



MARITIME SAFETY COMMITTEE
83rd session
Agenda item 6

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LRIT-RELATED MATTERS

Comments on the outcome of COMSAR 11

Submitted by the United States

SUMMARY

Executive summary: This document provides information on the views of the United States regarding various issues on LRIT in response to the questions put to Contracting Governments in the COMSAR 11 report. It should be read in connection with our companion paper entitled views of the United States on LRIT billing issues submitted at the same time as this paper

Action to be taken: Paragraph 8

Related document: COMSAR 11/18, section 14

Background

1 COMSAR 11 has strongly urged SOLAS Contracting Governments (Contracting Governments) to submit their views on LRIT issues to be addressed as soon as possible for the consideration by the Intersessional MSC Working Group on LRIT. COMSAR 11 also requested Contracting Governments to provide the approximate volume of LRIT information packages that they are likely to request in a particular period for consideration by the Intersessional MSC Working Group on LRIT.

2 Based on information from various United States Coast Guard data sources, it is estimated that 3,000 ships transit within 1,000 nautical miles off the coast of the United States on any given day and would be affected by the LRIT rule. The United States flag population is based upon ships that are SOLAS-certificated and that have an “ocean” route designation. Of the approximately 3,000 ships estimated, approximately 450 are United States flag ships and the remaining are foreign flag ships that transit internationally.

3 Based on the Performance standards and functional requirements for the long-range identification and tracking of ships (the Performance standards) adopted by resolution MSC.210(81), one transmission would be made every six hours, or four times a day, 365 days a year. The United States estimates that the foreign flag ships within 1,000 nautical miles off the coast of the United States or bound for United States ports would make approximately 10,200 transmissions per day (2,550 ships x 4 transmissions per day) for a total of 3,723,000 transmissions per year (2,550 ships x 4 transmissions per day x 365 days per year).

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The United States flag ships would make approximately 1,800 transmissions per day (450 ships x 4 transmissions per day) for a total of 657,000 transmissions per year (450 ships x 4 transmissions per day x 365 days per year).

4 The United States would incur LRIT information costs of approximately USD 930,750 (3,723,000 transmissions x USD 0.25 per transmission) annually from foreign flag ships and USD 164,250 (657,000 transmissions x USD 0.25 per transmission) annually from United States ships for a total annual cost of USD 1,095,000. We use USD 0.25 per transmission based on discussion held in the *Ad hoc* Working Group on engineering aspects of LRIT (the Group) to date without considering overhead costs incurred by the LRIT Data Centres (DCs) for such items as LRIT Co-ordinator performance review and audit or charges from the International LRIT Data Exchange (IDE), if any. At the present time, these are not presently known or knowable with the requisite degree of probability to include in the calculation. It is assumed, however, that in the aggregate these overhead charges will not add significantly to the per transmission cost.

5 COMSAR 11 reminded Contracting Governments of their agreement to provide information with respect to their firm intentions in relation to the establishment of National LRIT Data Centres (NDCs), Regional LRIT Data Centres RDCs and Co-operative LRIT Data Centres (CDCs) and urge them to provide such information for consideration by the MSC/ISWG/LRIT. The United States intends to develop and implement a NDC for the United States. This NDC is planned to be located at the United States Coast Guard Operations Systems Centre (OSC) in Kearneysville, West Virginia. The United States has not yet been formally approached by any other Contracting Governments regarding participation in a RDC or CDC. Any decision on such a request would need to be considered on an individual basis.

6 COMSAR 11 urged Contracting Governments to submit detailed proposals on the criteria to be used in assessing the proposals for establishing the International LRIT Data Centre (IDC) and IDE to the MSC/ISWG/LRIT for further consideration. The United States supports the technical criteria for the location of the IDC and IDE developed by the Group.

7 COMSAR 11 also drew the attention of Contracting Governments to the potential problems they might face when implementing DCs due to problems with legacy shipborne equipment. The United States notes the potential problems with some legacy shipborne equipment. The United States intends to comply with LRIT requirements, including those imposed on it as an Administration for the ship entitled to fly its flag and notes that, if there is a need for upgrading or replacing existing shipborne equipment, its flag ships have that opportunity and obligation.

Action requested

8 The Committee and the Intersessional MSC Working Group on LRIT are invited to consider the above and decide as appropriate.
