

Status of EU CDC

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9th NCA meeting

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XML interfaces status

- System to system service: provides an alternative to the EU LRIT User Web Interface (website)
- Allows to receive LRIT messages and to make requests
- **7 active** connections between EU CDC and CGs: Belgium, Denmark, Greenland, Ireland, Italy, Norway, Poland.
- **150,000 messages** are sent per month to national systems

Information Distribution Facility (IDF) and monitoring of polls made by Security Forces

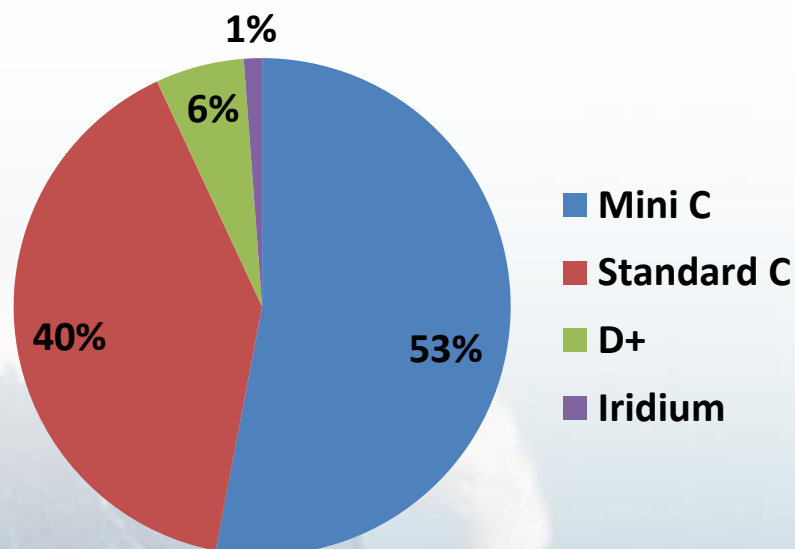
- 2 security forces (SF): EU NAVFOR and NATO
- 18 CGs allowed the 2 SF to have access to their LRIT data through IDF
- 2 CGs allowed only EU NAVFOR to have access to their LRIT data through IDF
- No (0) polls were done by these SF since last NCA meeting

Evolution of number of ships

	Jun-09	Apr-10	Oct-10	Apr-11	Jan-12	Aug-12	May-13	Oct-13	Apr-14
Total	7222	7790	8414	8899	8955	8717	8615	8702	8761

- Number of ships registered in LRIT Ship DB continues growing

- Distribution per network: stable



Integration of ships: (10-04-2014)

- 8761 ships in Ship DB: **+0.7%**
- 8530 integrated: =97.4%
- 231 not integrated: **-6%**, mainly:
 - DNID upload failed (76)
 - Shipborne equipment not responding (57)

SO:

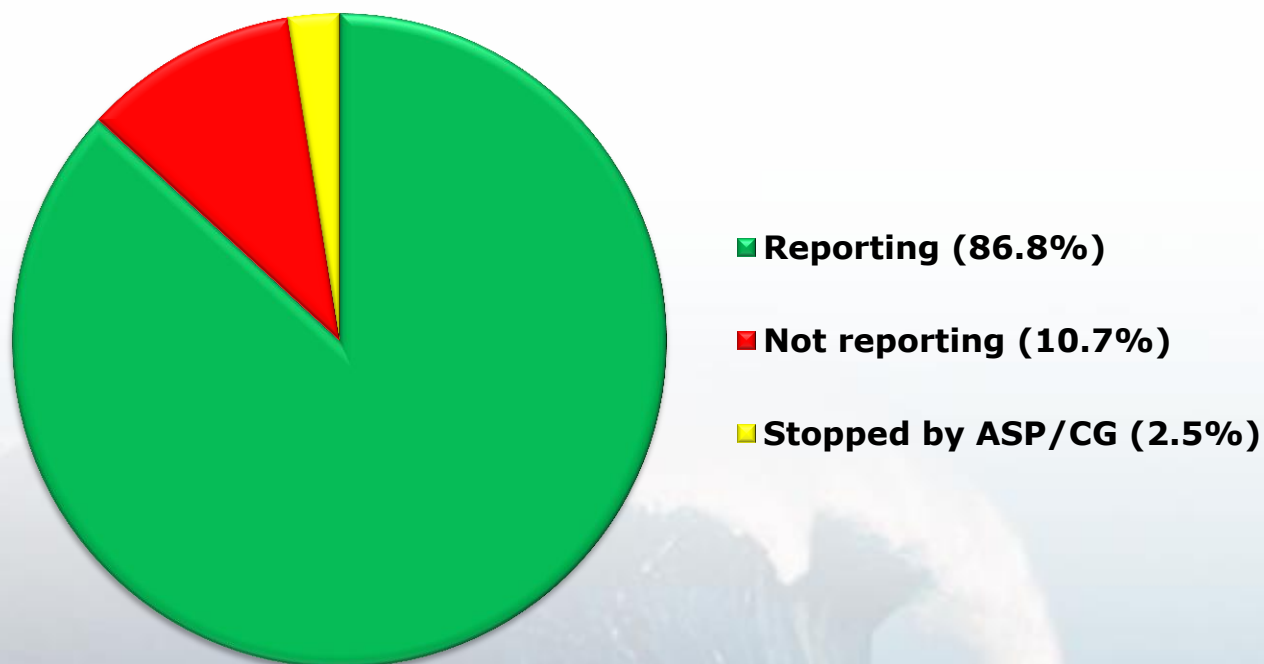
- Inform shipowners/masters that LRIT terminal must always be switched on and operational
- Inform MSS when terminal is operational again
- Use of Technical Note 8 (procedure I-2)

Procedure I-2

- Check terminal switched on
- Do a log-out and log-in
- Press the Continue integration button
- If done once, not enough:
 - > more investigation with ASP
 - > terminal/radio installation should be checked

Reporting of ships: how many?

- 7405 ships reporting: **+1.2%**



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 > 90%

 delegated to EMSA

+6% in 3 years

Lots of effort:

- CGs
- ASP
- MSS
- LRIT Team

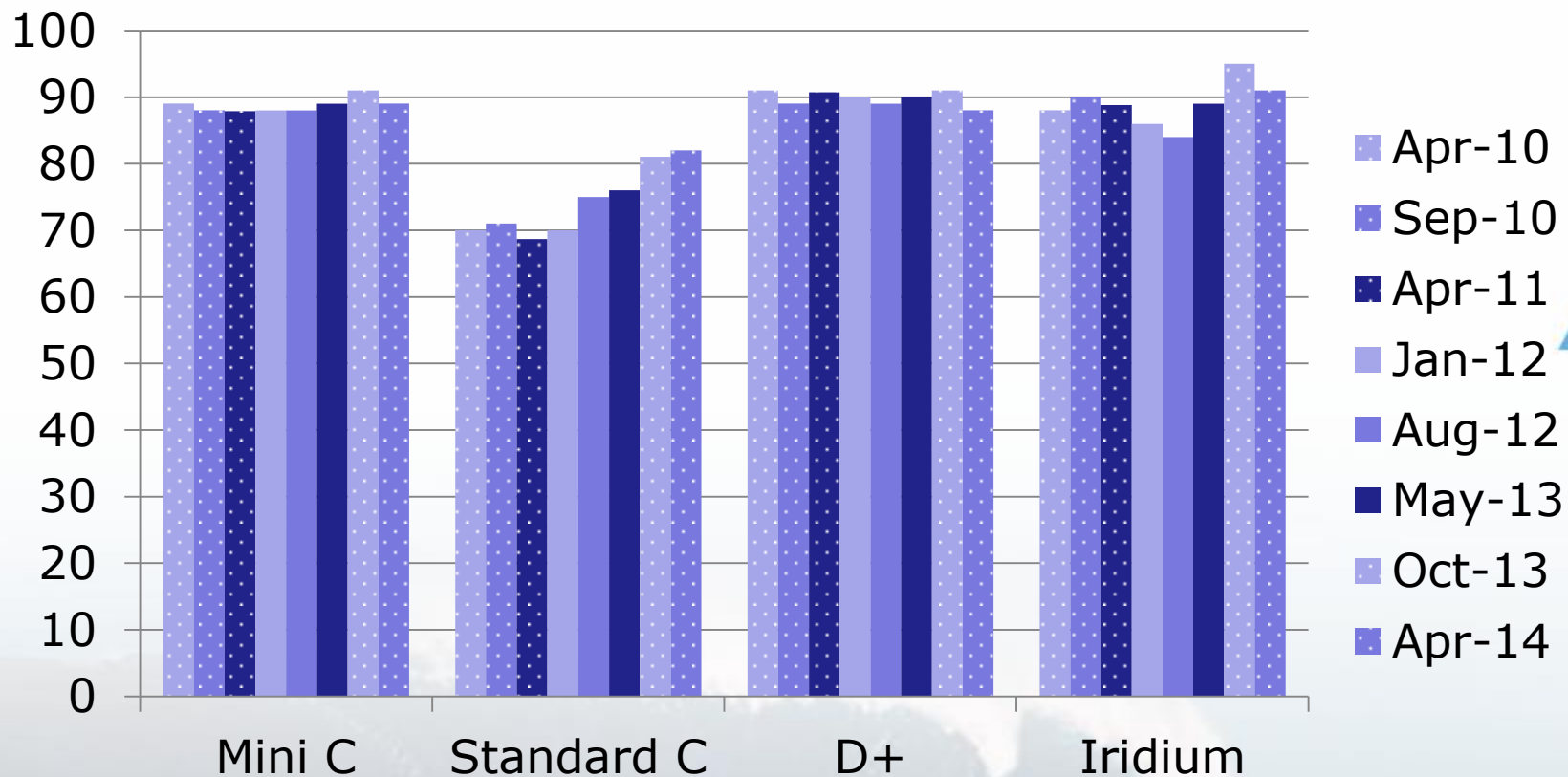
Flag	% reporting 04/2011	% reporting 04/2014	Number of ships 04/2014
BEL	79.7	91.7	109
BGR	77.8	100.0	12
CUW	N/A	95.2	63
CYP	72.9	88.5	876
DEU	94.6	96.6	232
DNK	92.7	93.2	454
ESP	78.9	85.6	202
EST	100	100.0	13
FIN	86.1	98.2	111
FLK	100	100.0	3
FRA	75	95.0	200
GBR	77.9	84.2	589
GIB	79.6	87.6	282
GRC	92.5	89.9	711
HRV	90.9	95.6	45
IRL	72	88.9	36
ISL	100	100.0	2
ITA	94.4	92.6	661
LTU	88.4	97.2	36
LUX	74.8	89.6	182
LVA	100	92.3	13
MLT	74.2	80.4	1757
NLD	75.7	84.9	922
NOR	78.3	83.1	752
POL	96.2	96.6	29
PRT	81.2	77.9	131
ROU	100	100.0	3
SVN	0	0.0	1
SWE	77.7	86.6	97
VGB	83.3	57.1	7
Total	81	86.8	8531

Reporting of ships: evolution

- ASP campaign in February
- 9 CGs delegated fleet monitoring



Evolution of % reporting terminals per communication network



- Huge work for having Standard C raising

Reporting: current status

- 16 CGs (out of 30 with ships) have a reporting rate > 90%: **+3**
- 9 CGs delegated fleet monitoring to EMSA. Reporting rate > 85%
- 2 CGs with reporting rate < 80%: suggested to delegate fleet monitoring to EMSA: **-2**
- AAS enabled for more than 936 ships (11%) which allow shipowners to react quickly
- AAS enabled for 14 users from 7 countries: **+1**

AAS monitoring of your fleet

Ship goes to "Not reporting":
automatic mail sent to shipowner/CG

Mail content: ask to switch off /
switch on the terminal, then contact
CG

- CG continues with TN8
- OR: ASP continues with TN8 (EMSA delegation)

EMSA monitoring of your fleet

1/week: ASP checks **new** "Not reporting" cases

1/month: ASP compile a report with "Actions to do", sent to CGs

CGs do the actions, together with shipowner/ship master

CGs report to MSS, MSS forward to ASP, and ASP takes actions for terminals to report again

ASP updates

See Technical Note 19:

- Phasing out Inmarsat D+ -> IsatM2M
- Issue on some Sailor terminals
- troubleshooting Satpro terminals
- Update in TN8

Conclusion (2)

- Reporting could improve with the help of CGs:

- Constant monitoring of the fleet through the UWI
- Use of the UWI: Restart, DNID Upload
- Use of TN8 v1.2

can be
done by
EMSA if
delegated

- Follow-up with shipowners for terminal changes or repairs
- Update of Ship DB
- Use of the AAS on more ships
- Use of TN 8 and 19

EMSA unique point of contact

- Except for communication about LRIT NCA meeting: the address **lrit@emsa.europa.eu** should not be used;
- Unique point of contact for all other matters: **MaritimeSupportServices@emsa.europa.eu** allows better traceability of communication exchanged (ticketing tool)

