ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° ISPS 019

SHIP SECURITY REPORTING SYSTEM (SSRS)

TO:　　　　　　　　**SHIPOWNERS & SHIPS' OPERATORS & MANAGERS RECOGNISED SECURITY ORGANISATIONS, MASTERS**

APPLICABLE TO:　　　ALL SHIPS EQUIPPED WITH A SHIP SECURITY ALERT SYSTEM ROUTED VIA A SERVICE PROVIDER

EFFECTIVE AS FROM:　　DATE OF PRESENT CIRCULAR

Monaco, 2nd August 2010

St. Vincent and The Grenadines Maritime Administration recommends that ship owners consider the use of the Ship Security Reporting System (SSRS) for their vessels operating in the Gulf of Aden, the Somali Basin and off the Horn of Africa. The SSRS service enhances the effectiveness of existing Ship Security Alert Systems by providing a link from a ship sending an alert direct to the Maritime Security Centre – Horn of Africa (MSCHOA) and UK Maritime Trade Operations (UKMTO) and onward to EU NAVFOR Somalia – Operation Atalanta and associated participating naval forces responsible for maritime security in the Gulf of Aden and off the Somali Coast.

The SSRS service will continuously monitor SSAS alerts transmitted by subscribed vessels. The service compares the position of the vessel sending an SSAS alert to the published MSCHOA/UKMTO Area of Operation and, if establishing that the vessel is within the area, routes the alert to MSCHOA and UKMTO. Once it is confirmed that the alert is genuine; the updated information, including the vessel's name, report date/time stamp, associated latitude/longitude, is disseminated through the forces Mercury system which is viewed by all participating task forces. The use of SSRS is expected to minimize the delays of communication between the stakeholders and, depending on their proximity, may provide the opportunity for quicker deployment of naval assets to potentially thwart a piracy boarding attempt or, if the boarding has already occurred, provide vital information; such as position, speed and freeboard, to the nearest available naval asset.

Further details regarding the SSRS service can be accessed from the website:

http://www.SSRS.org.

Users should be advised that although the SSRS system reduces the notification time to the relevant Task Force, it neither replaces the need for direct reporting of incidents to MSCHOA and UKMTO and implementing anti-piracy best management practices nor does it guarantee the availability of a naval asset that can respond at the critical early stages of a piracy attack, prior to boarding. Whenever possible, the SSAS should be activated in concert with a telephone call to UKMTO.

When subscribing to SSRS the CSO should address the new procedure and additional designated authority within the approved SSP in accordance with section A/9.4.18 of the ISPS Code.