EU LRIT Data Centre Implementation Plan

EU LRIT Expert Group

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LRIT Task Force

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What is LRIT?

- Long-Range Identification & Tracking System (by communication satellite) (initiated to cover security concerns)

- **4 Objectives:**

  Global/worldwide identification and tracking of ships for:
    – Maritime security   - Search and Rescue
    – Maritime safety   - Protection marine environment

- **4 perspectives**: Flag State, Coastal State, Port State & SAR

Purposes

- Flag state
  - Should receive 4 messages per day on the position of its vessels worldwide, higher frequency possible

- Coastal state
  - Should be able to receive the position of all vessels within 1.000 nautical miles of its coast

- Port state
  - Should be able to request the position of a vessel or vessels coming to its port(s)

- SAR
  - Should be able to request LRIT information in relation to the SAR of persons in distress at sea

IMO Requirements (1)

- **MSC 202 (81)** – amendments to SOLAS 1974 and adds LRIT requirements
    - Applies to passenger ships (including high-speed passenger craft), cargo ships (>300 GT), & mobile offshore drilling units

- **MSC 211 (81)** –arrangements for timely establishment of LRIT system

IMO Requirements (2)

- **MSC 210 (81)** – performance standards and functional requirements for the LRIT of ships.
  - All states to conform to requirements not inferior to those specified in the Annex to the Resolution.
  - 4 daily LRIT messages per day at 6 hour intervals

- **MSC 254 (83)** –amendments to performance standards and functional requirements
  - i.e. when ship in dry dock reduce LRIT messaging, changes with regards to LRIT DC and IDE

EU Requirements

Council Resolution of 2 October 2007

- Collective approach: establishment of an EU LRIT DC

- COM in charge of managing DC in cooperation w/ MS through EMSA

- EMSA responsible for technical development, operation & maintenance of EU LRIT DC.
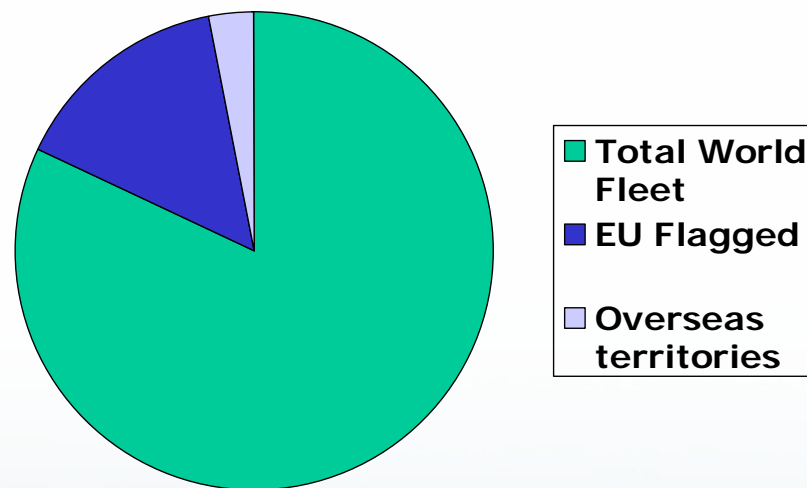
Significance of EU

- **EU flagged ships** = Approximately 8,200*^ vessels

- **Overseas territories =** approximately 1,700 vessels

- **Total world fleet** = Approximately 55,000 vessels

*only vessels engaged in international voyages

^ preliminary conservative estimations

Legend:
- Total World Fleet
- EU Flagged
- Overseas territories

EU DC to cover about 18 % of world's fleet

To be covered by EU LRIT DC

- **EU/EEA Flag States** = 29 administrations

- **Overseas territories** = 26 administrations

- **Third Countries** = decision to be taken

Relations with and information from Overseas territories should be channeled via the responsible EU Member State

Minimum Number of Messages to be covered by EU LRIT DC (Flag State only)

	vessels	Messages per		
		Day	month	year
EU Flag States	8,200	32,800	997,667	11,972,000
Overseas Territories	1,700	6,800	206,833	2,482,000
TOTAL	**9,900**	**39,600**	**1,204,500**	**14,454,000**

Total world Fleet	55,000	220000	6,691,667	80,300,000

Implementation Plan for EU LRIT DC

1. 2 step approach & main phases of project

2. Working methodology

3. Proposed architecture for EU LRIT DC (next presentation)

Constraints and risks

- EMSA only able to set up small temporary team (Task Force) mainly based on existing staff

- No budget and staff received yet for LRIT as part of the 2008 budget

- Commitment appropriations needed to cover tender contracts

- International specifications not ready

- System set-up based on existing technology, however adaptations needed, new functionalities to be covered

- Many actors should deliver before the system can really work

Implementation Plan – 2 step approach

- ## Step 1

  - Set-up operational EU LRIT DC complying with SOLAS Amendments

  - Outsourcing of CSP/ASP, EU LRIT DC/MC functions

  - Separate web interface also available via SafeSeaNet

  - Minimum integration with SSN due to:

    - complexity of the integration

    - SSN improvements need additional time

  - Compatibility with SSN will be ensured

  - Approximately completed by summer 2009

Implementation Plan – 2 step approach

- **Step 2**

  – Integration of the EU DC functions in a central application located at EMSA or Commission & monitored by EMSA

  – Linked to STIRES module of SafeSeaNet

  – Allows MS to combine LRIT with AIS info using single interface

  – Expectation: completed by 2010

Final aim: SSN primary interface between the CG / MS and the EU LRIT DC for transmitting requests and receiving LRIT information reports

Implementation Plan – timing

EMSA	Due Date
EMSA to establish LRIT MS Expert Group	**First meeting 25-26 Feb.**
Technical and functional specifications are complete, including draft contracts and tenders are published in Official Bulletin (EU LRIT DC, ASP, LRIT Monitoring Centre).	T + 4 months
Reception of ship data from MS and development of ship database.	T + 6 months
Develop and implement the EU DC LRIT information distribution rules based on the IMO DDP.	T + 6 months
Signing of contracts for various tenders (EU LRIT DC, ASP, LRIT Monitoring Centre).	T + 11 months
Develop and implement the EU LRIT billing system	T + 11 months
Development and implement EU DC interface for auditing purpose.	T + 15 months
Development and testing of EU DC interface with IDE	T + 15 months
EU LRIT DC established, tested and operational	**T + 18 months**

Implementation Plan – Working Methodology

- EMSA LRIT Task Force to conduct work

- EMSA will regularly report

- Consultation on main phases of project with Member State LRIT Expert Group

- EMSA assists Commission in keeping the Shipping Working Party informed

Overview of International LRIT components
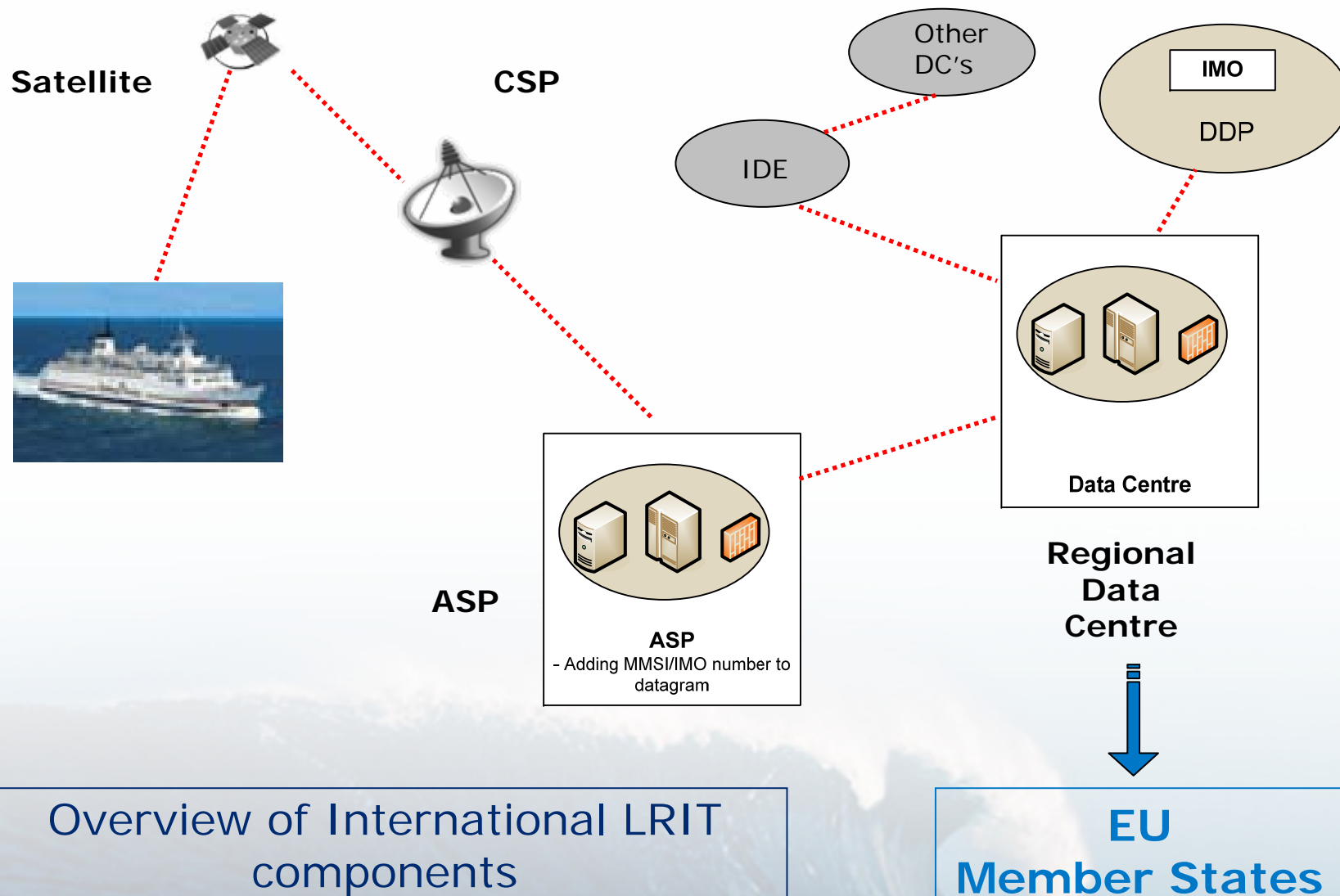
Summary

- Project duration minimum T + 18 months

- 2 step approach (SSN integration phased-in)

- Constraints and risks to be taken seriously

- Cooperation and coordination between MS, Commission and EMSA important