



REPUBLIC OF CYPRUS  
**MINISTRY OF  
COMMUNICATIONS AND WORKS**



**DEPARTMENT  
OF MERCHANT SHIPPING  
LEMESOS**

Circular No: 19/2008

DMS: 5.13.09  
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30 October 2008

To all Owners, Managers  
and Representatives of  
Ships under the Cyprus flag

To all recognised Classification Societies

**Subject: Long – Range Identification and Tracking (LRIT)**

**1. Introduction**

1.1 LRIT has been incorporated into the International Convention on Safety of Life at Sea 1974 (SOLAS) as amended under the chapter on “Safety of Navigation”, Regulation 19-1. Contracting Governments must be able to receive long-range identification and tracking information about ships for security, search and rescue, marine environment protection and maritime safety purposes from a maximum distance of 1,000NM.

1.2 All ships operating in Sea Areas A1, A2, A3 and A4 must be fitted with compliant shipborne equipment, while ships operating exclusively within coastal Sea Area A1 and fitted with an Automatic Identification System (AIS) are exempted. Ships must be capable of being configured to transmit through their terminal the following information in an automatic position report:

- .1 The identity of the ship
- .2 The position of the ship
- .3 The date and time of the position

1.3 A ship must be able to send minimum four position reports per day (every 6-hour period ) to the LRIT Data Centre (DC) identified by the Administration and also to be able to respond to instructions to increase the position reports to a maximum of one every fifteen minutes.

1.4 The Master of the ship must notify the Flag Administration beforehand about the reason and the period during which the ship will be in a dry-dock or in a port, when the ship is undergoing repairs, modifications or conversions for a time period exceeding two weeks, is laid up and the location for the ship. In those cases, the Administration may decide to allow a reduction of the frequency of transmission of LRIT information to one transmission every 24-hour period, or a temporary suspension of the transmission.

1.5 EU Member States have decided in accordance with the EU Council Resolution dated 2 October 2007 (2821<sup>st</sup> EU Council meeting) to establish an EU LRIT Data Centre, which will be managed by the Commission in cooperation with the Member States and operated by the European Maritime Safety Agency (EMSA).

## **2. Applicability (type of ships)**

2.1 The Solas Regulation 19-1 applies to the following ship types engaged in international voyages:

- .1 All passenger ships including high speed craft
- .2 Cargo ships, including high speed craft of 300 gross tonnage and upwards, and
- .3 Mobile offshore drilling units

## **3. Date of application**

3.1 The Solas Regulation 19-1 applies to:

- .1 Ships constructed on or after 31 December 2008, on the date of commencement of their operations
- .2 Ship constructed before 31 December 2008, not later than the first radio survey after 31 December 2008
- .3 Ships operating in Sea Area A4, not later than the first radio survey after 1 July 2009

## **4. Shipborne equipment (to be of a type approved by the Administration)**

4.1 In accordance with section 4 of the MSC.1/circ.1257 “Guidance on the survey and certification of compliance of ships with the requirements to transmit LRIT-Information”, compliance of the shipborne equipment with the requirements of regulation V/19-1.6 must be demonstrated by the equipment being:

- .1 Certified by the Administration as meeting the requirements of regulation IV/14 and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in appendix 1 of the aforesaid MSC circular, either by an authorized by the Administration testing Application Service Provider ( Testing-ASP) or a recognized ASP.
- .2 Of a type approved by the Administration in accordance with the provisions of regulation V/19-1 and section 4 of the revised performance standards (MSC Resolution 263(84)) ;

The Cyprus Government accept the use of LRIT shipborne equipment on board a Cyprus Flag ship provided that it is approved by the competent authority of the country, where the equipment is manufactured , for use on its own flag ships.

- .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 radiocommunication 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 of the aforesaid MSC circular either by an authorized by the Administration testing Application Service Provider or a recognized ASP .

4.2 On satisfactory completion of a conformance test, either the authorised testing ASP or the recognized ASP should issue a Conformance test report on behalf of the Administration as per model set out in appendix 2 of the aforesaid MSC circular.

## **5. Period of conducting the Conformance test**

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

- .1 Conducted within a period of three months prior to the date on which the 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.

5.2 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;
- .2 Satisfactorily completed prior to the issue of a radio related certificate.

## **6. Conformance test report / Transfer of flag**

6.1 On satisfactory completion of a conformance test, the ASP conducting the test should issue a Conformance test report on behalf of the Administration. The Conformance test report shall be considered as no longer remaining valid if:

- .1 There is a change in the shipborne equipment used to transmit LRIT information;
- .2 The ship is transferred to the flag of another Contracting Government and the ASP, which conducted the conformance test is neither a recognized ASP nor an authorized testing ASP by the Contracting Government to whose flag the ship is transferred;
- .3 The ASP which has issued the Conformance test report is no longer in a position to attest the validity of the report; and
- .4 The Administration has withdrawn the recognition or authorization of the ASP which conducted the conformance test.

6.2 When the ship is transferred to the flag of another Contracting Government and the ASP, which conducted the conformance test is either a recognized ASP or an authorized testing ASP by the Contracting Government to whose flag the ship is transferred then the ASP concerned should reissue the Conformance test report on behalf of the Administration, including the new particulars of the ship without altering the date of completion of the conformance test.

6.3 The Flag Administration may request the conducting of an additional conformance test by a ship if the Administration withdraws the recognition or authorization of the ASP which had conducted the conformance test.

## **7. Initial certification of compliance / renewal and annual survey**

.1 The Ship's Classification Society will issue, for ships constructed on or after 31 December 2008, the associated certificate, after verification that the shipborne equipment has satisfactorily completed a conformance test or is type approved, is supplied from the main and emergency source of electrical power and conforms with the requirements of section 4 of MSC.1 circ./1257.

.2 The Ship's Classification Society will renew/endorse, for ships constructed before 31 December 2008, the associated certificate/record of equipment, after verification that the shipborne equipment has satisfactorily completed a conformance test or is type approved, is supplied from the main and emergency source of electrical power and conforms with the requirements of section 4 of MSC.1 circ./1257.

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

## **8. Actions by the Company**

**Practically speaking, an authorized testing ASP must be selected from the attached list of the authorized testing ASPs (Annex 1), for contacting the conformance test of the shipborne equipment, which must be dedicated to transmit the ship's LRIT information to the Data Centre.**

**All correspondence with this Department related to LRIT must be submitted to the E- mail address : // [lrit@dms.mcw.gov.cy](mailto:lrit@dms.mcw.gov.cy) //**

**or**

**Postal address:**

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Serghios S. Serghiou  
Director  
Department of Merchant Shipping

CC: Permanent Secretary, Ministry of Communications and Works  
Maritime Offices of the Department of Merchant Shipping abroad  
Permanent Secretary, Ministry of Foreign Affairs  
Diplomatic and Consular Missions of the Republic  
Honorary Consular Officers of the Republic  
Cyprus Bar Association  
Cyprus Shipping Chamber  
Cyprus Union of Ship Owners