

	<b>GOVERNMENT OF ANTIGUA AND BARBUDA</b>  <b>DEPARTMENT OF MARINE SERVICES AND MERCHANT SHIPPING (ADOMS)</b>  <b>Maritime Security and Maritime Safety</b>	Document	Circ. 02 003-03
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		Reference	SOLAS XI-1, XI-2 and the ISPS Code

## 1 Ship Security Alert System

- .1 Herewith further information is provided regarding a Ship Security Alert System. SOLAS XI – 2/6 require a ship security alert system for certain types of ships built before or on or after 1 July 2004. This system is necessary on board for initiating and transmitting a ship-to-shore security alert to the Competent Authority designated by the Administration of Antigua and Barbuda.
- .2 General cargo ships of 500 GT and upwards and mobile offshore drilling units constructed before 1 July 2004, shall be provided with a ship security alert system not later than the first survey of the radio installation after 1 July 2006.
- .3 Companies operating ships of relevant types, which have to comply with these requirements out of SOLAS XI – 2/6 on 1 July 2004 should start putting in place as soon as possible all the necessary infrastructure needed to give effect to these requirements.
- .4 IMO Res. MSC 147(77) provide for Performance Standards for such a Ship Security Alert System. Companies shall ensure that the Ship Security Alert System is in compliance with relevant international instruments in force on or after 1 July 2004 conforms to performance standards not inferior to those specified in the Resolution.
- .5 The ship security alert system is provided to a ship for the purpose of transmitting security alert to the shore to indicate to a competent authority that the security of the ship is under threat or has been compromised. It comprises a minimum of two activation points, one of which is on the navigation bridge. These initiate the transmission of a ship security alert. The system is intended to allow a covert activation to be made which alerts the competent authority ashore and does not raise an alarm on board ship nor alert other ships.
- .6 Measures should be incorporated in the activation points to avoid their inadvertent operation and the generation of false alerts.
- .7 It is of use therefore in circumstances where a ship wishes to inform a person ashore of a problem with a minimum number of the persons onboard aware of the action. The procedures for the security alert are agreed with the ship's Administration as part of the ship security plan and ideally should be individual to the ship. It is not intended that the ship security alert procedures should be to an internationally agreed standard or conform to any particular format for all ships.
- .8 Possible methods of achieving the alert are as follows:
  - a. a system may employ proprietary tracking equipment provided by traffic service providers. The ship then carries a concealed equipment box working over a satellite system on its upper deck which transmits a position report at, typically, 6-hourly intervals. Interruption of power to the equipment

or arming of the equipment by means of sensors or manual buttons causes the equipment to transmit a different format of position report. The tracking service providers monitor the transmission reports and inform the Company when the transmission format changes;

- b. a system may utilise modifications of GMDSS equipment.\* Some GMDSS equipment is not very suitable for modification as it is optimised for “all station” calling and may involve manual setting of frequencies etc. and provides confirmation on the ship of messages sent. In these types of systems the ship security alert contains identifiers to ensure that it is not possible to confuse it with a GMDSS distress, urgency or safety alert; and
- c. a system may utilise the exchange of messages containing key words between a ship and, typically, the Company. These messages may be by speech or data communications. Ship equipment which may be used includes cellular phones in coastal areas and satellite services away from coastal areas. It may be possible to use GMDSS VHF/MF/HF equipment in areas where there are coastal facilities for receiving addressed calls.

This list is not intended as exhaustive and is not intended to inhibit future developments.

\* Inmarsat is developing modifications to existing equipment that will allow for this service to be implemented.

## **2 Training**

- .1 It is agreed that, as an interim measure, the International Ship Security Certificate (ISSC) would be accepted as prima facie evidence that training has been conducted in accordance with the ISPS code. If port State control will detect a lack of training, it will take further action.
- .2 This Administration will develop and introduce further measures on the basis of IMO model courses after 1 July 2004, which will include the introduction of individual certificates or other documentary evidence of training. This will then supersede the information in info letter 002-2003.