Form: RWPRR401-B

CCS 通 函

Circular

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发：本社船舶验船师，马绍尔群岛船旗船东和管理公司
To: CCS Ship Surveyors/Auditor, Marshall Islands Ship Owners and Operators

关于马绍尔群岛旗船舶 LRIT 检验规定

Long-Range Identification and Tracking of Ships
MN-2-011-25 Rev. 2/12

马绍尔群岛海事主管机关发布海事通告，对马绍尔群岛旗船舶及时满足远程识别跟踪系统要求做出规定（详见附件 MN-2-011-25）。本社验船师在检验过程中应执行主管机关的下列要求。

The maritime Administration of Marshall Islands provides a notice to ensure compliance in a timely manner of Marshall Islands flag ships with the requirement to transmit Long Range Identification and Tracking (LRIT) information (see MN-2-011-25 attached). CCS Surveyors are responsible for carrying out appropriate surveys.

1.0 主管机关授权的ASPs

Authorized LRIT Conformance Test ASPs

1.1 Pole Star、Fulcrum和Transas三家公司被指定为ASPs，代表主管机关执行LRIT符合试验。

Pursuant to the provisions of paragraph 6.1-6.3 of MSC.1/Circ.1307, as may be amended or superseded, regarding “Guidance on the survey and certification of compliance of ships” with the requirement to transmit LRIT information, Pole Star Space Applications Ltd (Pole Star), Fulcrum Maritime Systems Ltd. (Fulcrum) and Transas Telematics Limited (Transas), each UK companies and leading providers of satellite tracking services, have been appointed to act on behalf of the Republic of the Marshall Islands (RMI) and the Administration as authorized testing ASPs.

1.2 Pole Star、Fulcrum和Transas三家公司将对船载终端进行试验并签发LRIT符合试验报告。

Pole Star, Fulcrum and Transas have certified and the Administration has determined that their LRIT Conformance Test Services fully comply with the shipborne terminal

若本通函在实施过程中存有疑问，敬请与我社总部营运入级处取得联系:
Tel: +86-10-58112809 / Fax: +86-10-58112807 / e-mail: cd@ccs.org.cn (

testing requirements, procedures and tolerances detailed in Appendix 1 of MSC.1/Circ.1307 and that they have in place the infrastructure to manage the anticipated demand including the ASP IT infrastructure, customer and technical support services necessary. Thus, they have been given full authority to undertake shipborne terminal testing and subsequent issuance of LRIT Conformance Test Reports.

1.3 为探讨LRIT终端要求从而保证船载终端满足LRIT要求，船东/管理公司可以直接联系三家公司。

To discuss LRIT terminal requirements further and to ensure shipborne terminals are LRIT compliant, shipowners/operators are advised to contact:

Pole Star at (lrittesting@polestarglobal.com);

Fulcrum at (asptesting@fulcrum-maritime.com); or

Transas at (bengt-olof.qvist@transas.com).

2.0 试验报告

Test Report

CTR应被解读为“符合性试验**报告**”，而不应被错误地理解为符合试验**结果**。全期设备安全证书不可将符合试验**结果**作为签发依据。对于新建和换旗船舶，请船东、管理公司和船级社按照附件6和7的流程图办理。有关CTRs方面的验证或问题可直接联系 adio@register-iri.com。

The CTR should be read as the “Conformance Test **Report”** and should not be mistaken for the conformance test **results**. Classification Societies are reminded not to issue a full term Safety Equipment Certificate on the basis of the conformance test **results.** Owners, operators and Classification Societies of new vessels registering into the Marshall Islands and for those vessels transferring Flag into the Marshall Islands may refer to attached Annexes 6 and 7. For any further clarification on CTRs or any question on the LRIT contact the Radio Service Area directly at adio@register-iri.com.

3.0 船无线电检验和发证

Ship Safety Radio Survey and Safety Certification

3.1. 无线电检验

Safety Radio Survey

无线电检验只是LRIT符合证书的引发机制，只要船上无线电设施的安装全部符合SOLAS公约第IV章的要求，将不影响或限制船级社签发或签署全期无线电安全证书。

The Safety Radio Survey is only being used as a triggering mechanism for LRIT

compliance and does not affect or limit the issue or endorsement of full term safety radio certification by the Classification Society, provided the ship radio installation is in all other respects deemed to be in compliance with the requirements of SOLAS Chapter IV for the vessel.

3.2. 第一次无线电设备检验

First Survey of the Radio Installation

3.2.1 SOLAS第V章19-1.4.1.2 和 19-1.4.1.3条要求，A1+A2+A3航区的无线电设施不得晚于2008年12月31日之后的"第一次检验"，A4航区的无线电设备检验不得晚于2009年7月1日之后的"第一次检验"。

SOLAS Chapter V, Regulations 19-1.4.1.2 and 19-1.4.1.3 require compliance not later than the "first survey" of the radio installation after 31 December 2008 for sea areas A1, A2 and A3 and after 1 July 2009 for sea area A4 respectively. Note that there is no clear delineation as to which survey the regulation is referring. However, MSC.1/Circ.1290 (see reference (g) on page 1 of this Notice) provides that when the term "first survey" is referenced by a regulation in the 1974 SOLAS Convention, as amended, it means the first "regularly scheduled" annual, periodical or renewal survey, whichever is due first after the date specified in the relevant regulation, or any other survey if the Administration deems it to be reasonable and practicable.

3.2.2 对于建造中的船舶，以往适用于SOLAS公约第V章第2条关于"Constructed"的定义的，但在2008年12月31日之后交船，以及在2008年12月31日或之后建造的，初次无线电安全检验即被认定为"第一次检验"，此类船在投入使用前应符合转换LRIT 信息的要求。

For a ship under construction, where the SOLAS Chapter V, Regulation 2 definition of "*Constructed*" is applied before, but the ship is delivered after 31 December 2008, and for ships constructed on or after 31 December 2008, the *initial* Safety Radio Survey is to be considered the "first survey" (see reference (g) on page 1 of this Notice) and such ships shall comply with the requirement to transmit LRIT information before they are put into service.

3.2.3 换旗或其他临时无线电检验不能被认为是对该无线电设施的"第一次检验"。LRIT符合性检验只适用于在常规计划的年度、期间或换证检验以及船东/管理公司定制的检验内进行。

A change of flag or other occasional Safety Radio Survey which may be called for shall not be considered the "first survey" of the radio installation. Thus, LRIT compliance would only apply at these surveys if they fall within the range of a

regularly scheduled annual, periodical or renewal survey and credit for the regularly scheduled survey is sought by the shipowner/ operator.

3.2.4 2008年12月31日之后进行的无线电安全检验，在相关无线电证书以及修订的附属于安全证书的设备记录初次签发、签署和换证之前，需要包含一个终端设备的符合性检查。

Ship Safety Radio Surveys undertaken from 31 December 2008 onwards will include a terminal compliance check before initial issue, endorsement or renewal of the relevant Safety Radio Certificate and amendment of the associated Safety Certificate Record of Equipment.

3.2.5 在完成初次、年度、期间或换证检验，之后，签发、签署或换发客船安全证书、货船设备安全证书或货船安全证书或修订的附属的设备记录之前，主管当局或RO应：

Prior to the issue, endorsement or renewal of a Passenger Ship Safety Certificate, a Cargo Ship Safety Equipment Certificate or a Cargo Ship Safety Certificate following an initial, annual, periodical or renewal survey, as the case may be, or the amendment of the associated **Record of Equipment**, the Administration or Recognized Organization (RO) acting on behalf of the Administration shall:

.1 检查LRIT CTR (符合性试验记录)，确定其是否有效；

examine the LRIT CTR and ascertain whether it is valid;

.2 获取相关信息，确认船载终端设备正在将LRIT信息发送给ASP，确认由船上发送的LRIT信息将通过ASP转发给马绍尔群岛国家数据中心（MI NDC）；

obtain information confirming that the shipborne terminal is transmitting LRIT information to the ASP and that the LRIT information transmitted by the ship will be provided through the ASP to the MI National Data Centre (MI NDC);

.3 验证船舶满足SOLAS第V章19-1条款要求和性能标准第4节的要求，该性能标准未作为在LRIT符合性试验期间已经完成的检查予以报告；

verify compliance of the ship with any requirements of SOLAS Chapter V, Regulation 19-1 and of section 4 of the Performance Standards which are not reported as having been examined during the LRIT conformance test;

.4 对于无线电装置组成部分的船载终端设备，经认证或将认证符合SOLAS第IV章要求，并在初次、年度、期间、换证检验后具备签发或签署客船安全证书、货船设备安全证书或货船安全证书的，考察其是否满足性能标准第4节的要求，以及IMO A.694 (17) 和 A.813 (19)决议的主要要求；

consider any shipborne terminal which forms part of a radio installation which is

already certified or is to be certified as meeting the requirements of SOLAS Chapter IV and qualifying for the issue or endorsement of a Passenger Ship Safety Certificate, a Cargo Ship Safety Equipment Certificate or a Cargo Ship Safety Certificate following an initial, annual, periodical or renewal survey, as the case may be, as meeting requirements of section 4 of the Performance Standards as far as the salient aspects of IMO Resolutions A.694 (17) and A.813 (19); and

.5 确认客船安全证书、货船设备安全证书或货船安全证书是否依然有效，或无线电设备检验是否已经圆满完成，并将签发、签署或换新相关证书。

ascertain whether the Passenger Ship Safety Certificate, a Cargo Ship Safety Equipment Certificate or a Cargo Ship Safety Certificate is valid or that the survey of the radio installation has been satisfactorily completed and the related certificate will be issued, endorsed or renewed, as the case may be.

3.3. SOLAS设备安全发证

SOLAS Safety Equipment Certification

SOLAS设备安全发证已被MSC.216(82)决议修订，在设备记录中纳入项目以显示LRIT系统符合性并提供签署。

SOLAS Safety Equipment Certification has been amended by Resolution MSC.216(82) which sets out in its Annex 1 the insertion in the Record of Equipment an entry to indicate compliance with LRIT systems and to provide for the endorsement for LRIT compliance in accordance with SOLAS Chapter V, Regulation 19-1.

3.4 设备记录

Record of Equipment

3.4.1 设备记录是指客船安全证书（Form P）、货船设备安全证书设备记录（Form E，第3节）、货船安全证书设备记录（Form C，第5节）和高速艇安全证书设备记录。

The Record of Equipment means the Passenger Ship Safety Certificate (Form P), the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) (section 3 of Form E), the Record of Equipment for the Cargo Ship Safety Certificate (section 5 of Form C) and the Record of Equipment for High-Speed Craft Safety Certificate issued under the provisions of the International Code of Safety for High-Speed Craft or the International Code of Safety for High-Speed Craft, 2000.

3.4.2 对货船无线电安全证书或其设备记录（Form R）、或货船安全证书（Form C）或其设备记录（第5节的Form C）所做的任何修订，不包括上述1.3中涉及到

LRIT系统规定的修订，均不作为船舶符合传送LRIT信息要求的证据予以接受。
As a result, any amendment of the Cargo Ship Safety Radio Certificate or of the Record of Equipment for the Cargo Ship Safety Radio Certificate (Form R), or any amendment of the Cargo Ship Safety Certificate (Form C) or of the Record of Equipment for the Cargo Ship Safety Certificate (section 5 of Form C), other than the one specified in paragraph 7.3 above in relation to LRIT systems, will not be accepted as attesting to the compliance of the ship concerned with the requirement to transmit LRIT information.

3.5 符合性试验的困难

Difficulties in Conducting Conformance Testing

3.5.1 那些曾经参与符合性试验的人说，在世界某些地区或在某些特定情况下试图进行符合性试验遇到了困难，例如，当船舶在船厂建造、修理或改建时。法律环境亦曾使那些原本计划在“第一次检验”之前提供LRIT信息的船载设备不能及时提交、安装和测试。
Those who have engaged in conformance testing have advised that they have encountered difficulties when attempting to conduct conformance testing in certain parts of the world or in certain situations, for example, when a ship is in shipyard during construction or undergoing repairs or modifications. Legitimate circumstances have also precluded the timely delivery, installation and testing of shipborne equipment intended to be used to comply with the requirement to provide LRIT information prior to the occasion of the “first survey.”

3.5.2 在此情况下，如果未能及时在“第一次检验”之前完成LRIT符合性试验并提交LRIT CTR，船舶不能被视为不适航、或以此为由在港口延误船舶直至得到满意的符合性试验并提交CTR，只要船舶尽实际可行尽快做出能使主管机关满意的安排即可。
Classification Societies are advised that in such circumstances the inability to complete the conformance testing and delivery of an LRIT CTR in time for the “first survey” should not be considered as making the ship unseaworthy or as a reason for delaying the ship in port until the conformance testing is satisfactorily completed and the CTR is delivered, provided suitable arrangements are made to the satisfaction of the Administration as soon as is practically possible.

3.5.3 SOLAS-I 14(d)和(e)条款应按照以下要求执行
The provisions of SOLAS Chapter I, Regulations 14(d) and (e) shall apply as follows:

.1 当短期证书过期时船舶不在预订检验的港口，主管机关将考虑证书展期，但这样的展期仅限于允许船舶完成航行以到达执行检验的港口。
If the ship, at the time when the relevant Short Term Safety Certificate expires, is not

in a port in which it is to be surveyed, the Administration may consider extending the certificate, but such extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so.

.2 在到达预定检验的港口时，被授予展期的船舶即应申请获得相应的全期证书，而不应再延用这类展期离开港口。

A ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having obtained the relevant Full Term Safety Certificate endorsed to indicate LRIT compliance or accompanied by an LRIT Conformance Test Report, whichever applies.

3.6 海上平台、特殊装置、小型货船、渔船和游艇

Offshore, Special Units, Small Cargo Ships, Fishing Vessels and Yachts

3.6.1 由于《海上移动钻井平台安全证书》和《1989年海上移动钻井平台安全证书》没有随证签发设备记录，当此类自航海上移动钻井平台不在固定工作地点时，应被视为满足要求，只要：

As the Mobile Offshore Drilling Unit Safety Certificate and the Mobile Offshore Drilling Unit Safety Certificate, 1989, are not accompanied by a Record of Equipment, such selfpropelled mobile offshore drilling units when not on location will be considered as meeting the requirements when:

.1 满足下文第16、18节的要求；

the provisions of sections 16 and 18 below are met;

.2 海上移动钻井平台上持有根据马绍尔群岛《海上移动钻井平台规则》签发的有效证书（建造早于1981年12月31日），或持有有效的《1979年海上移动钻井平台安全证书》，或持有有效的《1989年海上移动钻井平台安全证书》；

there is on board a valid certificate issued under the MI Mobile Offshore Drilling Unit Code in the case of units constructed prior to 31 December 1981, or a valid Mobile Offshore Drilling Unit Safety Certificate, 1979, or a valid Mobile Offshore Drilling Unit Safety Certificate, 1989; and

.3 船上持有符合MSC.1/Circ.1301的规定的有效LRIT CTR。

there is on board a valid LRIT CTR issued in accordance with the provisions of MSC.1/Circ.1307.

3.6.2 当与安全证书一同签发给浮式生产储卸油装置（FPSO）浮式储油平台（FSU）、海上供应船（OSV）、特种用途船（SPS）、A.494(XII)船舶、

渔船或游艇的设备记录未包含符合传送LRIT信息要求的纪录，这些船型应随船持有有效的、符合MSC.1/Circ.1301要求的LRIT CTR。

In cases where the Record of Equipment associated with the safety certificates issued to floating production storage and offloading units (FPSOs), floating storage units (FSUs), offshore supply vessels (OSVs), special purpose ships (SPSs) or A.494(XII)-ships, fishing vessels or yachts does not include a provision for documenting compliance with the requirement to transmit LRIT information, these ship types shall carry on board a valid LRIT CTR issued in accordance with the provisions of MSC.1/Circ.1307.

3.6.3 300总吨以上、500总吨以下的货船不要求持有有效的货船设备安全证书，因此也没有相应的设备记录（Form E）以证明其符合转换LRIT信息的要求。所以这类货船应配备以下文件，以符合传送LRIT信息的要求：

Cargo ships whose gross tonnage is 300 and above but of less than 500 are not required to hold a valid Cargo Ship Safety Equipment Certificate and thus there is no associated Record of Equipment (Form E) which could be endorsed so as to attest their compliance with the requirement to transmit LRIT information. The compliance of the aforesaid cargo ships with the requirement to transmit LRIT information should therefore be documented:

.1 持有货船安全证书时，需要填写设备记录（Form C）第5节的相关内容；或

in case they are issued with a Cargo Ship Safety Certificate, by completing the relevant entry in section 5 of the Record of Equipment (Form C); or

.2 按MSC.1/Circ.1301要求签发的有效LRIT CTR。

by a valid LRIT CTR issued in accordance with MSC.1/Circ.1307.

3.7 “第一次检验”时LRIT CTR的有效性

Availability of LRIT Conformance Test Reports (CTR) at “First Survey”

3.7.1 显然，在签发设备记录的LRIT符合性证明之前，船舶在“第一次检验”时必须持有LRIT CTR。

The standard is very clear that the LRIT CTR must be on board on the occasion of the “first survey” before the Record of Equipment can be endorsed for LRIT compliance.

3.7.2 若船东打算在船上安装LRIT专用的船载设备终端，应提前做好准备，避免船舶在进行第一次检验时尚未获得LRIT CTR。

If a shipowner intends to install a dedicated terminal on board for LRIT purposes, he/she should do so well enough in advance of the ship’s first Safety Radio

Survey to avoid the circumstance where the LRIT CTR has not yet been delivered to the ship in time for the first survey.

3.7.3 船载终端设备成功测试后，如果在船舶“第一次检验”时未能得到LRIT CTR，建议船级社不要判定船舶不适航，或以此为由在港口延误船舶直到获得CTR，只要船舶尽实际可行尽快做出适当的安排能够使主管机关满意即可。

If, after successful testing of the shipborne terminal, the LRIT CTR has not yet been delivered to the ship in time for the “first survey,” Classification Societies are advised that in such circumstances the inability to produce an LRIT CTR should not be considered as making the ship unseaworthy or as a reason for delaying the ship in port until the CTR is delivered, provided again that suitable arrangements are made to the satisfaction of the Administration as soon as is practically possible.

3.7.4 在此情况下，在检验过程中或在短期设备安全证书规定的检验后30天限期内，船级社被授权接受e-mail发来的、由主管机关指定的ASP颁发的PDF版的LRIT CTR原件，进而及时完成设备安全检验，同时要求船舶经营人尽早将LRIT CTR原件交存船上。

In any such instance, the Classification Society is authorized to accept an emailed PDF copy of the original LRIT CTR issued by the Administration’s appointed Test ASPs during the survey or within the 30 day limits of a Short Term Safety Equipment Certificate after the survey to complete the Safety Equipment survey in a timely manner with the understanding that at the earliest possible opportunity, the shipmanager shall effect delivery of the original LRIT CTR to the ship.

3.7.5 在初次签发了SOLAS第V章第19-1要求的符合证明之后的年度、期间、换证或换旗检验中，应签署或签发相关的安全证书，只要LRIT符合性测试报告保持有效，并且符合MSC.1/Circ.1307第7.2 和7.3款要求，同时考虑以下21节换旗条款的要求。

During any subsequent annual, periodical, renewal or change of flag survey following the initial certification of compliance of a ship with the requirements of SOLAS Chapter V, Regulation 19-1, the related safety certificate shall be endorsed or issued, as the case may be, provided the LRIT Conformance Test Report is still valid in accordance with the requirements stated in MSC.1/Circ.1307, paragraphs 7.2 and 7.3 and taking into account the provisions of Section 21, below, on Transfer of Flag.

3.7.6 A1+A2+A3航区于2010年3月30之后、A4航区于2010年9月30日之后

LRIT的最初的履约和整合周期结束，主管当局会在一事一议的基础上严格处理每一事件。

After 30 March 2010, the end of the period of initial implementation and integration into the LRIT production environment for sea areas A1, A2 and A3 and 30 September 2010 for sea area A4, the Administration will critically address each situation on a case-by case basis, taking into consideration the circumstances that may prevail at that time, subject to the LRIT CTR validity requirements stated in MSC.1/Circ.1307.

4.0 USCG关于LRIT满足和强制判别模式

USCG LRIT Compliance and Enforcement Decision Matrix

USCG将应用一套符合和强制判别模式决定体系来决定船舶满足过渡期的要求（详见IRI通函原件附件5）。预计其他PSC当局亦将按此模式执行。

Shipowners are advised that the USCG will be using a compliance and enforcement decision matrix to determine ship compliance with the Transitional Period requirements. The matrix is provided in Annex 5. It is to be expected that other PSC authorities will be doing the same thing.

5.0 免除和等效

Exemptions and Equivalents

免除和等效规定详见IRI通函原文内容。

Details of exemptions and equivalents see MN-2-011-25.

请本社各检验机构将本通函转发到辖区内的马岛旗船舶船东和管理公司。

CCS Survey Branches are requested to forward the present circular to the Marshall Islands ship Owners and Operators.

特此通知。

附件

Appendix

MI Marine Notice 2-011-25 / Long-Range Identification and Tracking (LRIT) of Ships

REPUBLIC OF THE MARSHALL ISLANDS

OFFICE OF THE MARITIME ADMINISTRATOR

Marine Notice

No. 2-011-25

Rev. 2/12

TO: **ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

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

References:

(a) IMO Resolution MSC.202(81), Adoption of Amendments to the SOLAS, 1974 as amended, Chapter V, Regulation 19/1

(b) IMO Resolution MSC.211(81), "Arrangements for the Timely Establishment of the Long-Range Identification and Tracking System"

(c) IMO Resolution MSC.263(84), Revised Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships, 16 May 2008

(d) Resolution MSC.216(82), Amendments to the Record of Equipment

(e) IMO Resolution A.694(17) on Recommendations on General Requirements for Shipborne Radio Equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids

(f) IMO Resolution A.813(19) on General requirements for electromagnetic compatibility of all electrical and electronic ship's equipment

(g) MSC.1/Circ.1290, as amended, Unified Interpretation of the Term "First Survey"

(h) 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, 8 December 2008

(i) MSC.1/Circ.1296 revised to Circ.1307, as may be amended, Guidance on the Survey and Certification of Compliance of Ships with the Requirement to Transmit LRIT Information, 9 June 2009

(j) MSC.1/Circ.1298, Guidance on the Implementation of the LRIT System, 8 December 2008

(k) GMDSS.1/Circ.10, Master Plan of Shore-Based Facilities for the Global Maritime Distress and Safety System (GMDSS Master Plan)

(l) Marshall Islands (MI) Maritime Regulation 1.07, Control of Movement and Operation of Vessels

(m) MI Marine Notice 2-011-16, ISPS Code, Section 1.3.2.2(j)

(n) MI Marine Notice 2-011-18, SSAS, Section 5.2

(o) MI Marine Guideline 2-11-4, LRIT

(p) MI Marine Notice 2-011-26, Application for Service Extensions / Dispensations

Inquiries concerning the subject of this Guideline should be directed to the Office of the Maritime Administrator, Republic of the Marshall Islands, c/o Marshall Islands Maritime and Corporate Administrators, Inc., 11495 Commerce Park Drive, Reston, VA 20191-1506 USA. The most current version of all Republic of the Marshall Islands Marine Notices may be found at www.register-iri.com.

MI-01, Rev. 1/12

PURPOSE:

The purpose of this Notice is to ensure compliance in a timely manner of Marshall Islands (MI) flag ships with the requirement to transmit Long Range Identification and Tracking (LRIT) information. It is intended to enable Companies operating ships to determine which and under what circumstances ships shall be required to comply with SOLAS Chapter V, Regulation 19-1 on LRIT, which entered into force on 1 January 2008.

Initial phased implementation and compliance with the requirements began 31 December 2008 and the Transitional Period expired 30 June 2009. Most Contracting Governments with active Data Centres have initiated their coastal State geographic polygons and are enforcing their published Advance Notice of Arrival requirements in anticipation of tracking ships within their authority to do so.

Specifically, this Notice provides a regulatory overview and clarification of the LRIT requirements in relation to:

- terminal LRIT conformance testing; and
- survey and certification of ships entitled to fly the MI flag.

The Index at the end of this Notice provides a list of topics covered within this document.

This Notice supersedes Rev. 2/11 and reflects the updating of Annex 3.

APPLICABILITY:

Resolution MSC.202(81) is an amendment to Chapter V (Navigation) of the SOLAS Convention, which establishes the requirements of ships to transmit LRIT information and the rights and obligations of Contracting Governments and of Search and Rescue services to receive LRIT information in a new SOLAS Chapter V, Regulation 19-1. Subject to the provisions of the GENERAL OVERVIEW paragraphs, SOLAS Chapter V, Regulation 19-1 shall apply to the following types of MI flagged ships engaged on international voyages:

- passenger ships, including high-speed passenger craft, any gross tonnage;
- cargo ships, including high-speed craft, of 300 gross tonnage[1] and upwards;
- self-propelled mobile offshore drilling units, not on location; and
- in accordance with SOLAS Ch V/1.4, this regulation shall also apply to:
  - commercial yachts of 300 gross tonnage and upwards; and
  - commercial fishing vessels, any gross tonnage, irrespective of area of operation.

See Section 9.0, below, for Exceptions (MSC.1/Circ.1295, reference (h) on page 1 of this Notice).

[1] The gross tonnage to be used for determining whether a cargo ship or high-speed craft is required to comply with the provisions of SOLAS Chapter V, Regulation 19-1 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.

The term "ship," when used in the following paragraphs includes the passenger and cargo ships, the high-speed craft, the mobile offshore drilling units, commercial yachts and fishing vessels that are subject to the provisions of this SOLAS regulation. A rigidly connected composite unit of a pushing vessel and associated pushed vessel, when designed as a dedicated and integrated tug and barge **(**ITB) combination, shall be regarded as a single ship for the purpose of this regulation.

REQUIREMENTS:

1.0 Compliance Dates

Ships authorized to operate in and fly the MI flag shall immediately comply with the regulation and be fitted with a terminal that shall automatically transmit the information specified in paragraph 12.4 below.

1.1 Ships Constructed before 31 December 2008

A phased approach to the implementation of the regulation for existing ships constructed before 31 December 2008 operating in sea areas A1, A2 and A3 allows for compliance not later than the "first survey" of the radio installation after 31 December 2008. See Section 7.2 for the definition of "first Survey."

1.2 Ships Constructed on or after 31 December 2008

The very specific terminology being used in SOLAS Chapter V, Regulation 19-1 and in MSC.1/Circ.1307 states that ships "constructed" on or after 31 December 2008 shall be compliant with LRIT when the ship is placed in service. See Section 3 for the definition of "constructed."

1.3 Ships operating in sea area A4

Ships constructed before 31 December 2008 and certified to operate in sea area A4 in addition to sea areas Al, A2, and A3,(as defined in SOLAS Chapter IV, Regulations 2.1.12, 13, 14 and 15 , respectively) are being given to not later than the first survey of the radio installation after 1 July 2009 to comply. However, these ships must comply with the provisions of subparagraphs 1.1 and 1.2 above whilst they operate within sea areas A1, A2 and A3.

1.4 Ships operating in sea area A1

Ships, irrespective of the date of construction, fitted with an automatic identification system (AIS), as defined in SOLAS Chapter V, Regulation 19.2.4, and operated exclusively within sea area A1, as defined in SOLAS Chapter IV, Regulation 2.1.12, are not required to comply with the provisions of SOLAS Chapter V, Regulation 19-1. Exemption certification from the requirement to comply with SOLAS Chapter V, Regulation 19-1 is not required; however, for those shipowners with port State control (PSC) concerns, the Administration will consider, upon request, authorizing the issuance of an exemption certificate describing the ship's operating area.

2.0 Sea Areas of Operation[2]

2.1 All ships operating in sea area A3 require compliant shipborne equipment (the "terminal").

2.2 Ships operating in near-coastal sea area A2 not fitted with Inmarsat C Global Maritime Distress and Safety System (GMDSS) are required to fit a compliant terminal.

2.3 Ships operating in polar sea area A4 above 70 degrees latitude require a non-Inmarsat terminal that operates in conjunction with a low-earth orbit Communication Service Provider (CSP) system approved by the Administration in conjunction with its appointed Application Service Provider (ASP). The Iridium system is acceptable.

3.0 Definition of "Constructed"

3.1 SOLAS Chapter V, Regulation 2 – *Definitions* states the following:

"For the purpose of this chapter:

1 *Constructed* in respect of a ship means a stage of construction where:
.*1* the keel is laid;
.*2* construction identifiable with a specific ship begins; or
.*3* assembly of the ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material whichever is less."

3.2 Newbuildings being "delivered" on or after 31 December 2008, and quite possibly for some time thereafter, may be considered as not yet falling under the requirements of SOLAS Chapter V, Regulation 19-1.4.1.1 or MSC.1/Circ.1307, paragraph 5.3. Such ships whether delivered or not on or after 31 December 2008 are subject to compliance as ships "constructed" before 31 December 2008 unless the above definition of "*Constructed*" actually applies on or after 31 December 2008.

4.0 Terminal LRIT Conformance Testing

4.1 LRIT conformance testing of shipborne terminals became mandatory as of 31 December 2008 in accordance with MSC.1/Circ.1307. Refer to Sections 16.0 through 18.0 of this Notice for information on terminal technical compliance requirements.

4.2 For ships constructed before 31 December 2008 (note section 1.1 above), the shipborne terminal LRIT conformance test shall be:

.1 conducted as soon as possible but at least three (3) months prior to the date on which a ship would need to demonstrate compliance with the requirements of SOLAS Chapter V, Regulation 19-1; and

.2 satisfactorily completed prior to the **Record of Equipment** being endorsed to document compliance with the requirements relating to the LRIT system (see reference (d) on page 1 of this Notice).

[2] Refer to the GMDSS Master Plan Annexes 2, 3 and 4 for detailed descriptions of sea areas (see reference (k) on page 1 of this Notice).

4.3 For ships constructed on or after 31 December 2008 (note section 1.2, above), the shipborne terminal conformance test shall be:

.1 conducted after the completion of the initial survey of the radio installation in accordance with the provisions of SOLAS Chapter I Regulation 7(a)(i) or 9(a)(i), as the case may be, 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 Passenger Ship Safety Certificate, a Cargo Ship Safety Equipment Certificate or a Cargo Ship Safety Certificate as the case may be; and

.2 satisfactorily completed prior to the issue of a Passenger Ship Safety Certificate, a Cargo Ship Safety Equipment Certificate or a Cargo Ship Safety Certificate, as the case may be, endorsed to document compliance with the requirements relating to the LRIT system.

4.4 This requirement is understood by the Administration in certain circumstances to be problematic for ships under construction and is thus being accommodated, when determined to be appropriate. Subject to the "first survey" compliance requirements, it is understood that integration may not take place until as late as 30 March 2010 for existing ships whilst they operate within sea areas A1, A2 and A3 and until as late as 30 September 2010 for such ships operating in sea area A4. However, the Administration strongly advises that testing and integration of shipborne terminals be accomplished as soon as possible, preferably by 31 December 2009.

5.0 Authorized LRIT Conformance Test ASPs

5.1 Pursuant to the provisions of paragraph 6.1-6.3 of MSC.1/Circ.1307, as may be amended or superseded, regarding "Guidance on the survey and certification of compliance of ships" with the requirement to transmit LRIT information, Pole Star Space Applications Ltd (Pole Star), Fulcrum Maritime Systems Ltd. (Fulcrum) and Transas Telematics Limited (Transas), each UK companies and leading providers of satellite tracking services, have been appointed to act on behalf of the Republic of the Marshall Islands (RMI) and the Administration as authorized testing ASPs.

5.2 Pole Star, Fulcrum and Transas have certified and the Administration has determined that their LRIT Conformance Test Services fully comply with the shipborne terminal testing requirements, procedures and tolerances detailed in Appendix 1 of MSC.1/Circ.1307 and that they have in place the infrastructure to manage the anticipated demand including the ASP IT infrastructure, customer and technical support services necessary. Thus, they have been given full authority to undertake shipborne terminal testing and subsequent issuance of LRIT Conformance Test Reports.

5.3 To discuss LRIT terminal requirements further and to ensure shipborne terminals are LRIT compliant, shipowners/operators are advised to contact:

- Pole Star at (lrittesting@polestarglobal.com);
- Fulcrum at (asptesting@fulcrum-maritime.com); or
- Transas at (bengt-olof.qvist@transas.com).

5.4 Shipowners and operators of existing ships are also advised to test their nominated terminals with Pole Star, Fulcrum or Transas as soon as possible and to make arrangements with one of them well before the first safety radio survey after 31 December 2008 to allow time for terminal adjustments or replacement.

5.5 In the event that the conformance testing has determined that the nominated terminal(s) is(are) non-compliant, the testing ASPs are prepared, at the request of the shipowner, to provide a quotation for a compliant terminal and, if required, to make arrangements for the necessary delivery, installation and activation via their global network of agents.

6.0 LRIT Conformance Test

6.1 Test Results

6.1.1 The LRIT conformance test has been designed to demonstrate compliance of the shipborne terminal with the functional requirements of SOLAS Chapter V, Regulation 19-1.5 and of section 4 of the Performance Standards. The terminal compliance testing program lasts from 30 to 48 hours from operational activation.

6.1.2 On satisfactory completion of a shipborne terminal conformance test, the ASP conducting the test shall issue the LRIT conformance test results to the shipowner/operator. On the basis of successful test results, the shipowner/operator must then immediately request from the test ASP the issuance of the required LRIT Conformance Test Report (CTR) in the format conforming to the model set out in Annex 1. This may take 7 to 14 days which must be taken into consideration when preparing for the "first survey" of the vessel.

6.2 Test Report

6.2.1 As described above, the LRIT conformance testing concludes with the issuance of a formal LRIT CTR to the shipowner by the test ASP. The original LRIT CTR shall be placed on board with copies provided to the ship's Designated Person Ashore (DPA) and the Administration for record keeping and database entry.

6.2.2 The LRIT CTR must remain with the ship's documents for as long as the shipborne terminal is deemed compliant because it does not expire until such time as there may be reason to require the LRIT conformance test to be repeated and the LRIT CTR reissued. Such an occasion may be the result of, but may not be limited to, terminal upgrading or replacing; transfer of a terminal from one ship to another; changes in ship ownership, ship management, flag of registry, Data Center and/or ASP.

6.2.3 The CTR should be read as the "Conformance Test **Report"** and should not be mistaken for the conformance test **results**. Classification Societies are reminded not to issue a full term Safety Equipment Certificate on the basis of the conformance test **results.** Owners, operators and Classification Societies of new vessels registering into the Marshall Islands and for those vessels transferring Flag into the Marshall Islands may refer to attached Annexes 6 and 7. For any further clarification on CTRs or any question on the LRIT contact the Radio Service Area directly at radio@register-iri.com.

7.0 Ship Safety Radio Survey and Safety Certification

7.1 Safety Radio Survey

The Safety Radio Survey is only being used as a triggering mechanism for LRIT compliance and does not affect or limit the issue or endorsement of full term safety radio certification by the Classification Society, provided the ship radio installation is in all other respects deemed to be in compliance with the requirements of SOLAS Chapter IV for the vessel.

7.2 First Survey of the Radio Installation

7.2.1 SOLAS Chapter V, Regulations 19-1.4.1.2 and 19-1.4.1.3 require compliance not later than the "first survey" of the radio installation after 31 December 2008 for sea areas A1, A2 and A3 and after 1 July 2009 for sea area A4 respectively. Note that there is no clear delineation as to which survey the regulation is referring. However, MSC.1/Circ.1290 (see reference (g) on page 1 of this Notice) provides that when the term "first survey" is referenced by a regulation in the 1974 SOLAS Convention, as amended, it means the first "regularly scheduled" annual, periodical or renewal survey, whichever is due first after the date specified in the relevant regulation, or any other survey if the Administration deems it to be reasonable and practicable.

7.2.2 For a ship under construction, where the SOLAS Chapter V, Regulation 2 definition of "*Constructed*" is applied before, but the ship is delivered after 31 December 2008, and for ships constructed on or after 31 December 2008, the *initial* Safety Radio Survey is to be considered the "first survey" (see reference (g) on page 1 of this Notice) and such ships shall comply with the requirement to transmit LRIT information before they are put into service.

7.2.3 A change of flag or other occasional Safety Radio Survey which may be called for shall not be considered the "first survey" of the radio installation. Thus, LRIT compliance would only apply at these surveys if they fall within the range of a regularly scheduled annual, periodical or renewal survey and credit for the regularly scheduled survey is sought by the shipowner/ operator.

7.2.4 Ship Safety Radio Surveys undertaken from 31 December 2008 onwards will include a terminal compliance check before initial issue, endorsement or renewal of the relevant Safety Radio Certificate and amendment of the associated Safety Certificate Record of Equipment.

7.2.5 Prior to the issue, endorsement or renewal of a Passenger Ship Safety Certificate, a Cargo Ship Safety Equipment Certificate or a Cargo Ship Safety Certificate following an initial, annual, periodical or renewal survey, as the case may be, or the amendment of the associated **Record of Equipment**, the Administration or Recognized Organization (RO) acting on behalf of the Administration shall:

.1 examine the LRIT CTR and ascertain whether it is valid;

.2 obtain information confirming that the shipborne terminal is transmitting LRIT information to the ASP and that the LRIT information transmitted by the ship will be provided through the ASP to the MI National Data Centre (MI NDC);

.3 verify compliance of the ship with any requirements of SOLAS Chapter V, Regulation 19-1 and of section 4 of the Performance Standards which are not reported as having been examined during the LRIT conformance test;

.4 consider any shipborne terminal which forms part of a radio installation which is already certified or is to be certified as meeting the requirements of SOLAS Chapter IV and qualifying for the issue or endorsement of a Passenger Ship Safety Certificate, a Cargo Ship Safety Equipment Certificate or a Cargo Ship Safety Certificate following an initial, annual, periodical or renewal survey, as the case may be, as meeting requirements of section 4 of the Performance Standards as far as the salient aspects of IMO Resolutions A.694 (17) and A.813 (19); and

.5 ascertain whether the Passenger Ship Safety Certificate, a Cargo Ship Safety Equipment Certificate or a Cargo Ship Safety Certificate is valid or that the survey of the radio installation has been satisfactorily completed and the related certificate will be issued, endorsed or renewed, as the case may be.

7.3 SOLAS Safety Equipment Certification

SOLAS Safety Equipment Certification has been amended by Resolution MSC.216(82) which sets out in its Annex 1 the insertion in the Record of Equipment an entry to indicate compliance with LRIT systems and to provide for the endorsement for LRIT compliance in accordance with SOLAS Chapter V, Regulation 19-1.

7.4 Record of Equipment

7.4.1 The Record of Equipment means the Passenger Ship Safety Certificate (Form P), the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) (section 3 of Form E), the Record of Equipment for the Cargo Ship Safety Certificate (section 5 of Form C) and the Record of Equipment for High-Speed Craft Safety Certificate issued under the provisions of the International Code of Safety for High-Speed Craft or the International Code of Safety for High-Speed Craft, 2000.

7.4.2 As a result, any amendment of the Cargo Ship Safety Radio Certificate or of the Record of Equipment for the Cargo Ship Safety Radio Certificate (Form R), or any amendment of the Cargo Ship Safety Certificate (Form C) or of the Record of Equipment for the Cargo Ship Safety Certificate (section 5 of Form C), other than the one specified in paragraph 7.3 above in relation to LRIT systems, will not be accepted as attesting to the compliance of the ship concerned with the requirement to transmit LRIT information.

7.5 Difficulties in Conducting Conformance Testing

7.5.1 Those who have engaged in conformance testing have advised that they have encountered difficulties when attempting to conduct conformance testing in certain parts of the world or in certain situations, for example, when a ship is in shipyard during construction or undergoing repairs or modifications. Legitimate circumstances have also precluded the timely delivery, installation and testing of shipborne equipment intended to be used to comply with the requirement to provide LRIT information prior to the occasion of the "first survey."

7.5.2 Classification Societies are advised that in such circumstances the inability to complete the conformance testing and delivery of an LRIT CTR in time for the "first survey" should not be considered as making the ship unseaworthy or as a reason for delaying the ship in port until the conformance testing is satisfactorily completed and the CTR is delivered, provided suitable arrangements are made to the satisfaction of the Administration as soon as is practically possible.

7.5.3 During the period of 31 December 2008 through 30 March 2010 for the initial implementation and integration of existing ships into the LRIT production environment for sea areas A1, A2 and A3, if the LRIT conformance testing has not been completed and/or the LRIT CTR delivered on board by the time of the "first survey" of the radio installation after 31 December 2008, the Administration will authorize the Classification Society, under the normal request procedures provided in MN-2-011-26 (see reference (p) on page 1 of this Notice), to issue a 30 day Short Term Safety Equipment Certificate to the ship to allow time for the shipborne terminal LRIT conformance testing to be completed and/or the CTR to be delivered under the following conditions:

.1 when the shipmanager/operator produces objective evidence to the Classification Society that efforts have already started to arrange shipborne terminal LRIT conformance testing;

.2 when the shipmanager/operator produces objective evidence of successful shipborne terminal LRIT conformance testing and application for the issuance of the LRIT CTR;

.3 when found necessary under newbuilding delivery circumstances where "construction," as defined above, precedes 31 December 2008, and "delivery" takes place after 31 December 2008; or

.4 when a ship is in shipyard undergoing repairs or modifications when the "first survey" becomes due.

7.5.4 This authorization is being provided to accommodate initial installations of terminals, upgrades or new acquisitions when found necessary and to preclude any problems with the ship clearing out of port and clearing in or out at its next port or ports during this 30 day period.

7.5.5 The provisions of SOLAS Chapter I, Regulations 14(d) and (e) shall apply as follows:

.1 If the ship, at the time when the relevant Short Term Safety Certificate expires, is not in a port in which it is to be surveyed, the Administration may consider extending the certificate, but such extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so.

.2 A ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having obtained the relevant Full Term Safety Certificate endorsed to indicate LRIT compliance or accompanied by an LRIT Conformance Test Report, whichever applies.

7.6 Offshore, Special Units, Small Cargo Ships, Fishing Vessels and Yachts

7.6.1 As the Mobile Offshore Drilling Unit Safety Certificate and the Mobile Offshore Drilling Unit Safety Certificate, 1989, are not accompanied by a Record of Equipment, such self-propelled mobile offshore drilling units when not on location will be considered as meeting the requirements when:

.1 the provisions of sections 16 and 18 below are met;

.2 there is on board a valid certificate issued under the MI Mobile Offshore Drilling Unit Code in the case of units constructed prior to 31 December 1981, or a valid Mobile Offshore Drilling Unit Safety Certificate, 1979, or a valid Mobile Offshore Drilling Unit Safety Certificate, 1989; and

.3 there is on board a valid LRIT CTR issued in accordance with the provisions of MSC.1/Circ.1307.

7.6.2 In cases where the Record of Equipment associated with the safety certificates issued to floating production storage and offloading units (FPSOs), floating storage units (FSUs), offshore supply vessels (OSVs), special purpose ships (SPSs) or A.494(XII)-ships, fishing vessels or yachts does not include a provision for documenting compliance with the requirement to transmit LRIT information, these ship types shall carry on board a valid LRIT CTR issued in accordance with the provisions of MSC.1/Circ.1307.

7.6.3 Cargo ships whose gross tonnage is 300 and above but of less than 500 are not required to hold a valid Cargo Ship Safety Equipment Certificate and thus there is no associated Record of Equipment (Form E) which could be endorsed so as to attest their compliance with the requirement to transmit LRIT information. The compliance of the aforesaid cargo ships with the requirement to transmit LRIT information should therefore be documented:

.1 in case they are issued with a Cargo Ship Safety Certificate, by completing the relevant entry in section 5 of the Record of Equipment (Form C); or

.2 by a valid LRIT CTR issued in accordance with MSC.1/Circ.1307.

7.7 Availability of LRIT Conformance Test Reports (CTR) at "First Survey"

7.7.1 The standard is very clear that the LRIT CTR must be on board on the occasion of the "first survey" before the Record of Equipment can be endorsed for LRIT compliance.

7.7.2 If a shipowner intends to install a dedicated terminal on board for LRIT purposes, he/she should do so well enough in advance of the ship's first Safety Radio Survey to avoid the circumstance where the LRIT CTR has not yet been delivered to the ship in time for the first survey.

7.7.3 If, after successful testing of the shipborne terminal, the LRIT CTR has not yet been delivered to the ship in time for the "first survey," Classification Societies are advised that in such circumstances the inability to produce an LRIT CTR should not be considered as

making the ship unseaworthy or as a reason for delaying the ship in port until the CTR is delivered, provided again that suitable arrangements are made to the satisfaction of the Administration as soon as is practically possible.

7.7.4 In any such instance, the Classification Society is authorized to accept an emailed PDF copy of the original LRIT CTR issued by the Administration's appointed Test ASPs during the survey or within the 30 day limits of a Short Term Safety Equipment Certificate after the survey to complete the Safety Equipment survey in a timely manner with the understanding that at the earliest possible opportunity, the shipmanager shall effect delivery of the original LRIT CTR to the ship.

7.7.5 During any subsequent annual, periodical, renewal or change of flag survey following the initial certification of compliance of a ship with the requirements of SOLAS Chapter V, Regulation 19-1, the related safety certificate shall be endorsed or issued, as the case may be, provided the LRIT Conformance Test Report is still valid in accordance with the requirements stated in MSC.1/Circ.1307, paragraphs 7.2 and 7.3 and taking into account the provisions of Section 21, below, on Transfer of Flag.

7.7.6 After 30 March 2010, the end of the period of initial implementation and integration into the LRIT production environment for sea areas A1, A2 and A3 and 30 September 2010 for sea area A4, the Administration will critically address each situation on a case-by case basis, taking into consideration the circumstances that may prevail at that time, subject to the LRIT CTR validity requirements stated in MSC.1/Circ.1307.

8.0 United States Coast Guard (USCG) LRIT Compliance and Enforcement Decision Matrix

Shipowners are advised that the USCG will be using a compliance and enforcement decision matrix to determine ship compliance with the Transitional Period requirements. The matrix is provided in Annex 5. It is to be expected that other PSC authorities will be doing the same thing.

9.0 Exceptions, MSC.1/Circ.1295

(See reference (h) on page 1 of this Notice)

9.1 Floating Production, Storage and Offloading Units (FPSOs) and Floating Storage Units (FSUs)

9.1.1 FPSOs and FSUs *not propelled by mechanical means* are not required to transmit LRIT information when on location or in transit under tow on an international voyage.

9.1.2 FPSOs and FSUs propelled by mechanical means of 300 gross tonnage and above fitted with AIS and operating exclusively within sea area A1, are not required to transmit LRIT information when in transit and engaged on international voyages.

9.1.3 FPSOs and FSUs propelled by mechanical means and constructed before 31 December 2008, in case they are not required to comply with the provisions of SOLAS Chapter IV, are required to transmit LRIT information in accordance with the provisions of SOLAS Chapter

V, Regulation 19-1 as from 31 December 2009, if not excepted otherwise under MSC.1/Circ.1295.

9.2 **Offshore Supply Vessels (OSVs)**

9.2.1 OSV means a vessel which is primarily engaged in the transport of stores, materials and equipment to offshore installations and which is designed with accommodation and bridge erections in the forward part of the vessel and an exposed cargo deck in the after part for the handling of cargo at sea in accordance with the Guidelines for the design and construction of offshore supply vessels, 2006, adopted by resolution MSC.235(82).

9.2.2 OSVs of 300 gross tonnage and above when engaged on international voyages fitted with AIS and operating exclusively within sea area A1 are not required to transmit LRIT information.

9.2.3 OSVs constructed before 31 December 2008, in case they are not required to comply with the provisions of SOLAS Chapter IV, are required to transmit LRIT information in accordance with the provisions of SOLAS Chapter V, Regulation 19-1 as from 31 December 2009, if not excepted otherwise under MSC.1/Circ.1295.

9.3 **Special Purpose Ships (SPS)**

9.3.1 SPS means a mechanically self-propelled ship which by reason of its function carries on board more than 12 special personnel as defined in paragraph 1.3.11 of the Code of Safety for Special Purpose Ships, 2008, adopted by resolution MSC.266(84).

9.3.2 SPSs of 300 gross tonnage and above when engaged on international voyages fitted with AIS and operating exclusively within sea area A1, are not be required to transmit LRIT information.

9.3.3 SPSs of gross tonnage 300 and above but less than 500, in case they are not required to comply with the provisions of SOLAS Chapter IV, are required to transmit LRIT information in accordance with the provisions of SOLAS Chapter V, Regulation 19-1 as from 31 December 2009, if not excepted otherwise under MSC.1/Circ.1295.

9.4 **Resolution A.494(XII) Ships**

9.4.1 An A.494(XII) ship means a ship the keel of which was laid before 18 July 1994 and which in accordance with the provisions of operative paragraph 3 of resolution A.494(XII), "Revised interim scheme for tonnage measurement for certain ships," was allowed to use the gross tonnage determined in accordance with national tonnage rules in determining whether it is required to comply with the provisions of SOLAS Chapter IV.

9.4.2 A.494(XII) ships when engaged on international voyages fitted with AIS and operating exclusively within sea area A1, are not be required to transmit LRIT information.

9.4.3 A.494(XII) ships of gross tonnage 300 and above but less than 500, in case they are not required to comply with the provisions of SOLAS Chapter IV, are required to transmit LRIT

information in accordance with the provisions of SOLAS Chapter V, Regulation 19-1 as from 31 December 2009, if not excepted otherwise under MSC.1/Circ.1295.

9.5 Commercial Fishing Vessels

9.5.1 Commercial fishing vessel means a decked vessel for the time being used or intended to be used commercially for catching fish or other living resources of the sea that is registered under Chapter 2, Part I, of the MI Maritime Act 1990, as amended, and is described in the register and on the Certificate of Registry as a commercial fishing vessel.

9.5.2 Commercial fishing vessels of any gross tonnage irrespective of the area of operation shall be required to transmit LRIT information.

9.6 Commercial Yachts

9.6.1 Commercial yacht means a pleasure yacht routinely engaged in trade, commerce, on charter or carrying up to 12 passengers for hire that is registered under Chapter 2, Part I, of the MI Maritime Act 1990, as amended, and is described in the register and on the Certificate of Registry as a commercial yacht and is not a private yacht.

9.6.2 Commercial yachts of 300 gross tonnage and above when engaged on international voyages fitted with AIS and operating exclusively within sea area A1 are not required to transmit LRIT information.

9.6.3 Commercial yachts constructed before 31 December 2008, in case they are not required to comply with the provisions of SOLAS Chapter IV, are required to transmit LRIT information in accordance with the provisions of SOLAS Chapter V, Regulation 19-1 as from 31 December 2009, if not excepted otherwise under MSC.1/Circ.1295.

9.7 Contracting Government Jurisdictions

FPSOs and FSUs, irrespective of whether they are propelled by mechanical means or not, OSVs, SPSs, A.494(XII) ships, commercial fishing vessels and commercial yachts operating within areas under the jurisdiction of a Contracting Government or of a State which is not a Contracting Government must transmit LRIT information if the Contracting Government or the State in whose jurisdiction they operate requires so.

10.0 Exemptions and Equivalents

The provisions of this section and the following sections 10.1 and 10.2 apply to ships and to FPSOs, FSUs, OSVs, SPSs, A.494(XII) ships and yachts which are required to transmit LRIT information and any reference to a ship below should be considered as including all the aforesaid.

10.1 General

10.1.1 Although the provisions of SOLAS Chapter V, Regulation 19-1 do not include any expressed provisions which allow or enable the Administration to grant exemptions from, or equivalents to, the requirement to transmit LRIT information, when such exemptions or

equivalents are warranted, the Administration may consider invoking, in lieu, the provisions of SOLAS Chapter V, Regulation 3.2 when considering or granting any exemptions or equivalents to the provisions of SOLAS Chapter V, Regulation 19-1.

10.1.2 The Administration may consider granting to individual ships exemptions or equivalents of a partial or conditional nature, when any such ship is engaged on a voyage where the maximum distance of the ship from the shore, the length and nature of the voyage, the absence of general navigational hazards, and other conditions affecting safety are such as to render the full application of SOLAS Chapter V unreasonable or unnecessary, taking into account the effect such exemptions and equivalents may have upon the safety of all other ships.

10.1.3 In such cases, the Administration shall be adhering to the provisions of SOLAS Chapter V, Regulation 3.3 which requires the submission to the International Maritime Organization (IMO) a report summarizing all new exemptions and equivalents granted under SOLAS Chapter V, Regulation 3.2 giving the reasons for granting such exemptions and equivalents.

10.1.4 The Administration, when invoking the provisions of SOLAS Chapter V, Regulation 3.2, shall be taking, in addition to what is expressly stipulated in the aforesaid regulation, the effect such exemptions or equivalents may have on measures established by the IMO with a view to enhancing maritime security and shall be consulting with the Contracting Government(s) within whose jurisdiction the port(s) or place(s) to which the ship is proceeding to is/are located and with the Contracting Government(s) of the coast of which the ship might be navigating.

10.1.5 Notwithstanding any additional conditions which the Administration may stipulate when granting exemptions or equivalents from the requirement to transmit LRIT information, the ship concerned shall be required, in lieu of transmitting LRIT information, to either:

.1 provide a copy of the voyage or passage plan[3] for the specific voyage to the Contracting Government within whose jurisdiction the port or place to which the ship is proceeding is located and to the Contracting Governments of the coast(s) of which the ship might be navigating and any changes thereto; or

.2 report its positions at regular intervals, to be determined by the Administration taking into account the specific voyage or passage plan, to the aforesaid Contracting Governments, if provided with the means for doing so.

10.2 **Specific Cases**

10.2.1 Ships which are not normally engaged on international voyages but which, in exceptional circumstances, are required to undertake a single international voyage may be exempted from the requirement to transmit LRIT information, pursuant to the provisions of SOLAS Chapter I, Regulation 4(a), exemptions from the requirements of SOLAS Chapter IV, Regulations 7 to 11 (Radio Equipment Requirements General and for sea areas A1, A2, A3, A4 and

[3] Refer to resolution A.893(21) on Guidelines for voyage planning.

combinations thereof) for a single voyage. Such circumstances should be rare for vessels registered in the MI.

10.2.2 Ships fitted with AIS and operating exclusively within sea area A1, may, for the purpose of employment in another sea area, undertake a single voyage outside sea area A1 during the course of which it may be exempted by the Administration from the requirement to transmit LRIT information.

10.2.3 Ships which may be granted, pursuant to the provisions of SOLAS Chapter IV, Regulations 3.1 and 3.2.2, exemptions from the requirements of SOLAS Chapter IV, Regulations 7 to 11 for a single voyage and not fitted with radiocommunication or other shipborne equipment which may be used to transmit LRIT information, may be exempted from the requirement to transmit LRIT information during the course of such single voyages.

10.2.4 A Ship experiencing terminal transmission failure should immediately notify the Administration and include their status in the advance NOA to port States. Reports of its position at regular intervals, to be determined by the Administration and the port State, should be made to the aforesaid port State authority, if provided with the means for doing so.

11.0 Administration Authorized Operational Procedures

11.1 Masters of ships entitled to fly the MI flag shall request without undue delay authorization from the Administration to reduce or terminate the transmission of LRIT information before doing so. The Administration shall issue instructions to the master as to whether he/she is granted authorization and, if so, under what circumstances and how they are to reduce, pursuant to the provisions of paragraph 4.4.1 of the Revised Performance Standards (see reference (c) on page 1 of this Notice), the frequency of transmission of LRIT information or to temporarily stop the transmission of such information.

11.2 Masters shall make an entry in the record of navigational activities and incidents maintained in accordance with SOLAS, Chapter V, Regulation 28 indicating the dates and times between which:

.1 the shipborne equipment is authorized to be switched off or the distribution of LRIT information ceased, where international agreements, rules or standards provide for the protection of navigational information (SOLAS Chapter V, Regulation 19-1.7.1); and

.2 the frequency of transmission of LRIT information is authorized to be reduced or temporarily stopped, for example, when a ship is, undergoing repairs, modifications or conversions in drydock, standing by in port for extended periods awaiting berth or charter orders or is going into a hot lay-up or cold lay-up for a long period (paragraph 4.4.1 of the Revised Performance Standards).

11.3 In addition, the master of a ship undergoing repairs, modifications or conversions in drydock, standing by in port for extended periods awaiting berth or charter orders or is going into a hot lay-up or cold lay-up for an extended period of time, taking into account the instructions of the Administration, shall inform the authorities of the Contracting Government within whose

territory or jurisdiction the ship is located of the need to reduce the frequency of or temporarily stop the transmission of LRIT information. Permission from the local authority to do so shall be obtained in advance as may be required before doing so.

GENERAL OVERVIEW

12.0 Architecture

12.1 The SOLAS amendment provides for Contracting Governments to be entitled to receive identification, position, and time reports from:

- Ships registered to that member flag State wherever the ship is located.
- Ships that have declared their intention to enter a port in a member State's territory.
- Ships passing within 1000 nautical miles of the coastline of a member State's territory.
- Ships in an area where a Search and Rescue operation is underway.

12.2 The LRIT system consists of the shipborne LRIT information transmitting terminal, CSPs, ASP, LRIT Data Centre(s) (DC), including any related Vessel Monitoring System(s) (VMS), an International LRIT Data Exchange (IDE) and an IMO LRIT Data Distribution Plan (DDP).

12.3 LRIT information is to be provided to Contracting Governments and Search and Rescue services[4] entitled to receive the information, upon request, through a system of National (NDC), Regional (RDC), Co-operative (CDC) Data Centres and an International LRIT Data Centre (IDC), using where necessary, the LRIT International Data Exchange (IDE) all controlled by the Data Distribution Plan (DDP).

12.4 Subject to the provisions of section 1.0 above on dates of compliance, ships must automatically transmit the following LRIT information:

- the identity of the ship (IMO number and name);
- the position of the ship (latitude and longitude); and
- the date and time of the position provided.

12.5 Systems and terminals used to meet the requirements of SOLAS Chapter V, Regulation 19-1 must conform to performance standards and functional requirements not inferior to those adopted by the IMO in Resolution MSC.263(84), the "Performance Standards and Functional Requirements for the LRIT System" as amended from time-to-time.

[4] The term *search and rescue service* is defined in SOLAS Chapter V, Regulation 2.5 (see amendments to SOLAS Chapter V adopted on 20 May 2004, under cover of resolution MSC.153(78), which entered into force on 1 July 2006).

13.0 Flag State Implementation

13.1 Resolutions and SOLAS Amendments

During the IMO's Maritime Safety Committee (MSC) meeting in May 2006, SOLAS Convention amendments were adopted that require LRIT of Ships. The SOLAS Chapter V, Regulation 19-1 amendments are in Resolution MSC.202(81) of that report. The MSC also adopted a related Resolution MSC.211(81), "Arrangements for the Timely Establishment of the Long-Range Identification and Tracking System."

13.2 Early Implementation

The IMO, recognizing the need to put in place arrangements with a view to ensuring the prompt establishment of LRIT Data Centres and of the International LRIT IDE as well as the need for testing and confirming the function of the LRIT system as envisaged in the LRIT architecture, urged Contracting Governments to promptly put in place the necessary arrangements for the smooth integration of the ships entitled to fly their flag into the LRIT system so as to be able to:

- submit to the MSC their firm intentions in relation to the establishment of NDC, RDC or CDCs;
- submit to the IMO, the information required by the SOLAS Chapter V, Regulation 19-1 and those needed for the establishment of the LRIT DDP no later than 1 January 2008;
- submit to the LRIT Data Centre that they would be selecting the information specified in the Performance Standards no later than 1 July 2008;
- update such information as and when changes occur;
- urge ships entitled to fly their flag to participate in trials and testing of the LRIT system;
- take early and appropriate actions to ensure that all necessary infrastructures are in place, timely, for the establishment of the LRIT system; and
- in consultation with the industry, to implement the provisions of SOLAS Chapter V, Regulation 19-1 before the dates its provisions were envisaged to become effective.

13.3 Administration Responsibilities

It is the responsibility of the Flag Administration to implement and enforce LRIT. This Administration must, at all times:

- recognize the importance of LRIT;
- recognize and respect the commercial confidentiality and sensitivity of any LRIT information they may receive;
- protect the information they may receive from unauthorized access or disclosure; and
- use the information they may receive in a manner consistent with international law.

13.4 National LRIT Data Centre

13.4.1 Each flag State must decide to which LRIT DC ships entitled to fly its flag shall be required to transmit LRIT information. Under SOLAS Chapter V, Regulation 19-1, a Contracting Government may establish its own NDC. This Administration has determined it prudent and

necessary for the security of all information that must be transmitted by ships entitled to fly its flag to establish such a MI NDC. Subject to the applicability provisions of SOLAS Chapter V, Regulation 19-1, all ships entitled to fly the flag of the MI shall be obliged to report to the MI NDC. Ships shall only transmit the LRIT information to the MI NDC.

13.4.2 The Administration, in complying with the urgings of the IMO, imposed voluntary compliance in advance of the 31 December 2008 compliance date in order to fully test the MI NDC and all of the shipborne terminals nominated by shipowners to be used for transmitting LRIT information. The MI NDC was integrated with the IDE and the DDP in December 2008 and began sharing information with other test DCs at that time. The MI NDC is now fully integrated into the international LRIT production environment and is being used to assist in testing other DCs for entry into the production environment.

13.5 MI NDC Requirements

13.5.1 This Administration is required to provide to the MI NDC a list of the ships entitled to fly its flag and required to transmit LRIT information, together with other salient details and updates, without undue delay, including updates when there are changes within the fleet.

13.5.2 The Administration shall be providing to the MI NDC the following information for each of the ships entitled to fly its flag that is required by it to transmit LRIT information:

- name of ship;
- IMO ship identification number;
- call sign; and
- Maritime Mobile Service Identity.

13.5.3 Upon the transfer of the flag of a ship which will be required to transmit LRIT information from another State to the MI, the Administration shall, without undue delay, be providing to the MI NDC in addition to the information specified in paragraph 13.5.2 the following information:

- the effective date and time (Universal Coordinated Time (UTC)) of transfer; and
- the State whose flag the ship was formerly entitled to fly.

13.5.4 Upon the transfer of the flag of a ship which is required to transmit LRIT information from the MI to another State or when the ship is to be taken permanently out of service, the Administration shall, without undue delay, provide to the MI NDC the following information:

- name of ship;
- IMO Ship identification number;
- the effective date and time (UTC) of the transfer, or when the ship was, or will be, taken permanently out of service; and
- the State to which the flag of the ship has been transferred, if applicable.

13.5.5 The Administration shall, without undue delay, update the MI NDC as and when changes to the information it has provided under paragraphs 13.5.2, 13.5.3 and 13.5.4 occur.

13.6 **Transmission Charges**

Ships entitled to fly its flag shall not incur any charges for transmitting LRIT information in compliance with the provisions of SOLAS Chapter V, Regulation 19-1 unless the MI Maritime Act is amended to provide otherwise.

13.7 **LRIT Co-ordinator Oversight**

Certain aspects of the performance of the LRIT system are to be reviewed or audited by an LRIT Co-ordinator acting on behalf of the IMO and all Contracting Governments. The International Maritime Satellite Organization (IMSO) has been appointed by MSC 85 to take on this function. IMSO, in this capacity, shall be auditing the functions of the MI NDC to verify its compliance with the provisions of SOLAS Chapter V, Regulation 19-1 and Performance Standards.

14.0 National Vessel Monitoring System

14.1 A National Vessel Monitoring System (VMS) means a system established by a Contracting Government to monitor the movement of the ships entitled to fly its flag. Under the provisions of the Performance Standards established in conjunction with SOLAS Chapter V, Regulation 19-1, an NDC may also serve as a National VMS and may require, as a National VMS, the transmission from ships of additional information, or of information at different intervals, or of information from ships which are not required to transmit LRIT information.

14.2 Under the authority granted to the Maritime Administrator in MI Maritime Regulation 1.07, Control of the Movement and Operation of Vessels, the Administration is availing itself of the privilege provided in SOLAS Chapter V, Regulation 19-1 through the Performance Standards to use the MI NDC as a National VMS. The Administration expects that the National VMS will serve other valuable safety, security and compliance monitoring functions.

14.3 Although the National VMS shall be collecting additional information from ships, the MI NDC may only transmit the required LRIT information to any other DC through the IDE. Routing Rules established and controlled by the IMO within the DDP shall preclude any unauthorized access to ship information by entities other than those allowed under the provisions of SOLAS Chapter V, Regulation 19-1 for security purposes.

15.0 MI NDC Administrator/ASP Obligations

15.1 The Administration made arrangements to implement the MI NDC through a Contract of Agreement with Pole Star Space Applications Limited (Pole Star), an ASP. The Agreement authorizes Pole Star to establish a secure NDC, manage its regulated functional requirements and assume the obligations of an ASP as required under the provisions of the Performance Standards established in conjunction with SOLAS Chapter V, Regulation 19-1.

15.2 The specific ASP functions detailed in Resolution MSC.263(84), paragraph 5.3, are to provide:

.1 a communication protocol interface between the MI NDC and the CSPs to enable the following minimum functionality:

- remote integration of the shipborne terminal into the LRIT DC;
- automatic configuration of transmission of LRIT information;
- automatic modification of the interval of transmission of LRIT information;
- automatic suspension of transmission of LRIT information;
- on demand transmission of LRIT information; and
- automatic recovery and management of transmission of LRIT information.

.2 an integrated transaction management system for the monitoring of LRIT information throughput and routeing; and

.3 to ensure that LRIT information is collected, stored and routed in a reliable and secure manner according to the Performance Standards and Functional Requirements (see reference (c) on page 1 of this Notice).

.4 to conduct conformance testing based upon confirmation that all communication links from the terminal to satellite to CSP to ASP are direct and secure with no pseudo CSP/third party ASP involvement.

16.0 Type Approved Shipborne Terminal

16.1 SOLAS Chapter V, Regulation 19-1.6 specifies that the shipborne terminal elected to be used to transmit LRIT information shall be of a type approved by the Administration or a recognized organization on its behalf (see reference (e) on page 1 of this Notice).

16.2 Compliance with SOLAS Chapter V, Regulation 19-1.6 may be demonstrated by the terminal being:

- of a type approved by the Administration in accordance with the provisions of SOLAS Chapter V, Regulation 19.1 and section 4 of the Revised Performance Standards; or
- of a type approved by the Administration as meeting the requirements of SOLAS Chapter IV, Regulation 14, and satisfactorily completing an LRIT conformance test in accordance with the procedures and provisions set out in Appendix 1 of MSC.1/Circ.1307; or
- of a type 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 an LRIT conformance test in accordance with the procedures and provisions set out in Appendix 1 of MSC.1/Circ.1307.
- of a type certified by the Administration as meeting the requirements of the provisions of SOLAS Chapter XI-2, Regulation 6; and one (1) of the following, whichever appropriately applies:

- resolution MSC.136(76) on Performance Standards for a ship security alert system; or
- resolution MSC.147(77) on Adoption of the Revised Performance Standards for a ship security alert system,

- See section 18.0 below for more information with regard to the use of Ship Security Alert Systems (SSAS).

16.3 Existing shipborne terminals should not have to undergo a separate process of regulatory type approval using International Electrotechnical (IEC) standards, etc. such as that required for GMDSS terminals. Compliance with the requirements of SOLAS Chapter V, Regulation 19-1.6 in relation to the type approval of shipboard terminal may be demonstrated by conducting an LRIT conformance test in accordance with the provisions and procedures set out in Appendix 1 of MSC.1/Circ.1307 and by demonstrating performance of the shipborne terminal which meets the acceptance criteria within the range of the tolerances set out in that Appendix 1.

17.0 Shipborne Terminal Requirements

17.1 The shipborne terminal shall provide the functionality specified in Table 1.

Table 1

Parameter	Data to be transmitted from the shipborne terminal
Shipborne Terminal Identifier	*The identifier used by the shipborne terminal.*
Positional Data	The GNSS position (latitude and longitude) of the ship (based on the WGS84 datum). *Position:* The terminal should be capable of transmitting the GNSS position (latitude and longitude) of the ship (based on WGS84 datum) as prescribed by SOLAS Chapter V, Regulation 19-1, without human interaction on board the ship. *On-demand*(1) *position reports:* The terminal should be capable of responding to a request to transmit LRIT information on demand without human interaction onboard the ship, irrespective of where the ship is located. *Pre-scheduled*(2) *position reports:* The terminal should be capable of being remotely configured to transmit LRIT information at intervals ranging from a minimum of 15 minutes to periods of 6 hours to the LRIT Data Centre, irrespective of where the ship is located and without human interaction on board the ship.
Time Stamp 1	*The date and time*(3) *associated with the GNSS position:* The terminal should be capable of transmitting the time associated with the GNSS position with each transmission of LRIT information.

17.2 Notes to Table 1:

(1) *On-demand position reports* means transmission of LRIT information as a result of either receipt of polling command or of remote configuration of the terminal so as to transmit at interval other than the preset ones.
(2) *Pre-scheduled position reports* means transmission of LRIT information at the preset transmit intervals.
(3) All times should be indicated as UTC.

17.3 In addition to the general requirements contained in Assembly resolution A.694(17) on Recommendations on General Requirements for Shipborne Radio Equipment forming part of

the GMDSS and for Electronic Navigational Aids and the provisions specified in paragraph 16.2 above, the shipborne terminal should comply with the following minimum requirements:

- be capable of being controlled and programmed by the Administration's MI NDC Administrator/ASP;
- be capable of transmitting LRIT information following receipt of polling commands;
- interface directly to the shipborne Global Navigation Satellite System (GNSS) equipment, or have internal positioning capability;
- be supplied with energy from the main and emergency source of electrical power[5]; and
- be tested for electromagnetic compatibility taking into account the recommendations[6] developed by the IMO.

17.4 The shipborne terminal shall transmit the LRIT information using a CSP satellite communication system directly serving the MI NDC ASP whereby all communication links from the terminal – satellite – CSP –ASP are direct and secure with no third party ASP involvement and provides coverage in all areas where the ship operates. The CSPs recognized by the Administration and used by the MI NDC ASP are Inmarsat, IsatM2M and Iridium.

17.5 The shipborne terminal shall be set to automatically transmit the ship's LRIT information at 6-hour intervals to the MI NDC, unless an authorized LRIT Data User requesting the provision of LRIT information specifies a more frequent transmission interval.

18.0 Ship Security Alert Systems (SSASs)

18.1 The Administration agrees with the industry view that Ship Security Alert Systems (SSASs), with their primary purpose being that of SOLAS Chapter XI-2, Regulation 6 Security, should not, as far as possible, be used for other regulatory purposes, i.e. SOLAS Chapter V Safety. The rationale for this view is due to the nature of SSAS operation. The most effective and reliable SSASs are designed as a "closed system" that provide a totally secure system with its programming and data use exclusively under the control of the associated equipment supplier/ASP and the Company Security Officer. In contrast, because the LRIT terminal must be remotely controlled and programmed by the Administration's ASP, the system must be an "open system."

18.2 For all the above reasons the Administration does not recommend the use of any Inmarsat D+ based SSAS equipment for LRIT compliance that is not agreed in advance to be compatible with the MI NDC by the Administration's ASP. However, an integrated Inmarsat Mini-C SSAS, whilst not the optimum design for an SSAS due to its "open system" design, is acceptable for LRIT use for this very reason.

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[5] This provision should not apply to ships using for the transmission of LRIT information any of the radio communication equipment provided for compliance with the provisions of SOLAS Chapter IV. In such cases, the shipborne equipment should be provided with sources of energy as specified in SOLAS Chapter IV, Regulation 13.

[6] Refer to the Assembly resolution A.813(19) on general requirements for electromagnetic compatibility of all electrical and electronic ship's equipment.

19.0 Duplication of Equipment

Ships engaged on international voyages in sea areas A1, A2 and A3 or A1, A2, A3 and A4, which are using, for the purpose of transmitting LRIT information, the radiocommunication equipment fitted on board for the purpose of complying with the requirements of Chapter IV and which, for the purpose of complying with the requirements of SOLAS Chapter IV, Regulation 15.6 in relation to availability, are provided with duplicated equipment, shall use only one of the terminals as the primary terminal for LRIT. A duplicate terminal "may" be tested for compliance and used by the shipowner as a ready backup should the primary terminal develop problems.

20.0 Shipowner Obligations

20.1 It is the responsibility of the shipowner to ensure provision of a compliant terminal which shall be of a type approved by the Administration and conform to the Performance Standards and Functional Requirements adopted by the IMO as defined in Resolution MSC.210(81). Refer to Section 16, above.

20.2 Existing Inmarsat C GMDSS terminals will in most cases be type approved. However, the shipowner should be aware that there is a 20-25% probability that existing Inmarsat C GMDSS terminals will not conform to the Performance Standards and Functional Requirements for a range of operational, physical and technical reasons, including:

- uncontrolled in-port log-off and/or power-down procedures;
- poor antenna mounting location;
- satellite line-of-sight blockage by the ship's superstructure;
- interference from the ship's radar;
- external wide-area radio interference in certain locations; and
- most crucially the inability to meet these requirements due to out-of-date software and/or unsupported hardware,

all as experienced and disclosed in Marine Guideline 2-11-4 (see reference (o) on page 1 of this Notice).

20.3 Terminal performance shall be as reliable as possible because of the serious consequences of non-compliance. The most reliable and appropriate measures to take to ensure full terminal compliance are to:

- verify with the MI NDC ASP the compliance capabilities of the make and model of the shipborne terminal elected to be used for LRIT information transmission;
- use a terminal that is designed to **"always be on"** and not capable of being reconfigured or disabled on board the vessel;
- prevent, to the extent possible, interference by competing functions such as email, messaging or Enhanced Group Calling (EGC), communications; and/or
- use an integrated Inmarsat Mini-C transceiver as the optimum terminal solution.

21.0 Transfer of Flag

21.1 Compliance

21.1.1 For existing ships that are changing flag during the period of implementation through to 30 March 2010 in sea areas A1, A2 and A3 and 30 September 2010 in sea area A4, legitimate circumstances may prevail where the "first survey" and LRIT conformance may not yet have been reached by the time of flag change. Again, the required Safety Radio survey is only being used as a marker for initial LRIT compliance. Compliance would not be required under these circumstances at this time.

21.1.2 After the implementation periods, compliance is required at the time of change of flag.

21.2 LRIT CTR Validity

21.2.1 When a ship is transferring flag to the MI which has an LRIT CTR, the CTR shall be considered as remaining valid if the ASP which conducted the last conformance test was either Pole Star, Fulcrum or Transas, each recognized and authorized Test ASPs of the MI. However, the LRIT CTR must be re-issued by the ASP concerned on behalf of the Administration indicating the new particulars of the ship but without requiring re-testing or altering the date of completion of the original conformance test.

21.2.2 In cases where the LRIT CTR is deemed to be no longer valid due to non-recognition by this Administration of the original issuing ASP or the incompatibility of the shipborne terminal with the MI NDC as determined by the MI NDC Administrator, equipment adjustments, if necessary, and a new LRIT conformance test must be conducted. This new LRIT conformance test must be conducted by Pole Star and accompanied by the issuance of a new LRIT CTR, prior to a Classification Society issuing the applicable Full Term Safety Certificate. In such instances, the Administration shall assess each situation on a case-by-case basis to determine the appropriate action to be taken by the Classification Society with regard to the issuance of statutory certification.

21.3 Registration Procedures

21.3.1 Until Pole Star, the MI NDC Administrator, has had time to experience all those possible ASPs that may be testing LRIT terminals for many other DCs, it will be necessary for the following registration procedures to be imposed to determine the suitability of a shipborne terminal for use in the MI NDC:

.1 If the ship does not have an LRIT CTR, the prospective shipowner shall immediately commence the process by making contact with Pole Star.

.2 If the ship does have an LRIT CTR, the shipowner shall provide a copy of the proposed ship's LRIT CTR as soon as possible to one of the Administration's regional offices in sufficient time for compatibility assessment before registration takes place.

.3 The registering regional office shall then forward the LRIT CTR to the Administration's Radio Services in Reston.

.4 Radio Services in Reston shall record and forward the LRIT CTR to Pole Star requesting a compatibility assessment.

.5 Pole Star shall advise Radio Services in Reston "yes" or "no" on whether the terminal is acceptable and whether there is a need to repeat LRIT conformance testing.

.6 Radio Services in Reston shall notify the registering regional office whether or not the terminal is acceptable and whether a repeat of LRIT conformance testing is necessary, forwarding Test ASP contact information to facilitate this step.

.7 The registering regional office shall then advise the shipowner of findings and instruct shipowner to contact Pole Star to request assistance with arrangements for LRIT conformance testing as necessary.

21.3.2 As can be seen, there are a number of steps involved which will take time, something the shipowner will have little of. It is therefore imperative that the effort is made to expedite this process to achieve or maintain compliance. Pole Star needs the technical data contained in the LRIT CTR to allow it to assess and test the terminal and to integrate the terminal into the MI NDC. As this Administration has experienced, this can take as much as 30 days to accomplish. This is critical in that as of 30 March 2010 all ships are expected to always be compliant, but there may still be problems switching terminals over to the MI NDC.

21.4 **De-commissioning/Re-commissioning Satellite Provider Services**

When a ship enters or leaves the Flag, as part of the transfer process there is always a de-commissioning and re-commissioning of satellite provider services for GMDSS and other communications arrangements. Upon completion, this is an indicator to the Administration that Flag change is technically accomplished. Furthermore, it must be expected that ship's name, Flag designation, Primary and Secondary LRIT system identifiers/serial numbers and LRIT active/inactive status has been changed with a change of ownership and management. It is essential that these commercial details be completed in a timely manner to accomplish or maintain compliance with the requirement to transmit LRIT information at the time that Flag change occurs.

21.5 The status of the above Flag change will determine how the Administration controls the ship's movements and what instructions may be necessary to be given to the ship's Classification Society surveyor to complete the Change of Flag Survey.

22.0 Inquiries

All parties are requested to communicate with the Administration concerning any need for clarification, expressions of concern or assistance with problems that may arise during efforts to achieve and/or maintain LRIT compliance. It is the goal and intention of this Administration to facilitate the implementation, integration and compliance of all ships in the MI flag subject to the new SOLAS Chapter V, Regulation 19-1 requirements in whatever manner that it can without interruption to ship operations.

23.0 Revisions

This Marine Notice shall be subject to revisions as made necessary through the continuing development period up until the full implementation date of 30 June 2009 for DCs and the end of shipboard implementation on 30 March 2010 for sea areas A1, A2 and A3 and 30 September 2010 for sea area A4.

ANNEX 1
CONFORMANCE TEST REPORT

REPUBLIC OF THE MARSHALL ISLANDS

Office of the Maritime Administrator

CONFORMANCE TEST REPORT

Issued under the provisions of MSC.1/Circ.1307 on Guidance on the survey and certification of compliance of ships with the requirements to transmit LRIT information

issued by

on behalf of the Government of the Republic of the Marshall Islands

Name of ship:	
Port of registry:	
Distinctive number or letters:	
IMO Number:	
Maritime Mobile Service Identity:	
Gross tonnage:	
Sea areas in which the ship is certified to operate[1]:	
Sea areas for which this report is valid[2]:	
Application Service Provider conducting the test:	

THIS IS TO CERTIFY that the shipborne equipment designated to transmit LRIT information and specified below:

.1 has been found to meet the requirement of the provision of SOLAS Chapter V, Regulations 19-1.6 and 19-1.7 and of the Revised Performance Standards and Functional Requirements for the long-range identification and tracking of ships adopted by resolution MSC.263(84) and[*]:

.1 is of a type approved by the Administration in accordance with the provisions of SOLAS Chapter V, Regulation 19-1; ☐ Yes ☐ No

.2 is of a type approved by the Administration in accordance with the provisions of SOLAS Chapter IV, Regulation 14; ☐ Yes ☐ No

.3 has been 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; ☐ Yes ☐ No

[1] Insert the sea areas specified in Radio related certificate (refer to paragraph 3.1.6 and to section 11 of this circular)

[2] Refer to paragraphs 5.2 to 5.2.2. Insert the sea areas for which the conformance testing is valid. For example, if the sea areas indicated on the Radio related certificate are A1, A2, A3 and A4 and the conformance test has been conducted using a communication system which provides coverage only for sea areas A1, A2 and A3, insert A1, A2 and A3.

[*] Indicate "Yes" against the option(s) which is/are applicable and "No" against the rest of the option(s).

.4 has been certified by the Administration as meeting the requirements of the provisions of SOLAS Chapter XI-2, Regulation 6; and[4] ☐ Yes ☐ No
☐ resolution MSC.136(76) on Performance Standards for a ship security alert system; or
☐ resolution MSC.147(77) on Adoption of the Revised Performance Standards for a ship security alert system

.2 has undergone conformance testing in accordance with the procedures and provisions set out in Appendix 1 of MSC.1/Circ.1307 and has shown that it can operate within the tolerances of the acceptance criteria stated in the aforesaid circular.

The conformance test was satisfactorily completed on _____
(date of completion of testing)

Details of the shipborne equipment used to transmit LRIT information (e.g., maker, model, serial number and shipborne equipment identifier):
Shipborne Equipment Maker:
Shipborne Equipment Model:
Shipborne Equipment Serial Number:
Shipborne Equipment Identifier:

Issued at _____ on _____
(place of issue) (date of issue)

_____
(name and signature of authorized person issuing the report

[4] Check which applies.

ANNEX 2
AUTHORIZED TESTING APPLICATION SERVICE PROVIDER (ASP) APPOINTMENT – POLE STAR

REPUBLIC OF THE MARSHALL ISLANDS

Office of the Maritime Administrator

AUTHORIZED TESTING APPLICATION SERVICE PROVIDER (ASP) APPOINTMENT

In accordance with MSC.1/Circ.1257

THIS IS TO CERTIFY that with respect to the SOLAS V/19-1 Long-Range Identification regulation, Pole Star Space Applications Limited has been appointed as an authorized testing ASP on behalf of this Administration. The authorized testing ASP hereby has full authority to undertake shipborne equipment testing and subsequent issuance of a Conformance Test Report.

Name of ASP:	Pole Star Space Applications Limited
Address:	Suite 301-303, Whiteleys Centre, Queensway, London W2 4YN UK
Telephone:	+44 (0)20 7313 7400
Fax:	+44 (0)20 7313 7401
Email:	shipinfo@lrit.com
Web:	http://lrit.com

Issued by the Maritime Administrator (the Administration) on behalf of the Government of the Republic of the Marshall Islands.

Dated this 27th of May, 2008.

Signed _____

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

5/08 RADMI-04A

ANNEX 3
AUTHORIZED TESTING APPLICATION SERVICE PROVIDER (ASP) APPOINTMENT – TRANSAS

REPUBLIC OF THE MARSHALL ISLANDS

Office of the Maritime Administrator

AUTHORIZED TESTING APPLICATION SERVICE PROVIDER (ASP) APPOINTMENT

In accordance with MSC.1/Circ.1296

THIS IS TO CERTIFY that with respect to the SOLAS V/19-1 Long-Range Identification regulation, Transas Marine International has been appointed as an authorized testing ASP on behalf of this Administration. The authorized testing ASP hereby has full authority to undertake shipborne equipment testing and subsequent issuance of a Conformance Test Report.

Name of ASP:	Transas Marine International
Address:	Datavägen 37, SE-436 32 Askim, Sweden
Telephone:	+46 31 769 56 00
Fax:	+46 31 769 41 84
Email:	lrit@transas.com
Web:	www.transasmarine.com

Issued by the Maritime Administrator (the Administration) on behalf of the Government of the Republic of the Marshall Islands.

Dated this 15th of February, 2012.

Signed _____

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

[seal]

5/09

RADMI-04A

ANNEX 4
AUTHORIZED TESTING APPLICATION SERVICE PROVIDER (ASP) APPOINTMENT – FULCRUM

REPUBLIC OF THE MARSHALL ISLANDS

Office of the Maritime Administrator

AUTHORIZED TESTING APPLICATION SERVICE PROVIDER (ASP) APPOINTMENT

In accordance with MSC.1/Circ.1257

THIS IS TO CERTIFY that with respect to the SOLAS V/19-1 Long-Range Identification regulation, Fulcrum Maritime Systems Limited has been appointed as an authorized testing ASP on behalf of this Administration. The authorized testing ASP hereby has full authority to undertake shipborne equipment testing and subsequent issuance of a Conformance Test Report.

Name of ASP:	Fulcrum Maritime Systems Limited
Address:	Suite 3 Park Mews, 15 Park Lane, Hornchurch, Essex, RM11 1BB. UK.
Telephone:	+44 (0) 1708 788400
Fax:	+44 (0) 1708 788402
Email:	enquiries@fulcrum-maritime.com
Web:	http://www.fulcrum-maritime.com

Issued by the Maritime Administrator (the Administration) on behalf of the Government of the Republic of the Marshall Islands.

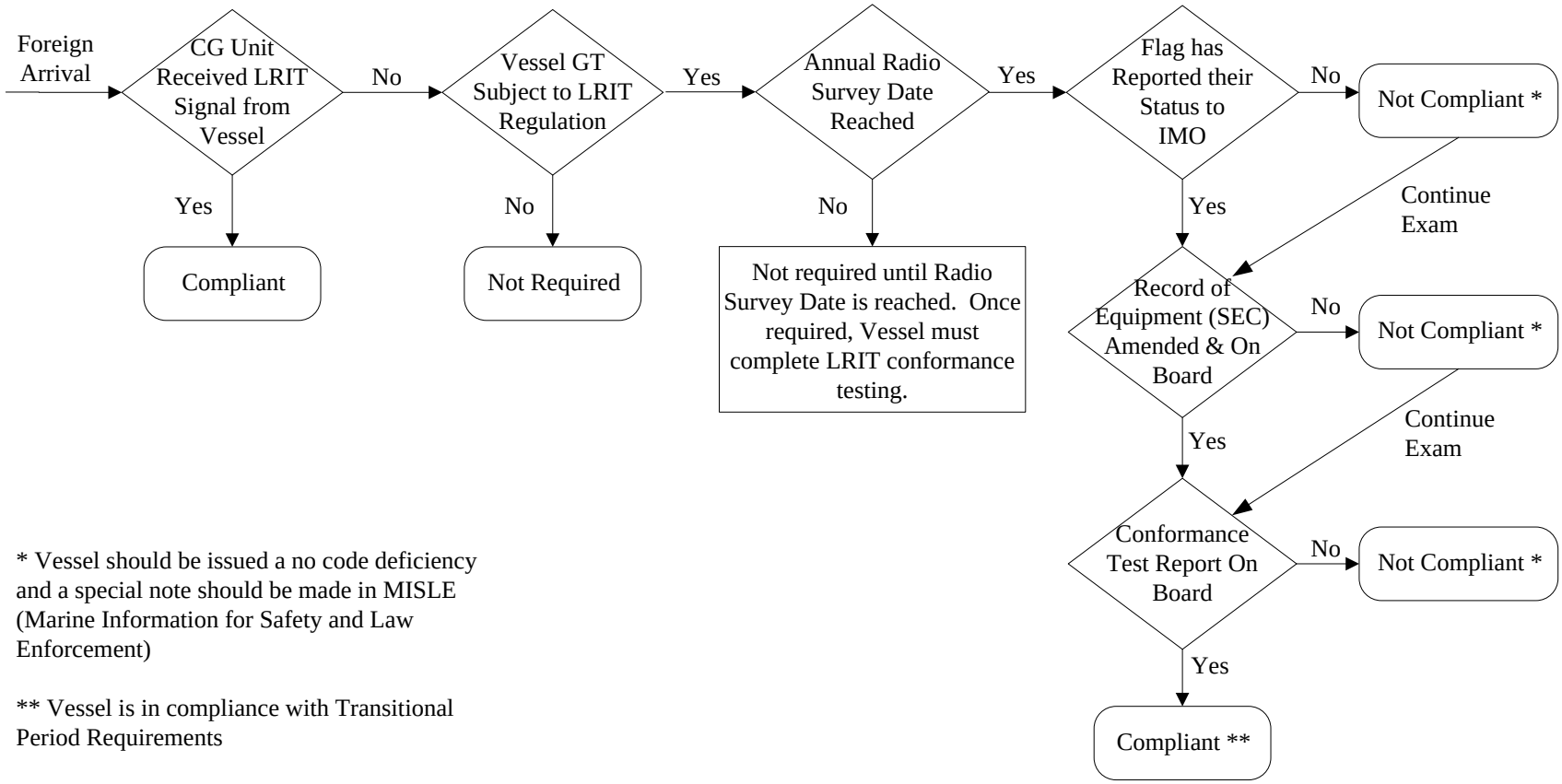
Dated this 1st of May, 2009

Signed _____

Deputy Commissioner of Maritime Affairs
Republic of the Marshall Islands

[seal]

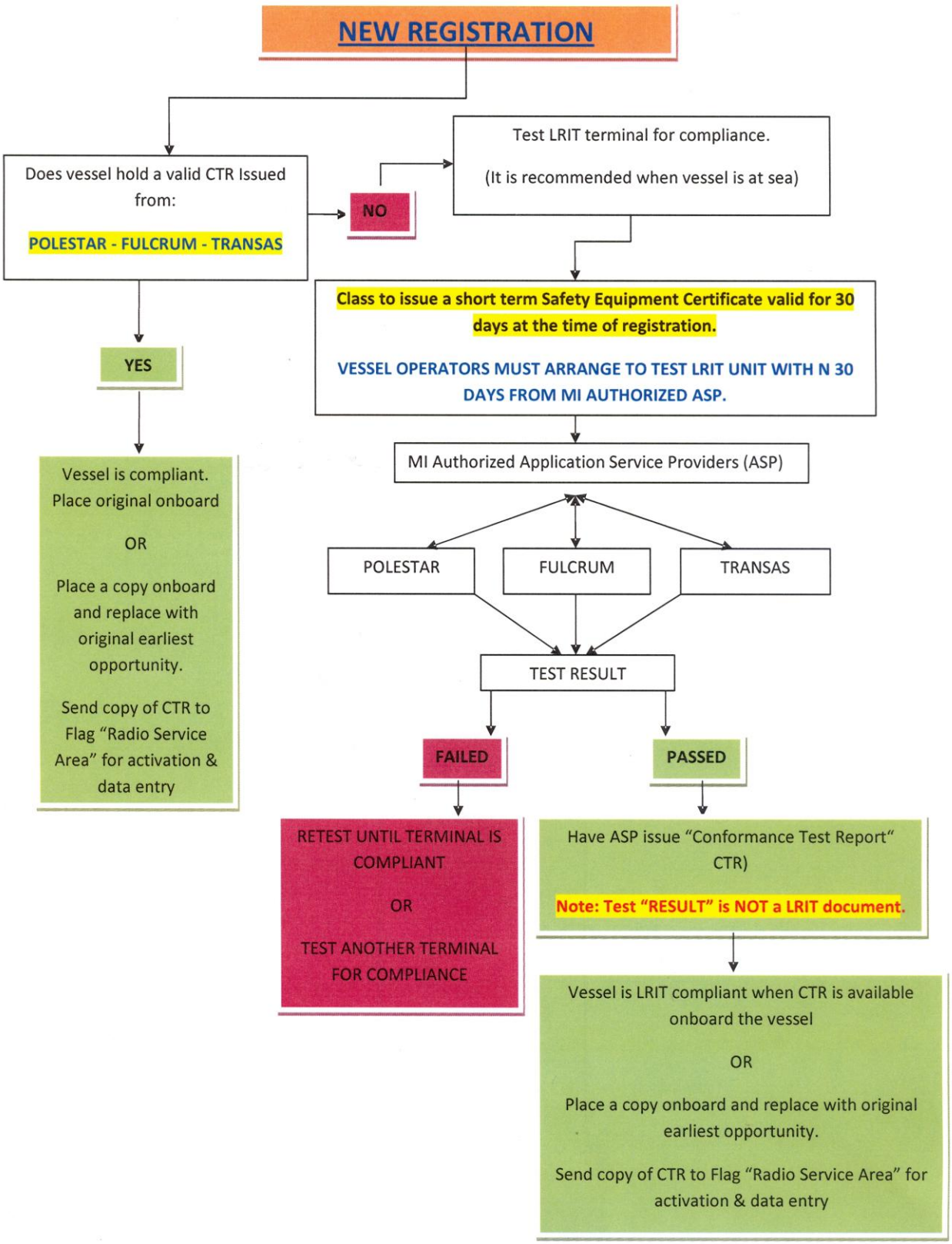
ANNEX 5
LRIT COMPLIANCE AND ENFORCEMENT DECISION MATRIX



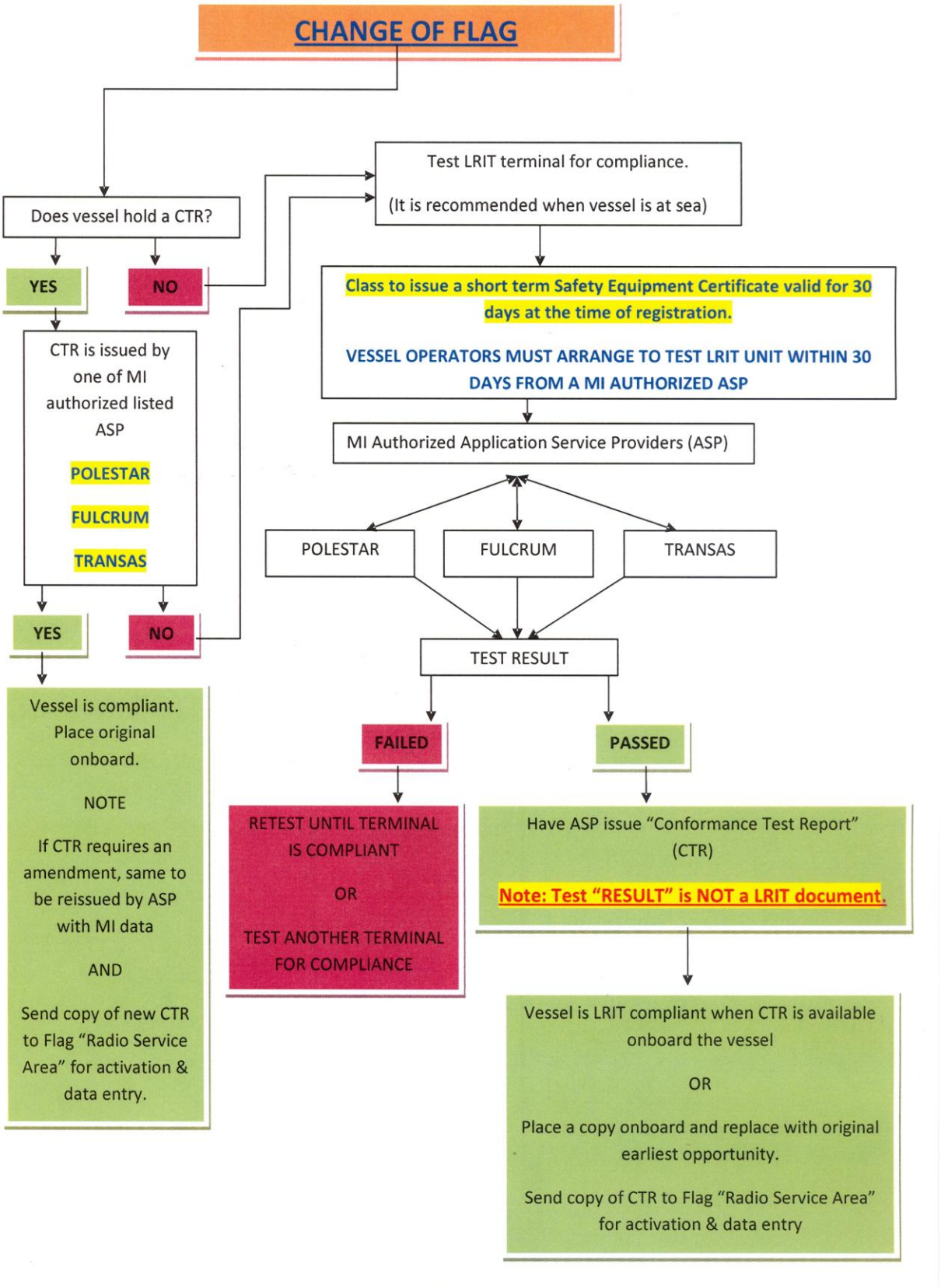
* Vessel should be issued a no code deficiency and a special note should be made in MISLE (Marine Information for Safety and Law Enforcement)

** Vessel is in compliance with Transitional Period Requirements

ANNEX 6
NEW REGISTRATION FLOWCHART



ANNEX 7
CHANGE OF FLAG FLOWCHART



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