



MARITIME SAFETY COMMITTEE
83rd session
Agenda item 6

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LRIT-RELATED MATTERS

Date of implementation of the LRIT System

Submitted by the Islamic Republic of Iran

SUMMARY

- Executive summary:** This document contains a proposal by the Islamic Republic of Iran concerning the date of implementation of the LRIT system
- Action to be taken:** Paragraph 13
- Related documents:** Resolutions MSC.210(81) and MSC.211(81); COMSAR 11/14/4 and COMSAR 11/18, section 14

Introduction

1 The Committee, at its eighty-first session (10 to 19 May 2006), adopted amendments to the International Convention for the Safety of Life at Sea, 1974, as amended, in relation to the long-range identification and tracking of ships (SOLAS regulation V/19-1) which, upon acceptance on 1 July 2007, will enter into force on 1 January 2008.

2 The Committee, at its eighty-first session, also adopted Performance standards and functional requirements for the long-range identification and tracking of ships.

Background

3 The Committee, at its eighty-second session (29 November to 8 December 2006), agreed with the establishment of an *Ad hoc* Working Group on engineering aspects of LRIT (*Ad hoc* Engineering Group).

4 The Committee urged SOLAS Contracting Governments (Contracting Governments) to promptly put in place the necessary arrangements so as to be able to submit to:

- .1 the Organization, the information required by SOLAS regulation V/19-1 and those needed for the establishment of the LRIT Data Distribution Plan not later than 1 January 2008; and
- .2 the LRIT Data Centre, the information specified in the performance standards not later than 1 July 2008 and to update such information as and when changes occur.

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5 MSC 82 also invited Contracting Governments to urge ships entitled to fly their flag to participate in trials and testing of the LRIT system. It was also agreed that the International LRIT Data Centre (IDC) and the International LRIT Data Exchange (IDE) commence trials and testing of the LRIT system not later than 1 July 2008. Furthermore, the LRIT Data Centres (DCs), other than the IDC, should be in a position to commence the integration of ships into the LRIT system as soon as possible after 1 July 2008 and, preferably, not later than 1 October 2008.

6 In addition, MSC 82 requested the Secretariat to provide information for consideration by the Committee, at its eighty-third session, on the arrangements for the establishment and maintenance of the LRIT Data Distribution Plan (DDP) so as to enable Contracting Governments to populate the DDP from 1 January 2008.

LRIT Road Map

7 Technical specifications of LRIT system have been completed recently by the *Ad hoc* Engineering Group and these specifications provide the high level system architecture. Taking into account the broadness and extensiveness of the system and the time needed for building the hardware and software infrastructures, designing and establishment of different parts of the system according to road map, in low level architecture, seems to be inaccessible.

8 According to resolution MSC.211(81), the system's commencement shall start not later than 1 July 2008, however, any major problem in each part of the system, taking into account the essential role of some main sections like IDE and DDP, will affect other parts of the system and it is clear that this may cause delay in the operation of the system and result in users uncertainty about the system.

9 One of the issues expressed by different Contracting Governments participating in the COMSAR 11 was that "*considerable time had lapsed since the adoption of SOLAS regulation V/19-1 without having made substantial progress in relation to the timely establishment of the LRIT system*". This statement shows that the majority of Contracting Governments are of the opinion that the timely establishment of the LRIT system is not applicable according to the road map.

10 As the Marshall Islands has mentioned in its document COMSAR 11/14/4, one of the very serious problems is System Not Responding (SNR) and also the fact that these units cannot be identified by the Inmarsat LES's. The great number of conventional vessels that are to be included in LRIT system, highlight this problem in a more serious manner.

11 Most of the information needed for DDP and DCs shall be provided by Contracting Governments and included in some systems directly (e.g. inclusion of DDP in GISIS), or via DCs administrations or vendors. This process takes too much time and any mistake during the provision of the information mentioned above, may cause a disorder in the system operation. Taking into account time constraints for the collection of information, and also keeping in mind that all Contracting Governments have become familiar with this new system recently, such problems might emerge unintentionally and automatically.

12 Having in mind the issues explained above and the experiences gained from the GMDSS system and its transition time and to ensure that all parts of the system are ready for use and the system can work without any problem and for further familiarization of the Contracting Governments, the Islamic Republic of Iran wishes to propose that implementation date of the LRIT system be extended to 2010.

Action requested of the Committee

13 The Committee is invited to note the proposal submitted in paragraph 12 of this document and take action as appropriate.
