

ANNEX 7**RESOLUTION MSC.147(77)
(adopted on 29 May 2003)****ADOPTION OF THE REVISED PERFORMANCE STANDARDS
FOR A SHIP SECURITY ALERT SYSTEM**

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO resolution A.886(21), by which the Assembly resolved that the functions of adopting performance standards for radio and navigational equipment, as well as amendments thereto, shall be performed by the Maritime Safety Committee on behalf of the Organization,

RECALLING FURTHER the provisions of the new chapter XI-2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, and the requirements of regulation XI-2/5, that all ships shall be provided with a ship security alert system,

RECOGNIZING that, for security reasons, a ship security alert system is necessary on board for initiating and transmitting a ship-to-shore security alert to a competent authority designated by the Administration,

HAVING CONSIDERED the recommendation on revision of resolution MSC.136(76) made by the Sub-Committee on Radiocommunications and Search and Rescue at its seventh session,

1. ADOPTS the Revised Recommendation on Performance Standards for a Ship Security Alert System, set out in the Annex to the present resolution;
2. RECOMMENDS Governments to ensure that a ship security alert system:
 - (a) if installed on or after 1 July 2004, conforms to performance standards not inferior to those specified in the Annex to the present resolution;
 - (b) if installed before 1 July 2004, conforms to performance standards not inferior to those specified in the Annex to resolution MSC.136(76).

ANNEX

REVISED RECOMMENDATION ON PERFORMANCE STANDARDS FOR A SHIP SECURITY ALERT SYSTEM

1 Introduction

1.1 The ship security alert system is provided to a ship for the purpose of transmitting a 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.

1.2 As required by its Administration, the competent authority receiving the alert notifies the authority responsible for maritime security within its Administration, the coastal State(s) in whose vicinity the ship is presently operating, or other Contracting Governments.

1.3 The procedures for the use of the ship security alert system and the location of the activation points are given in the ship security plan agreed by the Administration.

1.4 The ship security alert system may utilise the radio installation provided for compliance with chapter IV of the SOLAS Convention, other radio systems provided for general communications or dedicated radio systems.

2 General

2.1 In addition to complying with the general requirements set out in resolution A.694(17)¹, the ship security alert system should comply with the following performance standards.

2.2 The radio system used for the ship security alert systems should comply with relevant international standards.

3 Power supply

3.1 Where the ship security alert system is powered from the ship's main source of electrical power, it should, in addition, be possible to operate the system from an alternative source of power.

4 Activation points

4.1 Activation points should be capable of being used on the navigation bridge and in other locations. They should be protected against inadvertent operation. It should not be necessary for the user to remove seals or to break any lid or cover in order to operate any control.

¹ Publication IEC60945.

5 Operation

5.1 The activation points should operate a radio system such that transmission of the security alert does not require any adjustment of the radio system, i.e. tuning of channels, setting of modes or menu options. Operation of the activation point should not cause any alarm or indication to be raised on the ship.

5.2 The operation of the ship security alert system should not impair the functionality of the GMDSS installation.

6 Transmission of security alerts

6.1 In all cases, transmission initiated by security alert system activation points should include a unique code/identifier indicating that the alert has not been generated in accordance with GMDSS distress procedures. The transmission should include the ship identity and current position associated with a date and time. The transmission should be addressed to a shore station and should not be addressed to ship stations.

6.2 The ship security alert system, when activated, should continue the ship security alert until deactivated and/or reset.

7 Testing

7.1 The ship security alert system should be capable of being tested.
