



Office of
Deputy Commissioner
of Maritime Affairs

THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

Marine Notice

REP-001
Rev. 07/20

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AGENTS AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: Vessel Reporting Systems to Assist Search and Rescue
AMVER, REEFVTS & MASTREP**

Reference: Maritime Regulation 9.257(3)

Supersedes: Marine Notice REP-001, dated 06/12

The following changes have been included:

- (a) **AMVER reporting system and contact details**
- (b) **Barrier Reef and Torres Strait Ship Reporting System (REEFREP)**
- (c) **MASTREP reporting system**

PURPOSE:

This Notice emphasizes the significant role that Vessel Reporting Systems contribute to the well-being of ships and seafarers. Casualty Investigations conducted by the Administration have positively revealed the immense value reporting systems play in saving life and property.

APPLICABILITY:

All Masters and Owners are strongly urged to participate and co-operate in these systems.

DESCRIPTION:

1.0 Automated Mutual Assistance Vessel Rescue System (AMVER)

1.1 AMVER is a voluntary ship reporting system that is operated by the United States Coast Guard (USCG) to promote safety of life and property at sea, at no cost to participants.

1.2 When vessels participate in the U.S. Coast Guard AMVER system, the track and all reported fixes are entered into the AMVER computer plot and made available to the Rescue Coordinating Center (RCC) that has the assigned Search and Rescue (SAR) responsibility for the area.

1.3 Details of the AMVER system and procedures may be obtained from:

United States Coast Guard
AMVER Maritime Relations Office
USCG Battery Park Building
1 South Street, 2nd Floor,
New York, New York 10004-1499, USA
Phone: (212) 668-7764
Fax: (212) 668-7684
Email: benjamin.m.strong@uscg.mil
<http://www.amver.com/>

1.4 Enroll in AMVER system and for the AMVER Ship Reporting Manual:

United States Coast Guard
Amver Maritime Relations Office
USCG Battery Park Building
1 South Street, 2nd FL
New York, NY 10004-1499 U.S.A.
Phone: (212) 668-7764
Fax: (212) 668-7684
<http://www.amver.com/home/enrollment>

2.0 Australia

2.1 REEFVTS/REEFREP

The Great Barrier Reef and Torres Strait Ship Reporting System (REEFREP) is an interactive mandatory ship reporting system (SRS) which was adopted by the International Maritime Organization in 1996. In December 2004 REEFREP was enhanced with the introduction of a vessel traffic service and became the Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS). REEFVTS is operated jointly by the Australian Maritime Safety Authority and Maritime Safety Queensland. It was formally adopted by the IMO under the IMO's **Resolution MSC.52(66)** in accordance with SOLAS Regulation V/11, and later amended by **Resolutions MSC.161(78)** and **MSC.315(88)**. For more information please visit the websites:

<https://www.amsa.gov.au/safety-navigation/navigating-coastal-waters/great-barrier-reef-and-torres-strait-vessel-traffic> and <https://www.msq.qld.gov.au/Shipping/Reefvts.aspx>

2.2 MASTREP

The Australian Maritime Safety Authority (AMSA), has reviewed Australia's vessel tracking and reporting requirements taking into account the IMO's International Convention on Maritime Search and Rescue (SAR).

The review determined that Australian Ship Reporting System (AUSREP) has served the needs of mariners well, but needs to be redeveloped to reflect developments in technology and future needs for ship reporting information.

This review has been the catalyst for the design and development of a Modernised Australian Ship Tracking and Reporting System (MASTREP).

The MASTREP is a ship reporting system designed to contribute to safety of life at sea.

The MASTREP system is used to track vessels in the SRR and allows Australia to meet its SAR obligations.

MASTREP provides positional data on vessels transiting Australia's region through automatic identification system (AIS) technology which ensures that only the closest vessels are requested to assist in a SAR incident, reducing the need for vessels to travel long distances from their intended voyage plan.

Given the vast area of Australia's SRR, mariners are often the only resources available that can quickly respond to an incident.

For more information about the MASTREP:

<https://www.amsa.gov.au/safety-navigation/navigation-systems/modernised-australian-ship-tracking-and-reporting-system>

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