



Long Range Identification and Tracking (LRIT)

Requirements in more detail

This leaflet informs you about the implications of Long Range Identification and Tracking (LRIT) for vessels flying the flag of the Netherlands.

As per 1 January 2008 SOLAS requirements concerning LRIT have entered into force (see IMO resolution MSC.202(81)).

Equipment

The ship owner needs to ensure that the equipment on board which is used for LRIT, conforms to the performance standards (see IMO resolution MSC.263(84)) and has been type approved. IMO has issued a guideline in this respect, MSC/Circ.1307.

This could mean that a *dedicated* LRIT transceiver is placed on board with a national type approval certificate (para 4.2.1 of the annex to Circ.1307). At this moment however no application for type approval of such equipment has been submitted to NSI yet.

In the case of existing or new GMDSS equipment with a wheel mark (para 4.2.2 of Circ.1307) this means that the ship owner shall ensure that the equipment complies with the LRIT performance standards (i.e. is configured), has satisfactorily completed a conformance test, and has been certified accordingly (Statement of conformity/Conformance test report).

The conformance test shall be performed by a so-called Authorized testing ASP (Application Service Provider).

In some cases non-GMDSS (and non-wheel marked) equipment may be used for LRIT (para 4.2.3 of Circ.1307). In such a case it shall be demonstrated (statement or declaration by a Notified Body) that the equipment complies with the following instruments:

- IMO resolution A.694(17)
- IMO resolution A.813(19)
- Relevant requirements of IEC-60945
- Relevant ITU specifications;
- IACS UI SC194.

Also on this equipment a conformance test shall be performed by an authorized testing ASP. NSI sees no added value in the issuance of a Certificate of Compliance in accordance with MSC/Circ.1307 Appendix 1 table 2 under 6, and considers a Statement of Conformity/Conformance Test Report as sufficient evidence of compliance. These documents will be accepted by NSI as the proof that the equipment has been type approved in accordance with para 6 of SOLAS chapter V Regulation 19-1.

A Statement of Conformity/Conformance Test Report is drawn up and issued by the testing ASP. The conformance test shall be conducted as per para 5.3 of the annex to Circ.1307, meaning in practice after the initial radio survey on new vessels. Compliance with the LRIT requirements shall be recorded respectively on the Record of Equipment for the Cargo Ship Safety Certificate (Form C), the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) or the Record of Equipment for the Passenger Ship Safety Certificate (Form P). The format of these records is amended in accordance with IMO resolution MSC.227(82).

Important to take into account, regarding the LRIT equipment, is the fact that the recognized ASP (application service provider) providing services to the EU Data Centre will only support the following communication networks:

- a. Inmarsat C en mini C
- b. Inmarsat D+
- c. Iridium.

Ships data for LRIT database (see IMO resolution MSC.263(84) para 15)

As a basis for the ships data to be provided to the EU DC it is intended to use the registration database of the Radiocommunications Agency (Agentschap Telecom (AT)). AT will forward the ships data to the EU DC. It is of the utmost importance that the data of the AT registration database are fully up-to-date. As soon as possible after the completion of the conformance test of the LRIT equipment the ship owner shall ensure that the following information is passed to AT:

- Call sign and IMO number
- Accurate Gross Tonnage figures
- Sea area as indicated on the Ship Safety (Radio) Certificate;
- The communication system used for LRIT and the terminal number (i.e. Inmarsat number)
- File number of the frequency use
- Name of ship owner's organization and AT relation number

Transfer of flag

The ship owner shall ensure that the following info is timely provided to AT upon the transfer of flag of a vessel:

'Flag in', in addition to the basic LRIT data (ship's name, IMO number, call sign and MMSI):

1. the effective date and time (UTC) of transfer
2. the State whose flag the ship was formally entitled to fly, if known

'Flag out' or taken out of service:

1. ship's name
2. IMO number
3. the effective date and time of transfer, or the time of taking out of service
4. the State to which the flag of the ship will be/has been transferred, if known

As effective time of flagging in the moment of registration in the Dutch Kadaster is understood. As effective time of flagging out/taking out of service the moment of deletion in the Dutch Kadaster is understood.

Information as required above can be sent to the following address:

Agentschap Telecom

Afdeling | Dept. Spectrummanagement t.a.v. SPA-Beheer

Postbus | P.O.Box 450

9700 AL Groningen

e-mail: spabeheer@agentschaptelecom.nl

Switching off LRIT equipment or reduction of transmission frequency

Paragraph 4.4.1 of the performance standards for LRIT (IMO Res. MSC.263(84)) determines that when a ship is undergoing repairs, modifications or conversions in dry-dock or in port or is laid up for a long period, the LRIT transmission frequency may be reduced to one every 24 hours, or may be temporarily stopped.

In such cases the master should inform the flag state and the relevant authorities of the port State accordingly (see MSC.1/Circ.1256 para 12.2). **For Dutch flag vessels it is agreed that the Netherlands Coast Guard (KWC), as national focal point for LRIT, forwards this information to NSI (ILT) as flag state authority.**

The master shall in due time inform the Netherlands Coast Guard of the following details:

- Basic data of the vessel (name, IMO nr., call sign, MMSI nr., LRIT id.)
- Port and berth place
- Starting time of reduction or stopping of transmission
- Reason for reduction or stopping of transmission
- The expected period of reduction or stopping of transmission

When the normal LRIT transmission is resumed, the time thereof shall again be passed on to the Netherlands Coast Guard in due time.

The contact details of the Netherlands Coast Guard are:

Netherlands Coastguard / Coastguard Centre

phone : +31 (0)223 542300

fax : +31 (0)223 658358

telex : +44 71088 KUSTW NL

e-mail : ccc@kustwacht.nl

It should be pointed out that the apparent cost savings of such action may be less than the cost increase involved with it, as a result of the conditions imposed by the communication provider. Furthermore IMO highly recommends to choose for reduction of the LRIT transmission rather than suspending it, in order to maintain the integration of the ship in the LRIT system. To conclude it will be clear that the timely compliance with the LRIT carriage requirement and type approval of the equipment, as well as the keeping up-to-date of the ship's data in the AT database are **ship owner's responsibilities**, and essential for the operation of the LRIT system as a whole. **Omissions in this respect may cause detentions or delay during Port State Control inspections!**

Change contact details Company Security Officer

Please put the contact details (new reports and changes) of the Company Security Officers on the form below and send it by post or email to:

Human Environment and Transport Inspectorate

Unit Vergunningverlening Zeevaart

P.O. Box 16191

2500 BD Den Haag

E-mail: csodata@ilent.nl

More information about LRIT is available on the website of the NSI www.ilent.nl.

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