

10th LRIT meeting
Agenda item I
29 October 2014

LRIT 10/1/1 (v1.00)
Lisbon, 18 September 2014

PERFORMANCE, USE AND PROMOTION OF EU LRIT CDC

Non-SOLAS ships voluntary reporting

Submitted by EMSA

<i>Summary</i>	NCA's are invited to note the results of the EMSA analysis on LRIT ships not covered by SOLAS and to decide as appropriate.
<i>Action to be taken</i>	As per paragraph 4
<i>Related documents</i>	a. NCA's LRIT 8/6/1

1. BACKGROUND INFORMATION

Following the presentation of Greece at the 8th LRIT NCA on the possible use of the LRIT system for ships not obliged to comply with SOLAS Chapter V Regulation 19-1, several participants suggested EMSA to carry out a further technical, legal and financial study.

This document reports on result of the feasibility study done by EMSA.

2. LEGAL AND FINANCIAL CONSIDERATION ON THE USE OF THE EU CDC

The EU CDC has been established on the legal basis of Council Resolutions 2821 dated Oct 2007 and 2913 dated Dec. 2008. The purpose of the EU CDC is to support the EU MS in complying with SOLAS Convention relating to LRIT.

The Council stressed that the objective of the EU CDC should include (...) *Search and Rescue and Maritime Safety*. The Council considered that the issue of costs of any additional LRIT reports to be collected and processed by the EU LRIT DC (e.g. reports from ships calling at ports of the MS or sailing off their coasts) should be further discussed, while acknowledging that such costs should in principle be covered by those MS requesting additional reports, in the light of rules and modalities to be defined at EU level.

3. TECHNICAL FEASIBILITY

The analysis of the potential impact resulted to the following scenarios:

3.1. Scenario n°1: SOLAS ships navigating exclusively in sea area A1 & Non SOLAS merchant ships including large leisure craft engaged in trade and fishing vessel over 24 meters (ref. to EU Dir. 2002/35/EC).

The LRIT technical specifications apply in full to the above categories of vessels (all ships must have an IMO number and be fitted with a shipborne equipment with a Conformance

Test Report). Based on the EUROSTATS "Statistics in focus" 49/2009, a maximum of 2,000 ships are considered whereas the maximum number of users registered in the EU CDC User Web Interface remain the same i.e. <600.

The analysis of the impact to the Ship database shows that:

- a. The Ship database can make the distinction between ship LRIT mandatory and not. The processing generated by this scenario (create/delete/update/consult) is negligible and should not impact the application. The web service implemented between the ship database and the EU CDC does not need to change.
- b. Access to the Ship database is restricted to National Competent Authority as designated in the Conditions of Use.

Therefore, there is no impact on the ship database.

The analysis of the impact on the EU CDC shows that:

- a. The EU CDC has sufficient capacity for processing additional 2,000 ships without impact on the performance of the application.
- b. The web service established with the Ship database already includes the distinction between ships LRIT mandatory or not.
- c. The web service established between the EU CDC and the ASP is not affected with this use case.
- d. However, the EU CDC needs to be adapted to support the following functionalities:
 - LRIT information from Ship reporting on voluntary basis is for internal routing only,
 - Only the Flag State is entitled to request & receive LRIT information,
 - LRIT information is available to EU CDC LRIT Users for SAR purposes and free of charge.

Moreover the analysis shows that there is no impact on the ASP and on the LCT (as the tag for LRIT mandatory or not is already implemented).

Regarding the financial impact, it should be noted that the cost resulting of terminal integration and air time communication shall be borne by the Flag administration.

SAR messages are provided free of charge to SAR services entitled to receive.

3.2. Scenario n°2: scenario 1 and Domestic ships without IMO number

This scenario deviates from the current LRIT technical specifications (as describe in Circ. 1259) and will require ships to be fitted with a fake IMO number. The use of a fake IMO is necessary in order to minimise the impact to the application.

The analysis shows that in addition to the impact described in the scenario 1 the follow applies:

- a. Ship database: The ship database should be modified in order to accept fake IMO numbers (data quality check should be modified to accept the fake IMO). The Web interface of the Ship database should be adapted.
- b. EU CDC: There is no additional impact.
- c. ASP: There is no additional impact on the ASP.
- d. LCT: There is no impact on the LCT as the tag for LRIT mandatory or not mandatory is already implemented.
- e. Financial: The cost resulting of terminal integration and air time communication shall be borne by the Flag administration.

The table below summarises the impact of two scenarios.

Scenarios	Impact			
	EU CDC	Ship Database	ASP	LCT
Scenario n°1	Y	N	N	N
Scenario n°2	N	Y	N	N

4. ACTION REQUESTED

NCA participants are invited to consider the information provided and confirm their interest for implementing in the EU CDC, subject to budget availability, the registration of ships not obliged to report LRIT information.