

## INFORMATION BULLETIN No.57

### Ship Security Alert System

Ref SOLAS Regulation XI-2/6

IMO (MSC77) approved the following guidance prepared by COMSAR sub committee (COMSAR 7/23, Annex16)

Quote

Possible methods of achieving the alert are as follows:

- .1 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 that 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.
- .2 A system may utilise modification of the 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 and provides confirmation of messages sent etc. In these types of system the ship security alert contains identifiers to ensure that it is not possible to confuse it with a GMDSS distress, urgency or safety alert.
- .3 A system may utilise the exchange of messages containing key words between ship and typically the Company. These messages may be by speech or data communications. Ship equipment that may be used includes cellular phones in coastal regions 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 therefore shall not inhibit future developments.

End quote

2003-07-22