operator, using the “active” confirmation procedure in IRD.

⁶ **Disclaimer:** various levels of participation of the national competent authorities (CSTs) in ADRIREP might be introduced at the initial stage (e.g. some of CSTs may not interact with ships etc.). All these deviations will be defined in the proposal to IMO (if any).

⁷ The ADRIREP reports registration and storing solution will be defined in the technical requirements. It may include development and maintenance of a single DB, or exchange of the locally stored data by the competent authorities.

3.3.12 Data sharing between the competent shore-based authorities

The reports provided by ships via IRD will be shared with other competent shore-based authorities (CSTs) through the IRD interface automatically, following the confirmation of reception of report.

The reports provided by ships via other means (e.g. VHF, e-mail etc.) will be distributed to other competent shore-based authorities (CSTs) by the CST operator, following the reception confirmation⁸.

It applies to all reports in ADRIREP.

Greece will only receive the Final Reports for the ships leaving the area of the ADRIREP system (south from the latitude 40° 25'.00 N). The report provided to Greece will include information from the First Report.

3.4 Sharing of ADRIREP information with other Member States via SSN

VTMIS Directive requires that MRS reports received by the CST are shared with other Member States via SSN. The ADRIREP information – all MRS reports - will be sent to the central SSN system⁹.

⁸ The solution and procedure for sharing the ADRIREP reports will be defined in the technical requirements. It may include development and maintenance of a single exchange repository, use of the IRD transmission, or use of other means for the exchange records.

⁹ The solution will be defined in the technical requirements. It may include the development and maintenance of a single reporting point, providing reports on behalf of all countries participating in ADRIREP (through national SSN/NSW), or an individual reporting by the ADRIREP participating countries (including also reporting on behalf of 3rd countries participating in ADRIREP).

Appendix A Contacts of the ADRIREP authorities

Participating Country	COMPETENT AUTHORITY	VHF CHANNEL	Phone	Fax	E-mail
ALBANIA	Interinstitutional Maritime Operational Centre – IMOC	CH 6; CH 11	+35552260201	+35552260201	imoc@imoc.gov.al
BOSNIA AND HERZEGOVINA	HARBOURMASTER OFFICE NEUM	CH 10; CH 60	+38736880020 +38736885028	N/A	kapetanija.neum@tel.net.ba
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