



REPUBLIC OF THE UNION OF MYANMAR
MINISTRY OF TRANSPORT AND COMMUNICATIONS
DEPARTMENT OF MARINE ADMINISTRATION

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Shipping Circular (3 / 2004)

GUIDANCE ON THE PROPER PROCEDURE FOR SHIP SECURITY
ALERT SYAYEM (SSAS) (REQUIREMENT AND TESTING)

1. Applicable to :

OWNERS, MANAGERS OR OPERATORS OF MYANMAR FLAGGED SHIPS
AND THEIR AGENTS;

COMPANY SECURITY OFFICERS;

MASTERS OF MYANMAR FLAGGED SHIPS;

SHIP SECURITY OFFICERS;

2. Background:

2.1 Regulation 6 of Chapter XI-2 (Special Measures to Enhance Maritime Security) of SOLAS requires ships to be provided with a Ship Security Alert System (SSAS). The same regulation requires that The Department of Marine Administration (here in after state as "Administration") put in place measures to receive and act on SSAS signals originating from ships flying their flags.

2.2 This [Guidance/Shipping Notice/ or others..... (if any)] has been updated in light of experience gained since the introduction of SSAS and to reflect that all ships subject to SOLAS XI-2/6 must now be fitted with SSAS. [This Guidance/Shipping Notice/ or others(if any)] also contains information for ships and yachts not subject to SOLAS XI-2 who wish to carry SSAS on a voluntary basis.

3. Carriage Requirements:

- 3.1 Ships on international voyages are required to provide with a Ship Security Alert System as follows:
 - 3.1.1 passenger ships and high-speed craft.
 - 3.1.2 bulk carriers, tankers, gas carriers and cargo high-speed craft and other cargo ships of 500 gross tonnage and upwards.
 - 3.1.3 mobile offshore drilling units.
- 3.2 SSAS systems may be fitted to other ships on voluntary basis, but the routing of the alert message is separate from that used on "SOLAS Ships".
4. Performance Standards- Resolution MSC.136(76) and Resolution MSC.147(77)
 - 4.1 The SSAS should comply with the general requirements of A.694(17).
 - 4.2 If the system utilizes GMDSS radio equipment there should be evidence that the functionality of the GMDSS installation is not impaired. If the system uses other radio equipment, there should be evidence of an appropriate radio licence. If the system works over telecommunication systems provided by third parties such as INMARSAT, there should be evidence of the provider's approval.
5. Activation Points:
 - 5.1 Two activation points are required, one on the bridge and at least one other place elsewhere. These may be fixed or portable telephone handsets, fixed or portable keypads or fixed or portable buttons. The activation points shall be protected against inadvertent activation e.g. by a cover a button. It shall not be necessary however to have to break any seals to activate the SSAS.
 - 5.2 Activation points, such as buttons, shall not require any adjustments to be made to any equipment for the alert to be activated. Once the activation point has been activated, no further input from persons on board the ship shall be required except for the deactivation and reset of the SSAS, if such functions are performed onboard.
6. The Alert (on ships subject to SOLAS XI-2/6)
 - 6.1 The system, when activated, shall not send an alert to other ships or raise an alarm on board the ship. The alert shall be sent to the competent authority of company or to a security service organization and by e.mail to the "Administration" and "authorized contact person of Security Section of Administration.
 - 6.2 The message shall contain the following information:

- 6.2.1 a clearly distinguished header indicating “Ship Security Alert” (which should be distinguishable from a GMDSS alerts)
- 6.2.2 the identity of the ship including IMO number
- 6.2.3 the location of the ship (lat/long or descriptive position with time in UTC)
- 6.2.4 an indication of the type/make/model of the system used.
- 6.3 The “Administration” will not initiate a response until conformation has been received that the alert is unlikely to have been caused by a false activation. This should be confirmed in accordance with the procedures contained in the Ship Security Plan to limit false alerts. (ISPS A/9.4.18).
7. On receipt of a Ship Security Alert (SSAS) originating from a Myanmar Flagged Ship, the Owners/Company/Owner’s nominated representative shall:
 - 7.1 Confirm the status of the alert without compromising the covert nature of the Ship Security Alert (SSAS).
 - 7.2 Notify the Administration of the status of the transmitted alert.
 - 7.3 Make the resources of the Company available to those agencies appointed by the Administration to respond to the Ship Security Alert (SSAS).
8. Deactivation/Re-setting:
 - 8.1 There should be means to stop automatic repeats of alerts either on the ship or by the Company. Administration should be notified when the security incident has terminated.
9. Testing of SSAS
 - 9.1 In accordance with the IMO circular MSC/Circ.1155, companies and ships are to ensure that when testing the SSAS with the flag state (Administration), they should notify the flag state (Administration), not more than 2 days in advance and not less than 4 hours prior to the test, by sending a pre-test notification email to (dma.myan.....and email of contact person). This is to enable effective tracking of notifications and to ensure that the system does not inadvertently lead to unintended emergency response actions.
 - 9.2 In the event of a test, the SSAS alert test message should be configured to have the word “TEST” either in the message or in the subject heading. This is to ensure that the testing of the SSAS does not inadvertently lead to unintended emergency response

actions. The alert message is to be configured back to the original wordings after the test is completed.

- 9.3 In instances where the SSAS equipment is verified to be faulty and continue to transmit repeated false alerts, the designated CSO shall notify Administration (flag state) via email to (dma.myan.....and email of contact person) and make relevant arrangements with shore maintenance staff to rectify the technical fault as soon as practically possible. CSO is also obligated to notify the Administration (flag state) when the SSAS equipment has been restored to normal operation via the same email address above.
- 9.4 The procedures for testing the SSAS should be in accordance with MSC/Circ.1155 alert testing involving Administration should not exceed more than once a year and should coincide with the annual safety radio and/or safety equipment survey.

10. General:

- 10.1 It is understood that some service providers relating to the shipboard SSAS are providing reports on vessel location positions and other data on a regular basis to the CSO and companies as an automatic update. It should be noted that Administration need not be included as a recipient for such information. The transmissions of information from the ship's SSAS to Administration should be limited to information pertaining to actual security alerts and the annual test alert.
- 10.2 Notwithstanding the above, owners, managers or operators and crew of Myanmar flagged ship are reminded that in the event a false alert is inadvertently transmitted, expeditious actions should be made to ensure that all concerned parties are made aware that the alert is false and that no emergency actions are initiated. Blatant negligent actions causing false alerts may result in penalties.



Director General

Department of Marine Administration