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Required Steps to participate in the European LRIT Data Centre

A. Crucial Steps for Integration into the EU LRIT DC

The following are the criteria/steps which need to be met by each Member State to be able to join the EU LRIT Data Centre in 2009. They are in no particular order, however are essential steps in the procedure for a MS to start receiving LRIT reports.

- Approval of authorized testing ASP: This should be done on a national level such that all LRIT shipborne equipment on board EU ships that are integrated in the LRIT system is type approved. (further information in Section B)
- DDP submission to IMO: Each Member State according to its obligations under Resolution MSC.263(84) should upload its DDP to IMO's web interface. This will determine the data distribution rights for the system (incl. the Flag State itself). As the DDP submission shall include nomination of the DC and ASP which requires a common letter to be sent to IMO, the MS will be able to start DDP submission only after EMSA concludes the LRIT contracts, which is expected for the first week of November. Therefore the DDP submission period should be between 07/11/2008 – 31/12/2008.
- EU Ship Database: The list of ships that are subject to LRIT requirements are uploaded to the EU LRIT Ship Database. Only ships which are type approved should be uploaded to the database. The information submitted to the EU Ship Database must include the conformance test information (certificate date and ASP that performed the testing) for each of the ships which are uploaded. It is planned that this can begin early November 2008.
- Conditions of Use: The Conditions of Use are to be signed by the relevant authority and relevant contact points are to be nominated (LRIT NCA, financial, ship data manager, and operational contact).
- Payment of fixed amount: The fixed amount to join the EU LRIT DC as stated in the Conditions of Use is to be paid to the EMSA bank account. This amount can be treated as a membership or entrance fee to use the service such that EMSA only finances mandatory LRIT reports.

Once these steps (see checklist in Annex 2) have been achieved, the EU ASP will need to integrate all the MS's vessels into the LRIT system. This will be a phased in approach with those Member States having completed the above steps having earlier priority (first come, first serve principle). Each Member State will then begin to receive LRIT reports according to their DDP.

B. ASP recognition for conformance testing

According to IMO MSC.1/Circ. 1257, Regulation V/19-1.6 specifies that the shipborne equipment to be used to transmit LRIT information shall be of a type approved by the Administration. Compliance of the equipment with the requirements of Regulation V/19-1.6 should be demonstrated by the equipment being:

- of a type approved by the Administration in accordance with the provision of regulation V/19.1 and section 4 of Revised performance standards; or
- certified by the Administration as meeting the requirements of this regulation by completing a conformance test in accordance with the procedures and provisions set out in Appendix 1 of IMO MSC.1/Circ. 1257 "Guidance on the Survey and Certification of Compliance of ships with the requirement to transmit LRIT Information." ; or
- certified by the Administration as meeting the requirements of IEC 60945 (2002-08) and IEC 60945 Corr.1 (2008-04) on Maritime navigation and radio communication equipment and systems – General requirements –Methods of testing and required test results and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in appendix 1 of IMO MSC.1/Circ. 1257 "Guidance on the Survey and Certification of Compliance of ships with the requirement to transmit LRIT Information."

These conformance tests should be conducted either by a recognized ASP or by an authorized testing ASP.

Once Conformance tests have been completed, the ASP conducting the test should issue a Conformance test report on behalf of the Administration in accordance with the models shown in IMO Circ. 1257. The testing matrix listing specific conformance tests to be conducted for each regulatory requirement are also detailed in this IMO Circular.

The ASP approval and recognition on a national level is important to ensure that the shipborne equipment on all ships, subject to LRIT reporting, is type approved by the Administration. The detailed procedure is found in IMO MSC.1/Circ. 1257.

The definitions below are according to IMO MSC.1/Circ. 1257:

Authorized testing ASP means an ASP, other than a Recognized ASP which has been authorized by the Administration to conduct conformance tests in accordance with IMO Circ. 1257 and for which related information has been communicated to the Organization in accordance with the provisions of paragraph 6.2.

Recognized ASP means an ASP which has been recognized by the Contracting Government concerned pursuant to the provisions of paragraphs 5.1.1 and 5.1.2 of the Revised

Performance standards and for which related information has been communicated to the Organization in accordance with the provisions of paragraph 5.2 of the Revised Performance standards.

In accordance with this definition the recognized ASP will be the ASP contracted by EMSA for providing services to the EU LRIT Data centre.

The authorized testing ASP's have been requested by EMSA from all Member States to circulate this to all MS for information and for informational purposes for the EU LRIT Data Centre as this will be an additional field in the EU Ship Database. The current status of the authorized testing ASP's on a national level are attached as Annex 1.

Furthermore, each MS Administration should provide IMO with a list of their authorized testing ASP's in addition to the associated conditions of authorization as indicated in paragraph 6.2 of the IMO Circular.

Within the tender procedure for the EU ASP, EMSA has requested that the ASP for the EU LRIT DC shall be capable of performing conformance tests at a fixed rate. All MS using the EU LRIT system are entitled if they wish, to use this ASP for their conformance tests. The conditions will be circulated after the signature of the contract.

For the EU LRIT Data Centre the ASP approval process is the first part of the process in order to populate the EU LRIT Ship Database. Only type approved ships should be uploaded to the EU LRIT Ship Database.

Annex 1

Authorized testing ASP's approved on a national level

Austria	
Belgium	Transas Telematics Ltd., Pole Star Space Applications, Thrane & Thrane, Satpro Int. Ltd., Onboard Partners (International) Ltd.
Bulgaria	
Cyprus	
Czech Republic	
Denmark	Pole Star Space Applications Ltd., Thrane and Thrane and Transas Telematics Ltd.
Estonia	
Finland	Pole Star Space Applications Ltd., CLS, and Transas Telematics Ltd.
France	
Germany	Transas Telematics Ltd., Thrane&Thrane, Fulcrum and SatPro Int. Ltd.
Greece	Pole Star Space Applications Ltd. and Transas Telematics Ltd.
Hungary	
Iceland	Fulcrum Maritime Systems
Ireland	Marine Track Ltd. And Pole Star Space Applications Ltd.
Italy	
Latvia	Pole Star Space Applications Ltd.
Lithuania	Pole Star Space Applications Ltd. and CLS
Luxemburg	
Malta	Pole Star Space Applications Ltd. and Transas Telematics Ltd.
Netherlands	
Norway	
Poland	
Portugal	
Romania	Pole Star Space Applications Ltd.
Slovenia	
Spain	
Sweden	Pole Star Space Applications Ltd., Thrane and Thrane, Transas Telematics Ltd., Satpro Int. Ltd. & CO KG, and MarineTrack Ltd.
UK	

List of ASP's and their contact details

Collecte Localisation Satellites (CLS): www.cls.fr

Fulcrum Maritime Systems: <http://www.fulcrum-maritime.com/>

MarineTrack Ltd. : www.marinetrack.com

Onboard Partners (International) Ltd.: <http://onboardpartners.com/home.html>

Pole Star Space Applications: <http://lrit.com> or www.polestarglobal.com

Satpro Int. Ltd. & CO KG: www.satpro.org

Thrane and Thrane: www.thrane.com

Transas Telematics Ltd.: www.transas.com

Annex 2

Checklist to join the EU LRIT Data Centre

_____ Authorized testing ASP's have been approved on a national level for conformance testing.

_____ DDP has been submitted to IMO

_____ The list of ships that are subject to LRIT requirements have been uploaded to the EU LRIT Ship Database with required information (i.e. certificate of conformity data). Only type approved ships have been listed.

_____ Conditions of Use have been signed and relevant contact points have been nominated (LRIT NCA, financial, ship data manager, and operational contact).

_____ The fixed amount has been paid to the EMSA bank account as stated in the Conditions of Use.