INTERNATIONAL MARITIME ORGANIZATION

IMO

E

INTERSESSIONAL MSC WORKING GROUP ON LONG-RANGE IDENTIFICATION AND TRACKING
1st session
Agenda item 3

MSC/ISWG/LRIT 1/3/4
20 September 2005
Original: ENGLISH

DEVELOPMENT OF THE DRAFT SOLAS AMENDMENTS ON LONG-RANGE IDENTIFICATION AND TRACKING

Draft SOLAS regulation on LRIT

Submitted by the Russian Federation

SUMMARY

Executive summary:	This document proposes preliminary draft SOLAS regulation on Long-range identification and tracking of ships based on the highlighted principle approaches for possible LRIT implementation
Action to be taken:	Paragraph 2
Related document:	MSC 80/24, paragraphs 5.55 to 5.114

1 This document contains the vision of the basic principle approaches for possible LRIT implementation (annex 1) and preliminary draft SOLAS regulation on Long-range identification and tracking (LRIT) of ships based on those approaches (annex 2).

Action requested of the Working Group

2 The Working Group is invited to take into account the proposals contained in annex 1 and annex 2 to this submission while preparing the SOLAS regulation on LRIT.

***

ANNEX 1

BASIC PRINCIPLE APPROACHES

1 The Maritime Safety Committee and the COMSAR Sub-Committee have been discussing the Long-range identification and tracking (LRIT) of ships during the last few years.

2 The LRIT matter is more complicated for practical implementation than it was assumed in the beginning. One of the reasons of such difficulty is that IMO tries to develop very detailed and prescriptive uniform requirements consisting of texture of insolvable issues such as financial, legal, operational, etc. Those requirements are very difficult to implement from the practical point of view.

3 We consider that LRIT requirements should be less prescriptive and as simple as possible that will allow Administrations to have a freedom of choice and implement cost effective LRIT system as they consider appropriate according to the IMO minimum standards. LRIT requirements should be flexible for Administrations and they should not be used for uncontrollable charges and operations.

4 In our view IMO should not delegate to any third party approvals, recognitions, decisions on behalf of IMO. National Administrations should decide everything as far as they comply with IMO minimum LRIT requirements. The best for a government would be just to appoint national LRIT operating agency (company) which will sort out all operational and data exchange matters in accordance with the IMO requirements.

5 We believe that security and non-disclosure for LRIT system are very important. Some governments may have tremendous problem to delegate them to some other entities rather than national providers (e.g. “internationally approved”). Also existing commercial/contractual relations between shipping companies and Vessel Monitoring System (VMS) service providers are not entirely suitable for LRIT system.

6 We think that uniform fully centralized LRIT concept is extremely difficult to implement because it represents the mix between governmental requirements and commercial services. It is difficult to understand how tariffs between recipients and providers are established and agreed. It could also be a case when recipients due to the IMO regulations will be imposed by improperly charges established by LRIT service providers. We think that governments should have enough flexibility while meeting the IMO LRIT requirements to implement a structure which is acceptable for national regulations. We also think that following SOLAS regulation on LRIT each Administration should approve one or more of the LRIT tracking services which could be based on already existing VMS’s which performance is not inferior to the IMO requirement; each Administration should appoint a national LRIT service provider who will carry a function of national data centre and be a point of presence and point of contacts with similar national centres. It is assumed that some Administrations will group for this purpose or they appoint international service provider from current commercial companies or use other methods. Those national LRIT service providers will establish commercial relations with governments who appointed them to provide services; they will also establish relations with other national service providers regarding tariffs/rates/services and data reports. The recipient organization will get LRIT information from those national centres. The latter may set up a pool to procure regional or international LRIT data centre(s) based on commercial considerations. It is assumed that IMO will agree a unified format for LRIT reports exchanged between centres.

7 Basic principle is that IMO should stay away from any commercial requirements in particular from imposing commercial LRIT structure on governments implying financial obligations which is very difficult to regulate. We prefer that a structure will be very flexible to allow Administrations to meet national requirements and applications. IMO should perhaps only approve LRIT requirements in SOLAS and require that each Administration appoint a national service provider (operating company) which will operate or contract to operate LRIT tracking service and interact with other LRIT providers.

8 Draft performance LRIT standards should contain requirements for shipborne equipment, unified data report, requirements for national LRIT data service provider and miscellaneous and that should be all.

9 There are no objections that IMSO could be a candidate for oversight LRIT satellite service performance as an organization which oversee the performance of satellite systems but we do not think that it should be involved in running commercial data service such as international LRIT data centre. LRIT co-ordinator should be appointed by IMO (the Maritime Safety Committee) in a similar way as, for example, the NAVTEX Co-ordinating Chairman who will provide regular reports to MSC/COMSAR on the performance of data centres and national LRIT requirements. Intersessionally, it could be the IMO LRIT Panel which will keep an updated register of national LRIT requirements as declared by governments and a list of national LRIT data centres.

***

ANNEX 2

PRELIMINARY DRAFT LRIT SOLAS REGULATION

Comments on existing draft SOLAS regulation on LRIT

The draft SOLAS regulation XI-2/XX proposes LRIT implementation at stages for existing ships depending on equipment of ships with GMDSS radio installations (SOLAS chapter IV). It seems inappropriate since in general LRIT capabilities are not concern to GMDSS sea areas.

In fact LRIT is identification system which is intended to be used for ship security purposes. That is why the approach could be similar like either for AIS or SSAS equipment implementation i.e. depending on ship's type and size. If the certification of ships depending on GMDSS sea areas is taken as a basis for LRIT application that means that under LRIT requirements falls ships engaged on international voyages and cargo ships of 300 gross tonnage and upwards only.

It is also substantial that COMSAR 8 decided that "… ships operating exclusively within sea area A1 which were fitted with automatic identification systems (AIS) did not need to be fitted with additional equipment to provide the LRIT data;" (COMSAR 8/18, paragraph 13.6.2.2). In the existing draft regulation (paragraph 2) this essential note is omitted. That means that ships certified for operations exclusively in sea area A1 (which may not be fitted with AIS facilities) may pass throughout the extensive areas (for example through the Baltic, North and Norwegian seas) within continuous A1 sea area without LRIT system.

Taking into account the above the example of SOLAS regulation could be as indicated below (paragraph 1 is consistent with SSAS requirements). All LRIT performance requirements have to be reflected in the appropriate performance standards and not duplicated in the SOLAS provisions.

Example

DRAFT AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

CHAPTER XI-2

SPECIAL MEASURES TO ENHANCE MARITIME SECURITY

1 The following new regulation [XX] is added after existing regulation [XY]:

"**Regulation [XX]**

Long-range identification and tracking of ships

1 All ships, except those specified in paragraph 2, shall be fitted with a system to automatically transmit information to enable, subject to the provisions of paragraph 4, the long-range identification and tracking (LRIT) of the ship by Contracting Governments, as follows:

.1 ships constructed on or after [DD MM YY];

.2 passenger ships, including high-speed passenger crafts, constructed before [DD MM YY], not later than the first survey of the radio installation after [DD MM YY];

.3 oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high-speed crafts, of 500 gross tonnage and upwards constructed before [DD MM YY], not later than the first survey of the radio installation after [DD MM YY]; and

.4 other cargo ships of 500 gross tonnage and upward [and mobile offshore drilling units] constructed before [DD MM YY] not later than the first survey of the radio installation after [DD MM YY].

Note: The application of LRIT requirements in respect of mobile offshore drilling units has to be considered.

2 Ships, irrespective of the date of construction, fitted with an automatic identification system (AIS), as defined in regulation V/19.2.4, and operated exclusively within AIS coast stations shall not be required to comply with the provisions of this regulation.

Note: To ensure subparagraph 2 provision the Contracting Governments should provide information to the Organization on their AIS coast stations and its coverage.

3 Systems and equipment required to meet the LRIT requirements shall conform to appropriate performance standards not inferior to those adopted by the Organization and shall be of a type approved by the Administration.

Note: The appropriate performance standards have to be developed.

4 Contracting Governments, subject to the provisions of paragraphs 5, 6 and 7, shall be able to receive LRIT information transmitted by ships as follows:

.1 the Administration shall be able to receive LRIT information from all ships entitled to fly its flag irrespective where such ships may be located according to its national regulations;

.2 a Contracting Government shall be able to receive LRIT information about ships, irrespective of the flag such ships are entitled to fly, which have indicated to that Contracting Government an intention to enter a port facility under the jurisdiction of the Contracting Government. Contracting Governments shall specify and communicate to the Organization, either the distance from their coast or the period of time prior to the expected time of arrival of the ship in a port facility under their jurisdiction, during which they require the provision of LRIT information. The Organization shall circulate the communications received for the information of all Contracting Governments; and

.3 in addition to subparagraph .2, a Contracting Government shall be able to receive LRIT information about ships, irrespective of the flag such ships are entitled to fly, navigating within a distance of [200] nautical miles of its coast.

Note: The value of 200 nautical miles is in consistency with Exclusive Economic Zone.

5 Administrations shall be able to prevent a named Contracting Government from receiving LRIT information on ships flying their flag even if the Contracting Government is otherwise entitled to receive that information.

6 Contracting Governments shall, at all times:

.1 recognize and respect the commercial confidentiality and sensitivity of any LRIT information they may receive;

.2 protect the LRIT information they may receive from unauthorized access or disclosure;

.3 use the LRIT information they may receive solely and exclusively for the purpose of enhancing their security, or for other purposes recognized by the Organization; and

.4 use the LRIT information they may receive solely and exclusively for peaceful purposes.

7 The Search and Rescue services of Contracting Governments may receive or may use LRIT information in relation to the search and rescue of persons in distress at sea.

8 All reasonable steps shall be taken to ensure that the means of transmitting of LRIT information is maintained in an efficient working order. However, malfunctions of the LRIT information transmitting equipment shall not be considered as making the ship unseaworthy or as a reason for delaying the ship in ports where appropriate repair facilities are not readily available, providing that suitable arrangements are made by the master to take into account the inoperative equipment in the planning and executing a safe voyage to a port where repairs can take place.

_____