



SHIP SAFETY DIVISION

International Safety Management (ISM)

ISM-Circular 05-2008

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

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

This circular summarizes the various important aspects of the LRIT system with a view to enabling companies to ensure compliance in a timely manner and should be read in association with circular 03-2008.

Further, this circular has been developed in cooperation with the Bundesamt für Seeschifffahrt und Hydrographie (BSH). More information concerning LRIT can be found soon on BSH-website www.bsh.de.

1. General

The LRIT system enables Administrations to receive position reports from ships flying their flag worldwide. It will also allow Governments to receive similar position reports from all ships in the vicinity of their coastlines and territorial waters.

The LRIT- System consists of:

- shipborne LRIT equipment
- LRIT Data Centres (National, Regional, Cooperative or International)
- Application Service Provider
- Communication Service Provider
- International LRIT Data Exchange

Shipborne equipment for German flagged ships

The German government intends to grant equivalents to LRIT equipment for ships sailing in AIS covered sea areas. Such areas are restricted to sea areas from and to European Union ports or other ports in the Baltic Sea area which is covered by AIS.

Companies concerned should approach the BSH to receive the required statement of equivalence.

Regulation V/19-1.6 specifies that the shipboard equipment to be used to transmit LRIT information shall be of a type approved by the Administration. For German flagged ships the type approval will be done by BSH.

LRIT makes use of existing marine satellite technology to transmit position reports from ships to the Flag Administration and to other Governments with a legitimate right to the information. The following platforms are considered most suited to the transmission of LRIT data:

- INMARSAT C
- INMARSAT D+
- Iridium

The position report from the ship is sent to a Data Centre via an Application Service Provider utilising a Communication Service Provider. Position reports are automatically sent every six hours to the Data Centre. Additional position reports may be requested by increasing the position reporting up to each 15 minutes or “polling” for an immediate position report by entitled Governments.

LRIT Data Centre

The BSH will provide to the European Maritime Safety Agency (EMSA) a list of ships entitled to fly the German flag together with other salient details and should update such list as and when changes occur. The EMSA will forward the list to the assigned LRIT Data Centre. For the European Member States **an EU LRIT Data Centre** will be established.

ASP – Application Service Providers

The Recognized ASP for LRIT Data Centre for EU-flagged ships will be recognized by the European Maritime Safety Agency (EMSA). The ASP will integrate the ship equipment into the designated Data Centre and connect the Data Centre to the different CSPs.

Authorized testing ASP means an Application Service Provider, other than a Recognized ASP, which has been authorized by the Administration to conduct the conformance tests required for every ship. Testing ASPs for LRIT shipborne equipment on German ships will be recognized by the BSH. For Germany there is a request of the following four to become authorized testing ASPs: Thrane&Thrane, TRANSAS, SATPRO and PoleStar.

CSP - Communication Service Providers

CSPs provide services which link the various parts of LRIT system using communications protocols in order to ensure secure transfer of LRIT information. In addition the CSPs may provide services as the ASPs. Contracting Governments are not required to recognize CSPs.

2. Implementation

Companies should check if they use equipment that is approved for use in the LRIT and make the necessary arrangements for the conduct of the conformance tests set out in MSC.1/Circ.1257 well ahead of the date on which the survey of the radio installation becomes due. Such an ap-

proach would enable the Companies to identify whether the shipborne equipment is capable of transmitting LRIT information and if not to make the necessary arrangements for the rectification of any hardware or software deficiencies.

For ships constructed on or after 31 December 2008, the conformance test should be:

- conducted after the completion of the initial survey of the radio installation, provided such survey has indicated that, as far as the radio installation is concerned, the ship meets the related requirements for the issue of a radio related certificate¹⁾, and
- satisfactorily completed prior to the issue of a radio related certificate.

For ships constructed before 31 December 2008, the conformance test should be:

- conducted within a period of three months prior to the date of the first survey of the radio installation after the 31 December 2008 or 01 July 2009 (A4), and
- satisfactorily completed prior to the amendment of the record of equipment to document compliance with the requirements relating to LRIT system.

1) Radio related certificate means either Cargo Ship Safety Radio Certificate or Passenger Ship Safety Certificate

3. Conformance Test Report

The Conformance Test should be conducted either by a recognized ASP or by an authorized testing ASP. On satisfactory completion of a Conformance Test, the authorized test-ASP should issue a Conformance Test Report on behalf of the Administration in accordance with the model set Out in appendix 2 of MSC.1/Circ.1257. The Test Report includes a reference to the authorization of the testing ASP by BSH and has to be available on board for surveys and Port State Controls.

The Conformance Test Report should be considered as no longer remaining valid if:

1. there is a change in the shipborne equipment
2. the ship is transferred to another owner or flag
3. the Data Centre or the ASP which has issued the Conformance test report has notified the Administration that the validity of the test report can no longer be attested (e.g. ship not transmitting reports any more), or
4. the Administration has withdrawn the recognition or authorization of the ASP which conducted the conformance test.

During any renewal or annual survey the related radio certificate will only be issued or endorsed, provided the Conformance Test Report is still valid.

4. Further important information

Ship not transmitting due to outside failure of the LRIT system (MSC.1/Circ.1256, Section 11)

In this case Contracting Governments should not impose sanctions on the ship as long as the Conformance Test Report and related radio certificate are valid.

Ship undergoing repairs, modifications or conversions in dry-dock or in port (MSC.1/Circ.1256, Section 12)

In this case the Administration or the master may reduce frequency of the transmission to one frequency every 24-hour period or may temporarily stop (exceptional case). In such cases the master should notify the flag Administration and the authority of port State accordingly. In addition the master should make an entry in the record of navigation activities and daily reporting required by regulation V/28.

Survey of the radio installation

If the anniversary date of the radio related certificate allows it is recommended for existing ships to conduct the next renewal or periodical survey of the radio installation before 31 December 2008 in order to use the transition period as given by SOLAS regulation V/19-1.4.1.2 .

Sources

Resolution MSC.263(84) (supersedes MSC.210(81))

MSC.1/Circ.1256 - Guidance on the implementation of the LRIT system

MSC.1/Circ.1257 – Survey and certification of the LRIT system

Copies of MSC.263(84), MSC.1/Circ.1256 and MSC.1/Circ.1257 are available on our website at: <http://www.see-bg.de/schiffssicherheit/isme/ - msc>

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