

# EU LRIT DATA CENTRE

## CLS FEEDBACK ON OPERATIONAL ISSUES

# Agenda

- Shipborne equipment testing (ASP Testing)
- Custom coastal areas & standing orders
- Polling requests



# ASP TESTING

# CLS as an authorised testing ASP



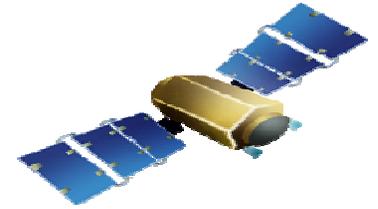
- According to point 6.1 in MSC.1/Circ.1296: “Unless the Administration concerned informs the Organization otherwise, recognized ASPs should be automatically considered as being authorized by the Administration concerned to conduct conformance tests in accordance with the provisions of this note”
- Most of the EU MS already officially authorized CLS as a testing ASP and informed IMO accordingly. CLS is still seeking for official notifications from some of the EU MS.
- In EMSA letter dated 21 Nov. 2008 Subject: “Using CLS as a testing ASP”, EMSA informed all EU MS on the possibility and benefits (as EU MS) to authorize CLS as a testing ASP.
  - Special testing fees for EU flag ships
  - Additional guarantee of the easy integration of the tested ship into EU LRIT system (ref. to 7.4 of MSC.1/Circ.1296 : “Administrations choosing to use the services of authorized testing ASPs should ensure that the recognized ASP(s) are able to integrate into the LRIT system the ships to which an authorized testing ASP has issued Conformance test reports”)

# Some Figures



- Overall: CLS tested 610 ships and issued 473 CTR.
- For EU ships, 326 ships tested and 260 CTR issued.

# Equipment – general feedback



- Better results with LRIT dedicated shipborne equipment.
- GMDSS functionalities may alter LRIT reliability of Inmarsat-C equipment (problem raised already at the IMO level).
- Communication problems in ports or other crowded areas which may affect the LRIT satellite communications. Tests to be performed preferably in open sea areas.

# Testing difficulties – Inmarsat-C



- Inmarsat-C Equipment incorrectly switched off. ie LES think they are on;
- Correct Inmarsat-C IMN number / SN correspondence;
- Correct Mini-C IMN number / ISN correspondence;
- Equipment used for other purposes (GMDSS, E-mailing) Data report low priority vs. LRIT Messages;
- No trouble shooting tools for Inmarsat-C / Mini-C.

# Testing recommendations



- To chose adapted equipment (dedicated device, Iridium-based for A4, etc.);
- To anticipate the Radio Survey & plan the LRIT test well in advance in order to ensure enough time in case of necessary change/upgrade of the equipment;
- To test when the ship is in open sea areas;
- To make a previous log out / log in (For Inmarsat devices);
- To keep the equipment switched on (SOLAS LRIT mandatory requirement);
- Not to deactivate any function during the test.

# CUSTOM COASTAL AREAS & STANDING ORDERS

# Custom coastal area



- Is defined in the DDP and must meet the IMO requirements in terms of polygon characteristics;
- Must be in the 1000 NM area;
- Can be defined at any time like the other polygons;
- Is uploaded day D, will be available at D+1 and applicable at D+2 00:00.



EMSA & CLS strongly invite all EU MS to review their geographical areas.

# Standing orders



- A standing order is a kind of “request” to get the data once a ship is in a specified area.
- A standing order can be on any polygon defined by the CG.
- The activation is done through the DDP web interface.
- It is taken into account within one hour (immediate update).
- When activated, you will receive position reports & be charged.

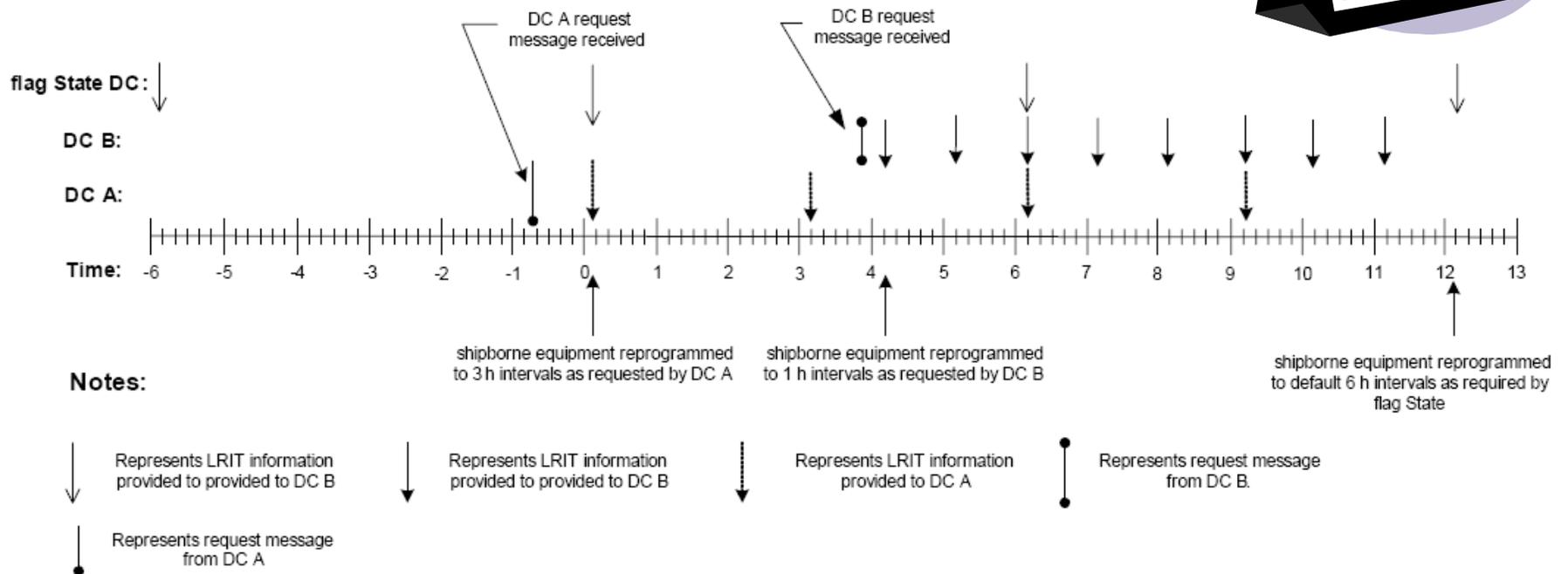
# POLLING REQUESTS

# Request response time



- When a user makes a request, the response is not immediate:
  - For a Poll request, it could last up to 30 minutes to get the position report.
  - For a request to change the periodic rate, the system might not immediately take it into account the change as the EU LRIT DC has implemented an algorithm to optimize mandatory position reports with the requested additional position reports.

# Request scheduling



From MSC .1/Circ.1259 Annex 3 Technical specifications for communications within the LRIT system

# END

## QUESTIONS ?



THANK YOU FOR YOUR ATTENTION