

Outcome of 7th *Ad Hoc* LRIT Group

5th EU LRIT Expert Group meeting

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1

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Satellite Based Monitoring Services



The *Ad Hoc* LRIT Group: Seventh Session

- The Group met from 9 to 13 March 2009;
- 35 Contracting Governments attended;
- 2 intergovernmental organisations (EC/EMSA and IMSO);
- 2 non-governmental Organisation (CIRM, IACS);
- Set up: Plenary and an expert group;
- Reporting to MSC 86.

Review of the progress in relation the establishment of the LRIT system

- IMO provided a summary of the information communicated to the Organisation
 - The establishments of DCs – developmental testing and production LRIT system;
 - Bahamas, Marshal Islands, China, Japan, US, Turkey, and Australia
 - Revised performance standards – MSC.263(84)
 - Not all of the EU MSs have provided the required information
 - Transitional arrangements foreseen by annex 1 to MSC.1/Circ 1299;
 - Authorised Testing ASP for which IMO had been notified in accordance with the provisions of MSC.1/Circ.1296;
 - Updated List to be provided to EMSA by IMO Secretariat.

Review of the progress in relation the establishment of the LRIT system

- IMO advised that:
 - Number of cases of the communications it received were incomplete;
 - Model provided as set out in appendix 1 to annex MSC.1/Circ.1298 not properly used;
 - Letters did not originate as specified in para 8.1.3 of the annex to MSC.1/Circ.1298;
 - ASPs - Condition of their authorization was not specified;
 - Original letters never reached IMO.

Technical Specifications

Communications within the LRIT system

- IDE cannot automatically disable a DDP version if it cannot process DDP file – IMO should be contacted (IDE does not validate the polygon data beyond XML schema)
- SAR rectangular search areas constraints defined to a 2000nm X 2000nm similar to the geographical area established for a SAR circular areas with a radius of 999nm
 - receipt code 7 to be sent to LRIT data user requester that does not comply

Technical Specifications

Communications within the LRIT system

- Audit information required by the LRIT Coordinator – Journal files for both IDE and R/CDC would consist of a single XML file containing the LRIT messages requested by the LRIT Coordinator
- Polygons – any time a change has to occur Contracting Governments should upload the DDP polygons in the testing environment, and to check them before uploading them in the production environment

Technical Specifications

LRIT Data Distribution Plan

- Reducing the average separation of adjacent vertices for internal waters polygons and territorial sea polygons from 6 nm to 2nm for Contracting Governments with extensive insular territories – rejected due to impact of an increased technical risk
- Length of North and South offsets for *SARRectangularArea* – amendments to MSC.1/Circ.1297 with the necessary guidelines to SAR services

Request of COMSAR 13

SAR services will be allowed to request and receive LRIT information not only for the search and rescue of persons in distress at sea (V 19-1.12) but also

- On specific ships for example in case of uncertainty (ship overdue) and
- Declared Alert phases - as defined in the 1979 SAR Convention

Testing Protocol

- Test procedures reviewed. Applies to:
 - R/CDC LRIT Data Centres that are undergoing developmental and integration testing and decides to provide services to Contracting Governments other than those establishing the centre
 - Some of the test cases are to be repeated or to be conducted in a different way – guidance on the conduct of these testing were prepared
 - The R/CDC does not have to undergo all of the test procedures and cases set out in the protocol for each and every Contracting Government associated with the DC

Testing Protocol

- Accelerated testing programme for DCs
 - An accelerated testing process for LRIT Data Centres using the same software solution
 - Informal consultations were made by IMO – the testing processes (test procedures and cases) to be accelerated therefore the entire test programme will be shorten
 - Some of the tests are redundant and related tests could be waived however some conditions are to be met i.e. SAR Position request (Message 5) and SAR SURPIC request (Message 6) should be tested
 - With this arrangement more DCs will be able to conclude their testing programme by 30 June 2009

Testing of the EU LRIT CDC

- The pre-developmental test report was submitted and accepted by IMO
- Authorisation to commence developmental testing was granted by IMO
- Additional tests to be conducted as a result of the related decisions of the *ad hoc* – were included in the test plan that was submitted to IMO
- EU LRIT CDC will be required to conduct, after successfully completing the developmental and integration testing phases additional tests to include additional Member States

Performance Review and Audit of the LRIT system

- IMSO provided information on the methodology that would be used when conducting the audit and review of the performance of the DCs and IDE
 - Audit and Review Software is being designed and developed by IMSO to audit and review the performance of the LRIT system (in particular DCs and IDE) in respect of the provisions of V/19-1
 - Purpose built software tool for the verification and assessment of LRIT information

IMSO – LRIT Coordinator

- The extent of which the audit and review of the performance of the IDE and DCs is not yet clear
- Purposes and objectives of the review –still need to be defined -must also be defined by the LRIT Coordinator and the Contracting Governments
- Size and nature of the samples required by IMSO to conduct the audit and report to IMO
- Audit Programme procedures to be developed by IMSO and submitted to MSC 86 for approval

LRIT Coordinator

- LRIT Coordinator
 - Will not be expected to engage in any audit, verification or investigation of the accuracy of the Notice of Arrival in connection with LRIT requests
 - Be entitled to request and receive a list of ships which had been instructed by their Administration to transmit LRIT information to the DC provided that the ships have been chosen through the sample used for audit and review
 - Data security – SFTP internet connection from the DC to the LRIT Coordinator

LRIT Coordinator

- Delay in testing and implementation of DCs would delay the start of routine fee revenue for IMSO
 - Severe resource implications for IMSO
 - No start-up funding provided – few contributions
 - IMSO would need an additional GBP 200,000.00 this year to cover minimum basic LRIT costs
 - IMSO could not guarantee whether it will be in a position to begin performing the functions of LRIT Co-ordinator
 - Fees for interim authorisation and audit process have been raised by IMSO from GBP 2,500 to GBP 8,500

Continuity of Service Plan for the LRIT System

- How to ensure the continuity of service?
- Such plan is highly desirable
- To be best addressed after most of the DCs have completed the developmental test
- Availability of service on 24/7 across the world for all components of the LRIT system
- Plan to be completed by MSC 87

Nomination of experts on technical aspects of the LRIT system

- MSC 85 through MSC./Circ.1299 urged Contracting Governments to nominate to IMO
 - Experts on Technical aspects of the LRIT system the services of whom the IMO secretariat might call when providing advice or assistance to other Contracting Governments
 - Contracting Governments were invited to consider the request – so far only the United States and Canada have nominated experts

Other Issues

- XML schema in relation to *PricingFile.xtd* and *types.xtd* was amended – number of currencies limited
- R/CDC should only internally route LRIT information transmitted by ships of a CG establishing the DC and should automatically maintain journal(s) for internally routed LRIT info and should transmit it regularly to the IDE
- Guidance on the use of DDP Web interface and related matters to be provided by IMO

Other issues

- Amendments to MSC.1 Circ.1296 (Survey/Cert)
 - Ships construction commenced before 31 December 2008 but to be completed after – must comply to transmit LRIT info before put in service
 - Cargo ships of gross tonnage of 300 and above but less than 500 – Cargo Ship Safety Equipment certificate/ RoE (Form E) not required – provide on board conformance test report
 - If issued with Cargo Ship Safety Certificate – RoE Form (C) documented in sect 5 plus the conformance test report. Cargo ship radio certificate or RoE (Form R) should not be amended to document compliance
 - Conformance testing in certain parts of the world – difficulties encountered to be reported to IMO

Thank you !

Any
Questions?

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