



FEDERAL PUBLIC SERVICE MOBILITY AND TRANSPORT
Maritime Transport
Maritime Inspectorate - Flagstate

Circular 003/08

Notification on Long-Range Identification and Tracking of ships (LRIT) compliance

1. Addressed to:

Ship owners and/or operators of cargo vessels, powered barges, tugs, utility vessels & dredgers over 300 GT, recognized organizations, search and rescue organizations, testing Application Service Providers and other interested parties.

2. Reference:

- Resolution MSC.202(81), SOLAS amendment, Ch V-19/1
- MSC.1/Circ.1296, Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information
- MSC.1/Circ.1298, Guidance on the implementation of the LRIT system
- MSC.1/Circ.1295, Guidance in relation to certain types of ships which are required to transmit LRIT information on exemptions and equivalents and on certain operational matters
- Resolution MSC.263(84), Revised performance standards and functional requirements for the LRIT system

Several of these regulations are kept under review and should be checked on a regular basis on our web site location <http://www.mobilit.fgov.be/nl/index.htm>, section "Koopvaardij".

3. Overview of the LRIT system:

The LRIT system provides for the global identification and tracking of ships.

The LRIT system consists of the shipborne LRIT information transmitting equipment, the Communication Service Provider(s), the Application Service Provider(s), the LRIT Data Centre(s), including any related Vessel Monitoring System(s), the LRIT Data Distribution Plan and the International LRIT Data Exchange. Certain aspects of the performance of the LRIT system are reviewed or audited by an LRIT Coordinator acting on behalf of all Contracting Governments.

LRIT information is provided to Contracting Governments and Search and Rescue services entitled to receive the information, upon request, through a system of National, Regional, Cooperative and International LRIT Data Centres, using where necessary, the International LRIT Data Exchange.

The obligations of ships to transmit LRIT information and the rights and obligations of Contracting Governments and of Search and Rescue services to receive LRIT information

are established in regulation V/19-1.

LRIT is a maritime security initiative adopted by the IMO on 19th May 2006 and entered into force 1 January 2008. LRIT requires all states to set up ship tracking data centres. LRIT is part of the SOLAS international convention which applies to all cargo ships over 300 tons, and passenger ships and mobile offshore drilling units. Each Flag State must collect the positions of all their ships, at least 4 times per day, and "on demand" as frequently as every 15 minutes. In addition, the flag states should make these reports available to other states or ports of destination (as soon as the ship has announced its intention to reach the port), and states along the route of the ships (up to a distance of 1000 nautical miles from the coastlines). LRIT will be complementary with the AIS (Automatic Identification System, a coastal ship tracking system) as it allows a state to monitor ships several days prior to their arrival, right up until the ships are in range of the AIS port traffic management system. LRIT will improve coordination of search and rescue, by identifying all ships in the vicinity of the ship in distress. LRIT information from ships flying the Belgian flag will be automatically transmitted from the shipborne equipment to the EU LRIT Data Centre. The Belgian Flag State Administration has the right to protect LRIT information about vessels entitled to fly its flag and where appropriate, to allow or deny access to LRIT information.

4. Application:

SOLAS Regulation V/19-1 applies to the following types of vessels engaged on international voyages:

- passenger ships, including high-speed passenger craft;
- cargo ships, including high-speed craft, of 300 gross tonnage** and upwards;

** The gross tonnage to be used for determining whether a cargo ship or high-speed craft is required to comply with the provisions of this regulation shall be that determined under the provisions of the International Convention on Tonnage Measurement of Ships, 1969 irrespective of the date on which the ship or high-speed craft has been or is being constructed.

- mobile offshore drilling units.

5. Data to be transmitted:

The LRIT information vessels will be required to transmit include the ship's identity, location and date and time of the position. Data derived through LRIT will be available only upon request to Contracting Governments who are entitled to receive such information and guarantee safeguards to ensure the confidentiality of those data stored into the LRIT system.

6. Compliance in relation to construction date and sea area employed:

While the regulation entered into force on 1 January 2008, vessels will be required to be fitted with a system to automatically transmit LRIT information as follows:

ships constructed on or after 31 December 2008;

ships constructed before 31 December 2008 and certified for operations:

- .1 in sea areas A1 and A2; or
- .2 in sea areas A1, A2 and A3;

not later than the first survey of the radio installation after 31 December 2008;

ships constructed before 31 December 2008 and certified for operations in sea areas A1, A2, A3 and A4; not later than the first survey of the radio installation after 1 July 2009. However, these ships shall comply with the provisions of sub paragraph .2 above whilst they operate within sea areas A1, A2 and A3.

Ships, irrespective of the date of construction, fitted with an automatic identification system (AIS), and operated exclusively within sea area A1 shall not be required to comply with the provisions of this regulation.

7. Phased-in implementation:

Ships constructed on or after 31 December 2008 shall transmit LRIT information as from the date they enter into service and for ships constructed before 31 December 2008 a phased-in implementation schedule is provided which is dependent, *inter alia*, on the date on which the first survey of the radio installation of the ship becomes due after 31 December 2008 and in the case of ships which operate exclusively in sea area A4 after 1 July 2009. Thus for ships constructed before 31 December 2008:

.1 other than those operating exclusively within sea area A4, the phased-in implementation would end on 31 December 2009. However, in such cases if the Contracting Government is also a State Party to the 1988 SOLAS Protocol, which is the case for Belgium, the phased in implementation would end on 31 March 2010; and

.2 operating exclusively within sea area A4, the phased-in implementation would end on 1 July 2010. However, in such cases if the Contracting Government is also a State Party to the 1988 SOLAS Protocol the phased-in implementation would end on 1 October 2010.

As a result, for ships constructed before 31 December 2008, the Belgian Flag State Administration may opt, subject to the arrangements to be agreed upon with the EU LRIT Data Centre [Collecte Localisation Satellites (CLS)], to provide the information specified in paragraph 15.2 of the Revised performance standards in stages at agreed periodical intervals which ensure that the centre is provided with the information in a timely manner.

8. Transitional arrangements:

During its 85th session from 26 November to 5 December 2008, the IMO Maritime Safety Committee agreed on a set of transitional arrangements in view of the delays encountered in the setting up of LRIT Data Centres by an important number of countries, including the EU LRIT Data Centre.

These arrangements provide the necessary safeguards that ships flying the flags of contracting governments that have yet to establish their Data Centres will not be delayed or detained by Port State Control authorities during the period from 1 January to 30 June 2009.

The above mentioned flexibility has been agreed with the understanding that all LRIT Data Centres shall be integrated into the LRIT system by 30 June 2009.

9. Equipment:

Regulation V/19-1.6 specifies that the shipboard equipment to be used to transmit

LRIT information (shipborne equipment) shall be of a type approved by the Administration.

Compliance of the shipborne equipment with the requirements of regulations V/19-1.6 and V/19-1.7 and of section 4 of the Revised performance standards [Res. MSC.263(84)] should be demonstrated by the equipment being:

- .1 of a type approved by the Administration in accordance with the provisions of regulation V/19-1; or
- .2 of a type approved by the Administration in accordance with the provisions of regulation IV/14 and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in appendix 1; or
- .3 certified by the Administration as meeting the requirements of IEC 60945 (2002-08) and IEC 60945 Corr.1 (2008-04) on Maritime navigation and radio communication equipment and systems. General requirements. Methods of testing and required test results and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in appendix 1; or
- .4 a ship security alert system complying with the provisions of regulation XI-2/6; and the provisions of either resolution MSC.136(76) on Performance standards for a ship security alert system or of resolution MSC.147(77) on "Adoption of the Revised performance standards for a ship security alert system"; and the provisions of section 4 of the "Revised performance standards"; and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in appendix 1 of MSC.1/Circ. 1296.

10. Conformance test and initial certification of compliance:

The conformance test should be conducted either by the recognized ASP [Collecte Localisation Satellites (CLS)] or by an authorized testing ASP (see list under section 18 of this circular) to demonstrate compliance of the shipborne equipment with the functional requirements of SOLAS Ch. V/19-1.5 and section 4 of the Revised performance standards of Res. MSC.263(84).

The shipborne hard ware and soft ware and transmission protocols have to be compatible with the EU/EMSA Collecte Localisation Satellites (CLS) LRIT Data Centre requirements and should be verified by the testing ASP conducting the conformance test.

A Conformance test report should be issued, on satisfactory completion of a conformance test, by the ASP who conducted the test on behalf of the Belgian Flag State Administration and should be in accordance with the model set out in appendix 2 of MSC.1/Circ.1296. The completed report should be forwarded asap to the Belgian Flag State Administration for validation (see contact details in section 17 of this circular). After validation by the Belgian Flag State Administration, the document will be forwarded asap to the shipping company concerned which in turn is responsible for placement of the document on board of the ship concerned. Once the ship is LRIT compliant the Belgian Flag State Administration will re-issue an amended Record of Equipment for the Cargo Ship Safety Equipment Certificate (form E).

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

- .1 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 certificate; and
- .2 satisfactorily completed prior to the issue of a radio related certificate.

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

- .1 conducted prior to the date on which a ship would need to demonstrate compliance with the requirements of regulation V/19-1; and
- .2 satisfactorily completed prior to the amendment of the record of equipment to document compliance with the requirements relating to Long-range identification and tracking system.

The conformance test has to be carried out according MSC.1/Circ.1296, Appendix 1 "Conformance Test" including following sections:

- Shipborne equipment requirements testing matrix
- Shipborne equipment test requirements, procedures and acceptance criteria matrix
- Shipborne equipment performance acceptance criteria and tolerances
- Estimated duration of conformance testing

11. Renewal and annual survey after the initial certification of compliance:

During any renewal or annual survey following the initial certification of compliance of a ship with the requirements of regulation V/19-1, the related certificate should be issued or endorsed, as the case may be, provided the Conformance test report is still valid.

12. Exemptions and equivalent arrangements as to LRIT carriage requirements:

In accordance with SOLAS regulation I/5 and in terms of the provision of SOLAS regulation V/3 and MSC.1/Circ.1295 "Guidance in relation to certain ships which are required to transmit LRIT information – on exemptions and equivalents and on certain operational matters", equivalent arrangements as to LRIT carriage can be evaluated for ships sailing from and to ports under AIS covered sea areas. Such areas will be restricted to sea areas from and to ports within the European Union or other ports which are also covered by AIS. Companies involved in short sea shipping and wishing to implement the possibility of equivalent arrangements should apply for approval to the Flag State Administration at least one month before the annual/intermediate survey. Companies requiring exemptions should contact the Flag State Administration in due time.

13. European LRIT Data Centre: Collecte Localisation Satellites (CLS):

The Flag State Administration is responsible to implement LRIT. Different flags may adopt slightly different LRIT implementation strategies. However, it is now certain that Inmarsat C will be specified as the main LRIT communication system of choice, as the majority of ships required to comply with the regulation are already fitted with compatible Inmarsat C GMDSS and Mini-C type SSAS systems. By adopting this strategy, no major hardware investment should be required on the part of most shipowners.

However, the authorized testing Application Service Providers (ASP's) are responsible as to assure and verify compatibility of shipborne LRIT hardware and soft ware and of transmission related protocols with the EU LRIT Data Centre.

Recently two contracts have been signed by EU/EMSA for the development of a European LRIT Data Centre and for the provision of the Application Service Provider (ASP) services with:

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Collecte Localisation Satellites (CLS) [= Recognized Application Service Provider]

8-10 Rue Hermes, Parc technologique du Canal

31520 Ramonville Saint-Agne, France

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Natiënkaai 5 – 8400 - Ostend (Belgium)

tel: 059-56 14 50 --- fax: 059-56 14 74 --- e-mail: sc.oostende@mobiliteit.fgov.be

Shipowners wishing to engage the services of Collecte Localisation Satellites (CLS) to test their shipborne equipment should use following contact details:

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lrit.testing@cls.fr

Tel: +33 56139 3940

Fax: +33 56139 4797

www.cls.fr / www.lrit.fr

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14. Shipowner obligations related to survey and certification of compliance of ships:

Companies, with a view to ensuring the timely compliance of the ships they operate with the provisions of regulation V/19-1, should make the necessary arrangements for the conduct of the conformance tests set out in MSC.1/Circ.1296 on "Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information" well ahead of the date on which the survey of the radio installation, which determines the date on which the ship is required to comply with the provisions of regulation V/19-1, becomes due.

Such an approach 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. The conformance tests should be conducted by the recognized ASP [Collecte Localisation Satellites (CLS)] within the framework of the Revised performance standards and through which the ship will be transmitting LRIT information to the EU LRIT Data Centre or the testing ASPs authorized by the Belgian Flag Administration to carry out conformance tests.

The Belgian Flag State Administration reserves the right to claim ship owners and/or operators for excessive transaction costs due to malfunctioning shipborne LRIT equipment or incorrect, excessive or unreasonable use by remote terminal operators of Contracting Governments and Search and Rescue services.

15. Special occasions:

In case of transfer of flag, provisions in relation to mobile offshore drilling units, ships undergoing repairs, modifications or conversions in dry-dock or in port or laid up for a long period, reference should be made to MSC.1/Circ.1296 and MSC.1/Circ.1298. In case of floating production, storage and offloading units and floating storage units, offshore supply vessels, special purpose ships, ships which are not required to comply with the provision of chapter IV as a result of the provisions of operative paragraph 3 of resolution A.495(XII), reference should be made to MSC.1/Circ.1295.

Detailed information related to duplication of equipment and switching off shipborne equipment, ceasing the distribution of LRIT information and reducing the frequency or temporarily stopping the transmission of LRIT information can be found in MSC.1/Circ.1295.

Guidance to Search And Rescue services (SAR) in relation to requesting and receiving LRIT information is provided in MSC.1/Circ.1297.

16. Ship not transmitting due to outside failure of the LRIT system:

When the LRIT information transmitted by a ship cannot be received by those entitled to

receive such information, for example a Contracting Government as a port State, due to a failure or a situation outside the control of the ship, for example:

- .1 due to a failure of the CSP or the ASP or of the LRIT Data Centre; or
- .2 because the Administration has not made the/any necessary arrangements; or
- .3 because the LRIT Data Centre to which the ship is transmitting LRIT information is declining to provide the requested LRIT information to the LRIT Data Centre it is requesting them due to their financial disputes, in view of the fact that the failure or the situation is outside of the control of the ship, Contracting Governments should not impose sanctions on the ship because they are unable to receive LRIT information transmitted by the ship.

As matters are beyond the control of the ship, no grounds arise for either delaying or detaining the ship pursuant to the provisions of regulations I/19 and V/16 as long as the Conformance test report and related radio certificate are valid. However, it is possible that a Contracting Government, unaware of the circumstances, might decide to impose control measures or steps pursuant to regulation XI-2/9. To avoid such action it would be advisable for the ship to notify the port State of the situation. However, for doing so the ship needs to be made aware of the failure of the system or the circumstances involved. Those causing the failure of the system or those involved in the prevailing situation should advise the ship accordingly if the duration of the failure is expected to exceed, for example 6 hours, and when the ship was being polled or is providing information on demand. Administrations should consider the issue and determine the maximum duration of such failure beyond which the ship would need to inform the Contracting Governments concerned.

The question of imposition of any sanctions under the laws of the Contracting Government is an internal issue for the Contracting Government concerned. However, it is expected that Contracting Governments concerned should show a reasonable understanding of the circumstances.

17. Detailed LRIT information and Belgian Flag state contact:

More detailed information related to LRIT can be found in the guides, circulars and regulations mentioned in section 2 of this circular, the respective texts can be found on the Belgian Flag State Administration web site: <http://www.mobilit.fgov.be/nl/index.htm>, section "Koopvaardij".

The Belgian Maritime Inspectorate contact person for LRIT related matters is: JP Van Bylen, tel: +32 (59) 56 14 64, mobile: +32 (473) 54 37 97, Fax: +32 (59) 56 14 74, email: jeanpaul.vanbylen@mobilit.fgov.be

18. List of BMI authorized testing Application Service Providers (ASP's):

Name ASP	Transas Telematics Limited
Address:	4 Compass Point Ensign Way Hamble, Southampton S031 4RA UK
Tel:	+44 (0)23 8045 8544
Fax:	+44 (0)23 8045 8733
E-mail:	info@transastelematics.com
Web:	www.transas.com/telematics

Name ASP	Pole Star Space Applications Limited
Address:	Suite 301-303 Whiteleys Centre Queensway, London W2 4YN UK
Tel:	+44 (0)20 7313 7400
Fax:	+44 (0)20 7313 7401
E-mail:	shipinfo@lrit.com
Web:	www.lrit.com
Name ASP	Thrane & Thrane A/S (verdeeld door Radio Holland Belgium N.V.)
Address:	Lundtoftegårdsvej 93 D 2800 Kgs. Lyngby Denmark
Tel:	+45 39 55 88 00 (Radio Holland: +32 (0)3 320 99 85)
Fax:	+45 39 55 88 88
E-mail:	info@thrane.com
Web:	www.thrane.com
Name ASP	SatPro Int. Ltd. & Co. KG (As the first and so far the only company in Germany, if not Europe, SatPro Int. Ltd. & Co KG received from the BSH (Federal Office for Maritime and Hydrographic) the certificate of conformity for his offered LRIT)
Address:	Ewerweg 6 24245 Kirchbarkau Germany
Tel:	+49 4302 9697 914
Fax:	+49 4302 9697 915
E-mail:	news@satpro.org
Web:	www.satpro.org www.lrit.de
Name ASP	Onboard Partners (International) Ltd.
Address:	29 City Mill Lane, Suite 3, 2 nd Floor, Gibraltar (Contact: Jens Kaersgaard)
Tel:	+350 54 272 000
Fax:	+34 856 122 791
E-mail:	info@onboardpartners.com
Web:	http://www.onboardpartners.com/home.html
Name ASP	Fulcrum Maritime
Address:	Park Mews, 15 Park Lane, Hornchurch, Essex RM11 1BB, United Kingdom
Tel:	+44 1708 788400
Fax:	+44 1708 788402
E-mail:	enquiries@fulcrum-maritime.com
Web:	http://www.fulcrum-maritime.com/

Name ASP	Collecte Localisation Satellites (CLS) [= Recognized ASP]
Address:	8-10 rue Hermes, Parc technologique du Canal, 31520 Ramonville Saint-Agne, France
Tel:	+33 56139 3940
Fax:	+33 56139 4797
E-mail:	lrit.testing@cls.fr
Web:	www.cls.fr / www.lrit.fr