

	<p align="center"><b>GOVERNMENT OF ANTIGUA AND BARBUDA</b></p> <p align="center"><b>DEPARTMENT OF MARINE SERVICES AND</b></p> <p align="center"><b>MERCHANT SHIPPING (ADOMS)</b></p> <p align="center"><b>Circular 02-005-05</b></p> <p align="center"><b>Maritime Security</b></p> <p align="center"><b>Ship Security Alert System (SSAS)</b></p> <p align="center">- information on false security alerts, and</p> <p align="center">- distress/security double alerts</p>	Document	Circ. 02-005-05
		Revision	00
		Page	1 of 1
		Reference	SOLAS XI-2 ISPS Code Circular 02-005-03

**Circular letter to:**

- 1. All companies having registered their ships under the flag of Antigua and Barbuda W.I.**
- 2. All ships registered under the flag of Antigua and Barbuda W.I.**
- 3. All CSOs and SSOs involved in Maritime Control- and Compliance Measures**

- .1 This issue has been discussed and agreed at the IMO Maritime Safety Committee in December 2004 (MSC 79).
- .2 MSC 79 noted that only limited information relating to false security alerts had been submitted in relation to actual cases experienced during the period between 1 July 2004 and 15 October 2004 and, bearing in mind the provisions of SOLAS XI-2/6.1 in relation to the compliance of ships constructed before 1 July 2004 with the requirements to be provided with a Ship Security Alert System (SSAS), agreed, that it was probable that only a small number of ships had been so far provided with SSAS.
- .3 MSC 79 concluded that there was no need for action to be taken in relation to this issue on the understanding that it would reconsider the matter at a future session based on the information made available to IMO in the interim.
- .4 The Committee was also requested to consider what action should be taken in the event of a ship transmitting a distress alert and a security alert, either simultaneously or one after the other. In view of the fact that a security incident may lead to a distress situation or a distress situation may be followed by a security incident; and since all ships are capable of transmitting both alerts, simultaneously or in tandem, the competent authorities ashore need to assess the situation so as to determine and prioritize the response to be provided.
- .5 The Committee therefore agreed to leave the invitation to submit information and data relating to actual cases of “false security alerts” and “distress/security double alerts” open to future sessions.