



SHIP SAFETY DIVISION

International Safety Management (ISM)

ISM-Circular 03-2008

Date: 29.07.2008

contact person:

Capt. Tilo Berger

Telephone: 040/361 37 – 213

Telefax: 040/361 37 – 295

eMail: ism@see-bg.de

To: All shipowners, shipoperators and designated persons of German ships

Sub.: Long-Range Identification and Tracking of Ships (LRIT)

This circular informs about a new regulation by Maritime Safety Committee at its 81st session in May 2006, included in **SOLAS chapter V (Safety of Navigation)**.

1. Background

In 2002 the requirement to fit Automatic Identification Systems (AIS) to ships was introduced. AIS, as well as improving navigational safety, also enables coastal states to monitor traffic within VHF range of their coasts. Monitoring at longer ranges is not possible with AIS. Resulting from discussions at the International Maritime Organization (IMO), the concept of Long-Range Identification and Tracking of Ships (LRIT) was developed for ships on international voyages. The new SOLAS Chapter V Regulation 19-1 (which **entered into force on 1 January 2008**) establishes a multilateral agreement whereby LRIT information will be shared to improve maritime security and assist with search and rescue (SAR) purposes. However, consideration is currently being given by IMO's Maritime Safety Committee to agree that the information from the LRIT system may be used for maritime safety and marine environmental protection.

2. Ships required to transmit LRIT messages

Following ships on international voyages:

- passenger ships (including high speed craft)
- cargo ships (including high speed craft) of 300 gross tonnage and up
- mobile offshore drilling units

3. Information to be transmitted automatically

- Ship's identity
- Ship's position (Latitude and Longitude)
- Time and date of transmission (associated with the GNSS position)

4. Timetable

- All Ships constructed on or after 31 December 2008 have to have LRIT from date of build
- Ships constructed before 31 December 2008 (also operating in areas A2 and/or A3) have to have LRIT not later than 1st survey of the radio installation after 31 December 2008
- Ships constructed before 31 December 2008 (also operating in area A4) have to have LRIT not later than 1st survey of the radio installation after 1 July 2009
- Ships only operating in area A1 and using AIS are exempted from SOLAS- regulation V/19-1.

5. GMDSS Sea areas

The four different areas are:

- Area A1 – within range of shore-based VHF DSC coast station (30-40 nautical miles)
- Area A2 – within range of a shore-based MF DSC coast station; excluding sea areas A1 (150 nautical miles)
- Area A3 – within the coverage of an INMARSAT geostationary satellite; approximately 76°N to 76°S (excluding sea areas A1 and A2)
- Area A4 – The remaining areas outside sea areas A1, A2 & A3 (polar regions)

LRIT data can be provided by using equipment already fitted on many ships, such as INMARSAT C, mini-C or D+. There will also be systems available which utilize alternative satellite networks and specifically designed to function within the LRIT infrastructure. All these systems have a built-in GNSS-receiver, providing the vessel's position, date and time. They also have the equipment-unique identification built in to them. Remote control of transmissions is also possible. Shipowners and masters are responsible for ensuring that the equipment fitted is fully compliant with the requirements of LRIT.

The on-board equipment requirements are specified in the LRIT Performance Standards: IMO Resolution MSC.210(81).

6. Security of LRIT data

Information from LRIT transmissions will be restricted for use by Contracting IMO Member States and Administrations. It will not be available to third parties or other ships.

There will be no interface between LRIT and AIS. One of the more important distinctions between LRIT and AIS is that, whereas AIS is a broadcast system, data derived through LRIT will be available only to the recipients who are entitled to receive such information and safeguards concerning the confidentiality of those data have been built into regulatory provisions. SOLAS contracting Governments will be entitled to receive information about ships navigating within a distance not exceeding 1000 nautical miles off their coast.

For further informations visit http://www.imo.org/safety/mainframe.asp?topic_id=905

Copies of MSC.210(81) and MSC.202 (81) are available on our website at:

<http://www.see-bg.de/schiffssicherheit/isme/ - msc>

Ship-Safety-Division