

Ship integration and ship reporting

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1st LRIT NCA meeting
19-20 October 2009

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I.1- Integration of ships: definition

- What is the integration of a ship?
 - Record of ship and terminal data in the LRIT ship DB (Ship DB manager)
 - Record of the ship in the EU DC (triggered by LRIT ship DB)
 - Record of the ship and terminal in the ASP (ASP helpdesk)
 - Download of DNID into the terminal (ASP helpdesk)

I.2- Integration of ships: history

- Between February and mid-June 2009:
 - Download DNID on more than 3000 ships (pre-integration)

- From mid-June 2009:
 - Record of the ships in the EU DC and ASP, and 6 hours initial programming of the terminal
 - Continued to download DNID on more than 3500 ships

I.3- Integration of ships: difficulties

- Huge volume of ships, short timeframe
- First 3000 ships: long time between DNID download and initial 6 hours programming
- Some terminals report at 6 hours interval as soon as they are installed, versus programmed slot by the EU DC (the EU DC spreads the reports on 6 hours).

Solution: stop / restart, done on 300 ships

I.3- Integration of ships: difficulties

- LRIT ship DB:
 - Radio ID (Identification number) not mandatory
 - Serial Number: no specific field and not mandatory
 - Change of terminal not clearly identified
 - no update of changes of radio ID in the EU DC (corrected 29 September)

I.4- Ship NOT integrated: causes

- SATPRO Terminal (status « Integration in progress », about 500)
- DNID download failed (about 100)
- Wrong identification number in the LRIT ship DB (about 30)
- New terminal not registered in the LRIT ship DB (about 10)

I.5- Some data: week 42

- LRIT ship DB (V.174): 7222 ships
- Integrated in the EU LRIT DC: 6620 ships
- Integration pending: 602 ships

I.6- Ship NOT integrated: actions for CG

- 1 - Check the web interface, menu Ship management / Ship integration, to detect “Not integrated” ships;
- 2 – Act according to the information in the column « Cause of failure » (DNID download failed, shipborne equipment logged out, ...);
- 3 – Inform MSS when the check is done, so a re-integration can be ordered. Reminder: this cost is beared by EMSA

II.1- Reporting: definition

- Information status through the UWI:
 - “Not reporting” status means that the terminal has never reported in the EU DC because it has never answered the initial 6 hours programming;
 - “Under-reporting” status means:
 - The terminal stopped reporting (even 3 months ago)
 - The EU DC received 25% positions under the expected number
 - “Over-reporting” status means that the EU DC received 25% positions over the expected number

II.1- Reporting: definition

- In the ASP (only):
 - “Abnormal reporting”: the reports received by the ASP are not compliant with IMO technical specifications. They are not decoded by the ASP, and not available in the EU DC.

II.2- Ship NOT reporting: causes

- Terminal switched off
- Terminal improperly switched off, then switched on
- Terminal superseded/radio ID not updated
- Terminal not working properly
- Non-MORP (Multi-Ocean Region Polling) terminal
- DNID not correctly downloaded
- Shadow area, polar regions, some ports...

II.3- Some data: week 42

- LRIT ship DB (V.174): 7222 ships
- Integrated in the EU LRIT DC: 6620 ships
- Reporting in the EU LRIT DC: 4802 ships
- Not reporting in the EU LRIT DC: 1828 ships
 - Never reported: 887 ships -> status in UWI: Not reporting
 - Reported and stopped reporting: 931 -> status in UWI: Under reporting

II.4- Ships which NEVER reported: actions for CLS - MSS

1. Check LRIT ship DB (new terminal?)
2. Check the record of the ship and terminal in the ASP (ASP helpdesk)
3. Check the DNID download (re-do?)
4. Send a 6-hour programming
5. If the problem persists, contact the MSS to inform the CG

These costs are beared by EMSA

II.5- Ships which STOPPED reporting: actions for CG

- Do a "Restart" in the UWI (Menu Ship reporting)
- Check the status after 24h

If it did not work:

1. Check where is the ship (last position: polar region? Port?)
2. Check if the terminal is properly switched on
3. Check the terminal: hardware, software
4. Make a log out/log in
5. If the problem persists, contact the manufacturer
6. Change the terminal

... and inform MSS at the end of the investigation

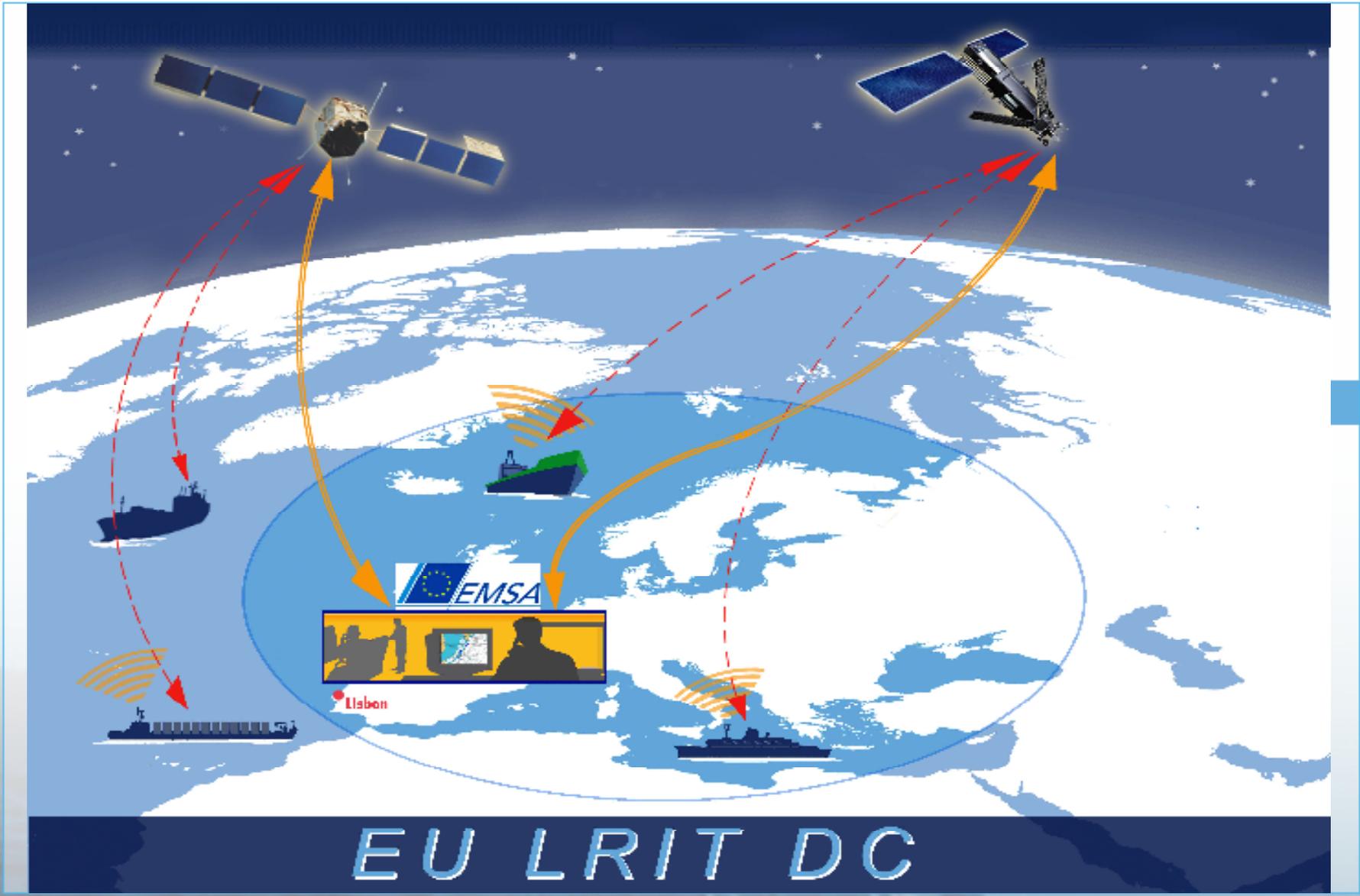
II.6- How can CGs improve the ship reporting management?

- LRIT NCA should inform MSS when a ship will stop / restart sending LRIT positions (ship in dry dock...)
- > no research on why this ship is not reporting anymore will be initiated
- LRIT NCA could “Stop” the ships in the cases above, and “Restart” them once they are ready to report again
- LRIT NCA shall inform shipowners / ship managers that in case of replacement of a LRIT terminal, their National Ship DB Manager should be informed.

II.7- How can CLS and EMSA improve the ship reporting management?

- **CLS:**
 - Fix remaining status bugs;
 - Ship reporting table will be improved
 - > before the end of the year

- **EMSA:**
 - Improvement of the LRIT ship DB;
 - > before the end of the year



FAQ ship reporting: examples : Ship STOPPED reporting after 5 hours: MEM code 93

- **Over-reporting with MEM code 93: SSAS (Ship Security Alert System) activation**

Terminal concerned: Thrane & Thrane for Inmarsat C

- Once informed, the LRIT NCA :
 - should contact the Company Security Officer (CSO) of the ship's company;
 - should ask for stopping the SSAS emission, otherwise the shipborne equipment will be stopped by the ASP after receiving 20 position reports (5 hours);
 - an upgrade of the software of the shipborne equipment has to be done to avoid future problem;
 - has to inform MSS once the upgrade is done, so the terminal can be restarted.
- CLS restart the equipment.