5th Meeting of the LRIT Expert Group
Agenda item 3
Lisbon, 27 April 2009

OPERATIONAL ISSUES

"The EU LRIT Ship database and Ship integration in the EU LRIT Data Centre"

Submitted by EMSA

Action to be taken	Take into consideration questions brought up in this paper as well as EMSA proposals to ensure smooth integration of ships in EU LRIT Data Centre.
Related documents	• Conditions of Use to use the EU LRIT DC • MSC.1/Circ. 1296 – Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information • Getting started for the EU LRIT Ship database

1. INTRODUCTION

The integration of shipborne equipment within the EU LRIT Data Centre (EU LRIT DC) is performed under the responsibility of the recognized ASP (CLS). This operation consists in the remote configuration of the shipborne equipment and the establishment of the communication link between the CSP and the ASP.

To be integrated in the EU LRIT DC, a shipborne equipment should be:

- of a type approved by the Administration in accordance with provisions of regulation V/19-1 and/or having satisfactorily completed a conformance test in accordance with the procedure and provisions of MSC.1/Circ. 1296.

- registered within the EU LRIT Ship Database (EU LRIT Ship DB) by the Administration of the ship flag which includes having completed the various fields in the database which are mandatory data. In accordance with the "Conditions of Use" signed between EMSA and each Administration participating in the EU LRIT DC, additional non-mandatory data is also helpful to the ASP for the integration of the ship in the Data Centre.

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On receipt of the most recent list of ships from the EU LRIT Ship DB, the recognized ASP (CLS) starts the shipborne equipment/ship integration procedure. The most important information for the ASP during this procedure is the **Radio ID** (as stated in the EU LRIT Ship DB but refers to the Shipborne Equipment ID), which is the equipment number (IMN for Inmarsat C, ISN for Inmarsat D+ or Mini C, IMEI for Iridium). When this information is not available in the EU LRIT Ship DB, the recognized ASP has to request certain additional information from the authorised ASP who delivered the Conformance Test report.

The EU LRIT Ship DB currently includes around 2,126 ships of which 1,317 have been integrated into the EU LRIT DC (as of week 30 March). The total number of ships expected to be registered and integrated in the Ship Database and the EU LRIT DC is about around 10,000.

The capability of the recognized ASP (CLS) to integrate shipborne equipment into the EU LRIT DC is about 1000 ships /month, with each integration taking less than 24h if all information has been provided on the ship and 48h if more data may be needed.

The initial cost arising from the integration of ships into the EU LRIT Data Centre is covered by EMSA on the assumption that the integration will be performed one time. Should ship integration attempts have to be performed several times, the additional charge will need to be covered by Member States. This is further explained in Section 2 below.

2. DISCUSSION

The EU LRIT Ship DB is operational since 20 November 2008. After four months of production, the following feedback was received from the recognized ASP giving rise to a number of important questions and issues summarised below.

- A) Quality of data:

A.1 - A random analysis of the non-mandatory data shows that in 33% of cases (778 ships) these data are not provided by the Administrations and the emergency contact point/name is provided in only 34% (811 ships) of cases. As a result, the recognized ASP has to undergo additional research with the authorised testing ASP in order to complete the missing data. This slows down the shipborne equipment/ship integration process and increases the workload of the recognized ASP.

A.2 - Once the recognized ASP completes the integration process, the full set of mandatory and non-mandatory data are available and reliable in terms of quality. It would therefore be very useful for each MS to benefit from this type of data in order to complete the EU LRIT Ship DB with the missing non-mandatory data that may have been obtained by CLS. This could also serve the purpose of cross checking this data with those available in each MS's GMDSS database which has to be maintained in accordance with IMO Resolution A.887(21).

- B) Shipborne Equipment integration results

In 6.9 % (146) of cases, the ship integration process failed due to the following reasons:

- Inactive IMN (20 ships)
- Unreachable terminal (125 ships)

The ship integration failure means that the recognized ASP was not able to remotely configure the shipborne equipment or was not able to establish the communication link after several attempts.

When the integration process fails, the ASP reports the result of the failure for a particular ship to the EMSA Maritime Support Services (MSS) and the MSS then immediately informs the flag Administration (currently the LRIT Focal Points but to be the National Competent Authorities contact points and copy to the Operation Contact Points when EU LRIT DC is operational).

The ship at this point is in the EU LRIT Ship DB however it is not yet integrated in the EU LRIT DC. The flag Administration is therefore then responsible on a national level for the relevant follow-up with the shipowner in order to solve the problem and then report back by requesting a new integration attempt by the recognised ASP. These additional attempts for the integration of the shipborne equipment will be charged to the flag Administration.

- C) Ship removed from the EU LRIT Ship DB

When a ship with an Inmarsat C/Mini C shipborne equipment is removed from the EU LRIT Ship DB, the recognized ASP must delete its own DNID from the shipborne equipment. The ASP is no longer authorized to keep its DNID on the shipborne equipment. The ASP therefore needs to know to which flag the ship is transferred to in order to be able to remotely remove its DNID. When the ship moves to a non EU country, this information is necessary as otherwise not knowing the future flag may mean the ASP is unable to find the new IMN to delete its DNID from the shipborne equipment.

- D) Shipborne equipment change on a ship already included in the DB

When there is a change in shipborne equipment on a ship that is already in the EU LRIT Ship DB, its detection is difficult to make if the non-mandatory data are not filled in. Therefore, we need to clearly identify a change in the shipborne equipment.

- E) Type approved shipborne equipment

When a shipborne equipment is delivered as type approved in accordance with provisions of regulation V/19-1, the recognised ASP has no means to collect the Radio ID and any other information from a testing ASP, meaning it is not able to integrate the equipment in the EU LRIT Data Centre.

3. EMSA PROPOSALS

A.1 – In order to improve and speed up the process of the integration of the shipborne equipment into the EU LRIT DC, it is of high importance that all MS complete as much as possible the full set of non- mandatory data to be filled out in the EU LRIT Ship DB. The most important information to be filled in is the **Radio ID** which as mentioned earlier is the equipment number (IMN for Inmarsat C, ISN for Inmarsat D+ or Mini C, IMEI for Iridium)..

A.2 – The mandatory and non-mandatory data collected by the ASP when performing the integration process should contribute to improve the quality of the EU LRIT Ship DB and also the national GMDSS databases maintained by each MS. This information can be provided in an electronic file, as per Table 1 in Annex 1 of this document. Each Administration will then need to update the EU LRIT Ship DB in accordance with the revised/additional ship data.

B – The EU LRIT DC Web interface will provide a dedicated button which will need to be activated/clicked by the flag Administration (NCA) to request an additional attempt to integrate the shipborne equipment after the initial attempt has failed. The activation of this button will trigger two actions:

- request the ASP to reinitiate the integration process

- request the Invoicing and Billing module to charge the corresponding fee to the flag Administration.

C – The EU LRIT Ship DB provides a dedicated window named "Transfer of flag". The Ship Database Manager for a particular MS should then fill out the requested information when a ship changes flag and national register such that the authorised ASP CLS is able to remove its DNID from the shipborne equipment.

D–All MS should clearly identify and modify relevant information in the Ship DB if there is a change in the shipborne equipment (i.e. by changing the Radio ID).

E- This issue needs further discussion as this does not allow the recognised ASP to obtain needed information on the equipment for integration in the EU LRIT Data Centre. EMSA would propose that the Radio ID field shall become mandatory in the EU LRIT Ship DB.

4. ACTION REQUIRED

The LRIT Expert Group participants are invited to note the EMSA proposals and to provide their comments.

Annex 1

Table 1 – Shipborne Equipment Integration report

Current Flag	IMO	MMSI	Radio ID	Call Sign	Ship Name in EU LRIT DB	VESSEL NAME IN ESAS	Radio Installation
Malta	9421271	249599000	424959910	9HVR9	EMPIRE PAJAJARAN	EMPIRE PAJAJARAN	None/Unknown
Bulgaria	8120375	207018000	420701810	LZIE	OKOLTCHITZA	OKOLTHCITZA	INMARSAT C
Bulgaria	8899720	207297000	420729711	LZRV	BRIZ	BRIZ	INMARSAT C

Contact Name	Contact Address	Contact Phone Number	Contact Alternative Phone Number	Contact Fax Number	Contact Email	Start of Service Date	Type Approval	Reference Number	ASP Name	ASP Issue Date	SN	Make
						2009-01-19	N		Collecte Localisation Satellites (CLS)	2009-01-13	4JR140FF77DE	JRC
Atanas Borisov	1, Primorski blvd, 9000, Varna	+350 52 683366			supt.fleeB@navbul.com	2009-02-16	N		Collecte Localisation Satellites (CLS)	2009-01-14	9701714	Thrane&Thrane
Krasimir Penev	100, Tutrakan bul. Rousse	+359 82 841327	+359 889 255376		kpenev@lukoil.bg	2009-02-16	N		Collecte Localisation Satellites (CLS)	2009-01-16	03222309	SP RADIO A/S

Model	Integration Status	Cause of Failure	Comment	Last DNID download query date
JUE-85	OK			
TT-3020B	OK			

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