

ANNEX 27

**RESOLUTION MSC.598(111)
(adopted on 22 May 2026)**

MANDATORY SHIP REPORTING SYSTEM "IN THE ADRIATIC SEA" (ADRIREP)

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/11 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, concerning the adoption of mandatory ship reporting systems by the Organization,

RECALLING FURTHER resolution A.858(20), which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the *Guidelines and criteria for ship reporting systems* adopted by resolution MSC.433(98),

HAVING CONSIDERED the recommendations of the Sub-Committee on Navigation, Communications and Search and Rescue, at its twelfth session,

1 ADOPTS, in accordance with SOLAS regulation V/11, the revised mandatory ship reporting system *In the Adriatic Sea* (ADRIREP) described in the annex to the present resolution, which revises in its entirety the existing text of annex 2 to resolution MSC.139(76);

2 DECIDES that the said revised mandatory ship reporting system *In the Adriatic Sea* (ADRIREP) will be implemented at 0000 hours UTC on 1 December 2026;

3 REQUESTS the Secretary-General to bring this resolution and its annex to the attention of Member States and Contracting Governments to the 1974 SOLAS Convention;

4 REVOKES annex 2 to resolution MSC.139(76) as from 0000 hours UTC on 1 December 2026.

ANNEX

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM "IN THE ADRIATIC SEA" (ADRIREP)

1 CATEGORIES OF SHIPS REQUIRED TO PARTICIPATE IN THE SYSTEM

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

- .1 all oil tanker ships of 150 gross tonnage and above;
- .2 all ships of 10,000 gross tonnage and above; and
- .3 all other ships, irrespective of their size, carrying on board hazardous cargo, in bulk or in package.

1.2 For the purpose of this system, the term "hazardous cargo", as defined in resolution MSC.433(98), means:

- .1 goods classified in the International Maritime Dangerous Goods (IMDG) Code;
- .2 substances classified in chapter 17 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and chapter 19 of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code);
- .3 oils as defined in MARPOL Annex I;
- .4 noxious liquid substances as defined in MARPOL Annex II;
- .5 harmful substances as defined in MARPOL Annex III; and
- .6 radioactive materials specified in the International Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on Board Ships (INF Code).

2 GEOGRAPHICAL COVERAGE OF THE SYSTEM AND THE NUMBER AND EDITION OF THE REFERENCE CHART USED FOR THE DELINEATION OF THE SYSTEM

2.1 The operational area of the mandatory ship reporting system covers the whole Adriatic Sea, north from the latitude 40° 25'.00 N, as shown in appendix 1, including positions and names of the competent shore-based authorities.

2.2 The reference charts including the operational area of the ADRIREP are the Italian Chart No.435 INT 306 of the Italian Navy Hydrographic Institute (Edition 1993, Datum ED-50) and the Croatian Chart No.101 of the Hydrographic Institute of the Republic of Croatia (First Edition 1998, New Edition 2005, New print 2017, Datum Bessel Ellipsoid).

3 FORMAT AND CONTENTS OF THE REPORT, TIMES AND GEOGRAPHICAL POSITIONS FOR SUBMITTING REPORTS, AUTHORITIES TO WHOM REPORTS SHALL BE SENT, AVAILABLE SERVICES

The formats for reporting are derived from the one attached as appendix to resolution A.851(20).

3.1 Sailing plan

3.1.1 The sailing plan (SP) of ADRIREP shall be sent to the competent authorities in accordance with the format shown in appendix 3.

3.1.2 The SP shall be sent in the following situations:

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

3.1.3 When entering the Adriatic Sea by crossing northwards the parallel 40° 25'.00 N, the ship shall submit the SP to VTS Brindisi, which shall confirm its reception and make this information available to all other competent shore-based authorities.

3.1.4 When leaving a port inside the area covered by the ADRIREP system the ship shall submit the SP to the nearest competent shore-based authority of the 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.

3.1.5 The SP should be sent using the ship web-user interface of the Maritime Information and Exchange system (SafeSeaNet), established in accordance with Directive 2002/59/EC, as amended, or alternatively reported via radio on VHF channel or any other means of communication as specified for the competent shore-based authority receiving the report.

3.1.6 The sailing plan shall, as required, contain the following information, in order to meet the objectives of the ADRIREP:

- 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;
- information on hazardous cargo;
- 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.).

3.1.7 In the last section of the SP, 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 a pollution incident or loss of cargo. The possession of this information will enable the operators of the shore-based competent

authority to broadcast safety messages to other ships and to ensure more effective tracking of the trajectories of ships concerned.

3.2 Position report

3.2.1 The position report (PR) is considered as on demand report. This report is provided upon request from the competent shore-based authorities, and it is used to confirm the correctness of data provided in the sailing plan. Any competent shore-based authority of the ADRIREP interacting with the ships may request a PR. In addition, the PR shall be provided by the ship to the nearest competent shore-based authority whenever there are changes to the SP during the ship's voyage in the ADRIREP area.

3.2.2 The report will be requested on VHF channels by the competent shore-based authority in accordance with appendix 2. The ship may provide a response by any means of communication assigned to the competent shore-based authority receiving the report (if agreed).

3.2.3 The competent shore-based authorities can request a PR to confirm any information from the SP. The ship shall provide the PR to update the following designators: G, I, L, O, P, 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 Final report

3.3.1 The final report (FR) shall be sent in the following situations:

- .1 when entering a port area or an anchorage area under the responsibility of the port within the ADRIREP area; or
- .2 when leaving the area of the ADRIREP system (south from the latitude 40° 25'.00 N).

3.3.2 The ship shall submit the FR to the nearest competent shore-based authority of the port of arrival when entering a port inside the area covered by the ADRIREP system. The authority receiving the FR shall confirm the reception and shall make it available to other competent shore-based authorities.

3.3.3 The ship shall submit the FR to VTS Brindisi when leaving the area of the ADRIREP system (south from the latitude 40° 25'.00 N). The VTS Brindisi shall confirm the reception and shall make this information available to other competent shore-based authorities.

3.3.4 The FR should be submitted via the communication means assigned to the competent shore-based authority receiving the report.

3.3.5 The FR shall only include information that the vessel is leaving ADRIREP area and any relevant deviations from the SP.

3.4 Times and geographical position for submitting reports

3.4.1 Sailing the Adriatic Sea northwards

The ship shall submit the SP to the competent shore-based authority (VTS Brindisi) when entering the Adriatic Sea by crossing northwards the parallel 40° 25'.00 N.

3.4.2 Sailing the Adriatic Sea southward

3.4.2.1 The ship shall submit the SP to the nearest competent shore-based authority of the port of departure, when leaving a port inside the area covered by the ADRIREP system.

3.4.2.2 The ship shall submit the PR to the competent shore-based authorities, upon their requests. Any competent shore-based authority of the ADRIREP interacting with the ships may request/receive PRs. In addition, the PR shall be provided by the ship to the nearest competent shore-based authority whenever there are changes to the SP during the ship's voyage in the ADRIREP area.

3.4.2.3 The ship shall submit the FR to the competent shore-based authority (VTS Brindisi) when leaving the Adriatic Sea by crossing southward the parallel 40° 25'.00 N.

3.4.3 Crossing the Adriatic Sea

3.4.3.1 The ship shall submit the SP to the nearest shore-based authority of the port of departure, when departing from the port located in the area covered by the ADRIREP system.

3.4.3.2 The ship shall submit the PR to the competent shore-based authorities, upon their requests. Any competent shore-based authority of the ADRIREP interacting with the ships may request/receive PRs. In addition, the PR shall be provided by the ship to the nearest competent shore-based authority whenever there are changes to the SP during the ship's voyage in the ADRIREP area.

3.4.3.3 The ship shall submit an FR to the nearest competent shore-based authority of the port of arrival, when entering a port inside the area covered by the ADRIREP system.

3.4.4 Special cases

3.4.4.1 The ADRIREP reports for the ships arriving or departing from a port in Bosnia and Herzegovina will be made automatically available to Bosnia and Herzegovina.

3.4.4.2 The ADRIREP reports for the ships leaving the Adriatic Sea by crossing southward the parallel 40° 25'.00 N will be made automatically available to Greece.

3.5 Authorities to whom the reports should be sent

The ships participating in the system shall submit the report to the shore-based authorities as in appendix 2.

3.5.1 Available means of communication

3.5.1.1 Ships participating in the system shall submit reports by electronic means using the SafeSeaNet system, as a primary means of reporting or via the alternative means assigned to the competent shore-based authority, as agreed.

3.5.1.2 The SafeSeaNet Web-user interface for electronic ship reporting shall be used to submit and view ADRIREP reports and to check competent shore-based authority responses to these reports.

3.5.1.3 By using the SafeSeaNet, the ships will have access to information available about their ship and can reuse available information when creating a new report.

3.5.1.4 The SafeSeaNet Web-user interface for electronic ship reporting can be accessed at:
<https://adrirep.emsa.europa.eu>.

4 INFORMATION TO BE PROVIDED TO SHIPS AND PROCEDURES TO BE FOLLOWED

The competent shore-based authority shall confirm the reception of report and make it available to other shore-based authorities of the system.

5 COMMUNICATION REQUIRED FOR THE SYSTEM, FREQUENCIES ON WHICH REPORTS SHOULD BE TRANSMITTED AND INFORMATION TO BE REPORTED

5.1 The ADRIREP ship reporting system is based on electronic reporting using the SafeSeaNet system.

5.2 Alternate (backup) methods of reporting are available if the SafeSeaNet system is not available, as indicated in appendix 2.

5.3 The radio call to the appropriate shore-based authority shall be made on the VHF channel assigned to that authority as per appendix 2. The ships sailing within the system area are obliged to use VHF channels assigned to the appropriate shore-based authority of the system.

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

6 RULES AND REGULATIONS IN FORCE IN THE AREA OF THE SYSTEM

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

7 SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

- .1 VTS Durres (Albania):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF communication
- .2 VTS Croatia (Croatia):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF communication
- .3 VTS Brindisi (Italy):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF communication
- .4 Ancona Coast Guard (Italy):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone

- VHF, MF/HF communication
- .5 VTS Venezia (Italy):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF, MF/HF communication
- .6 VTS Trieste (Italy):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF, MF/HF communication
- .7 VTS Bari (Italy):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF, MF/HF communication
- .8 Pescara Coast Guard (Italy):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF, MF/HF communication
- .9 Ravenna Coast Guard (Italy):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF, MF/HF communication
- .10 MRCC Bar (Montenegro):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF communication
- .11 MRCC Koper (Slovenia):
 - reporting by electronic means (SafeSeaNet)
 - email
 - telephone
 - VHF communication

8 ALTERNATIVE COMMUNICATION IF THE COMMUNICATION FACILITIES OF THE SHORE-BASED AUTHORITIES FAIL

8.1 The system is designed with sufficient system redundancy to cope with normal SafeSeaNet system failure.

8.2 Each shore-based facility is equipped with VHF band communication capabilities, as indicated in appendix 2; in addition to that, in case of failing contacts by VHF, the shore-based authorities can operate and be contacted through phone, Inmarsat-C and MF/HF facilities. 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 MRCCs/MRSCs/VTSSs. 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.

8.3 In case of voice communication, the ships shall provide the information as requested by the competent shore-based authority.

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 also be passed to port State control inspectors.

APPENDIX 1

OPERATIONAL AREA OF ADRIREP



APPENDIX 2

CONTACT DETAILS OF ADRIREP AUTHORITIES

Country	Competent shore-based authority name identifier	LOCATION	VHF CHANNEL	Phone	Email
Albania	VTs DURREs	Durres	CH 15 CH 16	+35552706970	kapiteneria.durres@dpdetare.gov.al
Croatia	VTs CROATIA	Dubrovnik, Split, Rijeka	CH 10	+38551 312300	vts3@pomorstvo.hr
Italy	VTs BRINDISI	Brindisi	CH 10	+39 0831 590219	so.cpbrindisi@mit.gov.it
Italy	ANCONA COAST GUARD	Ancona	CH 10	+39 071 502101	so.cpancona@mit.gov.it
Italy	VTs VENEZIA	Venezia	CH 9	+39 041 240 5706	so.cpvenezia@mit.gov.it
Italy	VTs TRIESTE	Trieste	CH 11	+39 040 676616	so.cptrieste@mit.gov.it
Italy	VTs BARI	Bari	CH 14	+39 080 5281544	so.cpbari@mit.gov.it
Italy	PESCARA COAST GUARD	Pescara	CH 14	+39 085 9189800	so.cppescara@mit.gov.it
Italy	RAVENNA COAST GUARD	Ravenna	CH 14	+39 0544 443013	so.cpravenna@mit.gov.it
Montenegro	MRCC BAR	Bar	CH 12	+38267642179	barradio@pomorstvo.me
Slovenia	MRCC KOPER	Koper	CH 12	+38656632106 +38656632107 +38656632108	koper.mrcc@gov.si kp.promet@gov.si

APPENDIX 3

FORMAT OF "ADRIREP" SHIP REPORTING SYSTEM SAILING PLAN

	Message identifier:	- ADRIREP
	Type of report	- SP (Sailing plan) - PR (Position report) - FR (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 2 digits), hours and minutes (last 4 digits) for example - DDHHMM
C	Present position	- A 4-digit group giving latitude in degrees and minutes suffixed with "N" or "S" and a 5-digit group giving longitude in degrees and minutes suffixed with "E" or "W"
E	Course	- A 3-digit group giving the course in degrees
F	Speed	- A 3-digit group giving a speed in knots (Speed in knots and tenths of 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	To be reported on a voluntary basis by ships sharing their voyage plan in electronic format-
O	Draught of the vessel	- draught expressed by a 4-digit group indicating centimetres
P	Cargo information	- The general category of hazardous cargo as described in resolution MSC.433(98) and shown in paragraph 1.2 of this document
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 - Breadth, expressed by 3 digits group indicating meters. Example: U/31/020000T/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)
