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ANNEX 13
DRAFT RECOMMENDATION ON FUNCTIONAL REQUIREMENTS FOR
LONG-RANGE IDENTIFICATION AND TRACKING OF SHIPS

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DRAFT RECOMMENDATION ON FUNCTIONAL REQUIREMENTS FOR
LONG-RANGE IDENTIFICATION AND TRACKING OF SHIPS**Functional requirements**

1 The system is intended to enhance security by providing information about vessel traffic in a timely manner to enable a State to take any appropriate action.

The system should:

- .1 enable the identification and tracking of ships at sea;
- .2 provide the competent authority of a State with the identity, position, date/time of position, course and speed of the ship;
- .3 ensure that the information is available to the competent authority in a secure and confidential manner, with due regard to commercial sensitivity;
- .4 not provide information to other ships; ~~and~~
- .5 be capable of working with different densities of shipping; **and**
- .6 be capable of being switched off on board.**

Detailed functional requirements

2 Any system used for long-range identification, tracking and reporting of ships, as required by SOLAS, should meet the following functional requirements:

- .1 enable the ship to be capable of being identified and tracked;
- .2 enable data to be collected only under the authority of:
 - .1** a flag state with world wide range of its ships;
 - .2** a port state to which a ship has indicated its intention to enter its port in accordance with the requirements of that port State; **and**
 - .3** a coastal state for a ship within [~~1~~ **200**] nautical miles of its coastline;

Note: Shaded: new text
Strikethrough: text to be deleted

- .3 ensure that data is protected from unauthorized access or disclosure;
- .4 be capable of permitting the frequency of updates to be changed, dynamically and automatically by the flag state, port state or coastal state entitled to request the data;
- .5 permit communication costs to be borne by the flag state, port state or coastal state requesting the data, and be free of charge to the ship;
- .6 use any technology once it has been notified to IMO and which meets the performance and interface requirements of the Organization;
- .7 permit Contracting Governments to use long-range ship reports to supplement ship reporting systems used for search and rescue purposes, as recognized by IMO, and other potential safety uses of information when practicable; and
- .8 be capable of being switched off on board:
 - .1 where international agreements, rules or standards provide for the protection of navigational information;
 - .2 in cases where operation is considered by the master to compromise the safety or security of the ship. The system should have the capability of providing a secure communication to indicate this action; and
 - .3 on advice from the flag State in cases where receipt of data by a coastal State is considered to compromise the safety or security of the ship or the flag State itself. The system should have the capability of providing a secure communication to indicate this action.
