



CỤC ĐĂNG KIỂM VIỆT NAM - VIETNAM REGISTER
PHÒNG TÀU BIỂN

SEA-GOING SHIP CLASSIFICATION AND REGISTRY DEPARTMENT

ĐỊA CHỈ ADDRESS 18 PHAM HUNG, HA NOI

TEL: (84) 4 7684701

FAX: (84) 4 7684722

Web site: www.vr.org.vn

THÔNG BÁO KỸ THUẬT- TECHNICAL INFORMATION

Ngày 22 tháng 12 năm 2008

Số thông báo: 045KT/08TB

Nội dung: Một số hướng dẫn về việc nhận biết và theo dõi tầm xa tàu biển được thông qua tại khoá họp thứ 85 của Ủy ban An toàn hàng hải.

Kính gửi: Các Chủ tàu/ Công ty quản lý tàu biển

Các Nhà máy đóng tàu

Các Đơn vị thiết kế tàu biển

Các Chi cục Đăng kiểm tàu biển

Như đã thông báo đến các Quý Cơ quan tại Thông báo kỹ thuật số 047KT/07TB ngày 28 tháng 12 năm 2007, số 021KT/08TB ngày 26 tháng 06 năm 2008 và số 038KT/08TB ngày 15 tháng 10 năm 2008, Quy định V/19-1 về việc nhận biết và theo dõi tầm xa tàu biển (Long-range Identification and Tracking of Ships - LRIT) của Công ước quốc tế về an toàn sinh mạng con người trên biển (SOLAS 74) sẽ có hiệu lực áp dụng từ ngày 31 tháng 12 năm 2008.

Tại khoá họp thứ 85 được tổ chức từ ngày 26 tháng 11 đến ngày 05 tháng 12 năm 2008 tại Luân Đôn, Vương quốc Anh, Ủy ban An toàn hàng hải (MSC) của Tổ chức Hàng hải quốc tế (IMO) đã phê chuẩn các văn kiện sau đây liên quan đến LRIT:

- Thông tư MSC.1/Circ.1295 về “Hướng dẫn liên quan đến một số kiểu tàu được yêu cầu truyền phát thông tin LRIT - việc miễn trừ, bố trí tương đương và một số vấn đề về hoạt động”.
- Thông tư MSC.1/Circ.1296 về "Hướng dẫn thực hiện việc kiểm tra và chứng nhận sự phù hợp của tàu với các yêu cầu truyền phát thông tin LRIT". Thông tư này hủy bỏ Thông tư MSC.1/Circ.1257.
- Thông tư MSC.1/Circ.1297 về "Hướng dẫn đối với các dịch vụ tìm kiếm và cứu nạn liên quan đến việc yêu cầu và tiếp nhận thông tin LRIT". Thông tư này hủy bỏ Thông tư MSC.1/Circ.1258.
- Thông tư MSC.1/Circ.1298 về "Hướng dẫn về việc thực hiện hệ thống LRIT". Thông tư này hủy bỏ Thông tư MSC.1/Circ.1256.

Chúng tôi xin gửi đến các Quý Cơ quan, kèm theo Thông báo kỹ thuật này, các văn kiện nói trên của MSC và đề nghị các Quý Cơ quan lưu ý việc trang bị thiết bị LRIT cho tàu theo đúng thời hạn quy định.

Thông báo kỹ thuật này được nêu trong mục: *Thông báo của VR/ Thông báo kỹ thuật TB* của trang tin điện tử của Cục Đăng kiểm Việt Nam: <http://www.vr.org.vn>

Nếu Quý cơ quan cần thêm thông tin về vấn đề nêu trên, đề nghị vui lòng liên hệ:

Cục Đăng kiểm Việt Nam, Phòng Tàu biển

Địa chỉ: 18 Phạm Hùng, Từ Liêm, Hà Nội

Điện thoại: + 4 37684701 (số máy lẻ: 521)

Fax: +4 37684722

Thư điện tử: hainv@vr.org.vn

Xin gửi đến các Quý Cơ quan lời chào trân trọng.

TRƯỞNG PHÒNG TÀU BIỂN

Nơi nhận:

-Nhu trên

-QP, CTB, VRQC, MT

-Lưu TB

NGUYỄN VŨ HẢI



IMO

E

Ref.: T2-OSS/1.4

MSC.1/Circ.1295
8 December 2008

**GUIDANCE IN RELATION TO CERTAIN TYPES OF SHIPS
WHICH ARE REQUIRED TO TRANSMIT LRIT INFORMATION
ON EXEMPTIONS AND EQUIVALENTS AND
ON CERTAIN OPERATIONAL MATTERS**

1 The Maritime Safety Committee (the Committee), at its eighty-fifth session (26 November to 5 December 2008), considered a number of issues relating to the transmission of LRIT information by certain types of ships, questions in relation to granting exemptions and equivalents and certain operation matters in relation to the transmission of LRIT information and approved the Guidance in relation to certain types of ships which are required to transmit LRIT information, on exemptions and equivalents and certain operational matters (the Guidance), as set out in the annex.

2 The Committee also agreed to keep the Guidance under review and amend it as and when the circumstances so warrant.

3 SOLAS Contracting Governments are invited to bring the present circular and its annex to the attention of recognized organizations which they have authorized to act on their behalf and to provide to such recognized organizations any necessary further guidance and instruction so as to ensure that the objectives of this circular are achieved.

4 SOLAS Contracting Governments are also invited to bring the present circular and its annex to the attention of Companies operating, and masters of, ships entitled to fly their flag which are required to transmit LRIT information and to provide to such Companies and masters any necessary further guidance and instruction so as to ensure that the objectives of this circular are achieved.

5 SOLAS Contracting Governments, international organizations and non-governmental organizations with consultative status are also invited to bring to the attention of the Committee, at the earliest opportunity, the results of the experience gained from the use of the Guidance for consideration of action to be taken.

ANNEX

**GUIDANCE IN RELATION TO CERTAIN TYPES OF SHIPS
WHICH ARE REQUIRED TO TRANSMIT LRIT INFORMATION
ON EXEMPTIONS AND EQUIVALENTS AND
ON CERTAIN OPERATIONAL MATTERS**

DEFINITIONS

1.1 Unless expressly provided otherwise:

- .1 *Convention* means the International Convention for the Safety of Life at Sea, 1974, as amended.
- .2 *Regulation* means a regulation of the Convention.
- .3 *Chapter* means a chapter of the Convention.
- .4 *Gross tonnage* means the one 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.
- .5 *Ship* means a passenger ship, a cargo ship, a high-speed craft and a mobile offshore drilling unit which is required pursuant to the provisions of regulation V/19-1 to transmit LRIT information.
- .6 *Offshore supply vessel* means a vessel as defined in paragraph 1.1.2 of the Guidelines for the design and construction of offshore supply vessels, 2006 adopted by resolution MSC.235(82).
- .7 *Special purpose ship* means a ship as defined in paragraph 1.3.12 of the Code of Safety for Special Purpose Ships, 2008 adopted by resolution MSC.266(84).
- .8 *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) on Revised interim scheme for tonnage measurement for certain ships were 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 chapter IV.

1.2 Terms not otherwise defined have the same meaning as the meaning attributed to them in chapters I, IV and V.

FLOATING PRODUCTION, STORAGE AND OFFLOADING UNITS AND FLOATING STORAGE UNITS

2.1 Floating production, storage and offloading units (FPSOs) and floating storage units (FSUs) not propelled by mechanical means are not required to transmit LRIT information when in transit on an international voyage.

2.2 FPSOs and FSUs propelled by mechanical means of less than 300 gross tonnage engaged on international voyages should transmit LRIT information if the Contracting Government whose flag they are entitled to fly requires so.

2.3 FPSOs and FSUs propelled by mechanical means of 300 gross tonnage and above fitted with automatic identification system (AIS) and operating exclusively within sea area A1, should not be required to transmit LRIT information when engaged on international voyages.

2.4 FPSOs and FSUs propelled by mechanical means of 300 gross tonnage and above engaged on international voyages in sea areas A1 and A2; or A1, A2 and A3; or A1, A2, A3 and A4, should be required to transmit LRIT information in accordance with the provisions of regulation V/19-1.4.1 by reading “FPSO” or “FSU” where in regulations V/19-1.3 to V/19-1.11.2 uses the term “ship”.

2.4.1 However, FPSOs and FSUs constructed before 31 December 2008, in case they are not required to comply with the provisions of chapter IV, should transmit LRIT information in accordance with the provisions of regulation V/19-1 as from 31 December 2009.

2.5 FPSOs and FSUs, irrespective of whether they are propelled by mechanical means or not, operating within areas under the jurisdiction of a Contracting Government or of a State which is not a Contracting Government, should transmit LRIT information if the Contracting Government or State in whose jurisdiction they operate requires so.

2.5.1 In case the records of equipment associated with the certificates issued to FPSOs or FSUs do not include a provision for documenting compliance with the requirement to transmit LRIT information, FPSOs and FSUs should carry on board a valid Conformance test report issued in accordance with the provisions of MSC.1/Circ.1296 on Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information.

OFFSHORE SUPPLY VESSELS

3.1 Offshore supply vessels of less than 300 gross tonnage engaged on international voyages should transmit LRIT information if the Contracting Government whose flag they are entitled to fly requires so.

3.2 Offshore supply vessels of 300 gross tonnage and above fitted with automatic identification system (AIS) and operating exclusively within sea area A1 should not be required to transmit LRIT information when engaged on international voyages.

3.3 Offshore supply vessels of 300 gross tonnage and above engaged on international voyages in sea areas A1 and A2; or A1, A2 and A3; or A1, A2, A3 and A4, should be required to transmit LRIT information in accordance with the provisions of regulation V/19-1.4.1 by reading “offshore supply vessel” where in regulations V/19-1.3 to V/19-1.11.2 uses the term “ship”.

3.3.1 However, offshore supply vessels constructed before 31 December 2008, in case they are not required to comply with the provisions of chapter IV, should transmit LRIT information in accordance with the provisions of regulation V/19-1 as from 31 December 2009.

3.4 Offshore supply vessels operating within areas under the jurisdiction of a Contracting Government or of a State which is not a Contracting Government should transmit LRIT information if the Contracting Government or the State in whose jurisdiction they operate requires so.

3.5 The Form of the Offshore Supply Vessel Document of Compliance specified in the Guidelines for the design and construction of offshore supply vessels, 2006 does not include a provision which may be used for documenting compliance with the requirement to transmit LRIT information.

3.5.1 In case the records of equipment associated with the certificates issued to an offshore supply vessel do not include a provision for documenting compliance with the requirement to transmit LRIT information, offshore supply vessels should carry on board a valid Conformance test report issued in accordance with the provisions of MSC.1/Circ.1296 on Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information.

SPECIAL PURPOSE SHIPS

4.1 Special purpose ships of less than 300 gross tonnage engaged on international voyages should transmit LRIT information if the Contracting Government whose flag they are entitled to fly requires so.

4.2 Special purpose ships of 300 gross tonnage and above fitted with automatic identification system (AIS) and operating exclusively within sea area A1, should not be required to transmit LRIT information when engaged on international voyages.

4.3 Special purpose ships of 300 gross tonnage and above engaged on international voyages in sea areas A1 and A2; or A1, A2 and A3; or A1, A2, A3 and A4, should be required to transmit LRIT information in accordance with the provisions of regulation V/19-1.4.1 by reading “special purpose ship” where in regulations V/19-1.3 to V/19-1.11.2 uses the term “ship”.

4.3.1 However, special purpose ships of gross tonnage 300 and above but less than 500, in case they are not required to comply with the provisions of chapter IV, should transmit LRIT information in accordance with the provisions of regulation V/19-1 as from 31 December 2009.

4.4 The Form of the Record of Equipment for the Special Purpose Ship Safety Certificate (Form SPS) provided in the Code of Safety for Special Purpose Ships, 2008 does not include a provision for documenting compliance of special purpose ships with the requirement to transmit LRIT information.

4.4.1 In case the records of equipment associated with any other certificates issued to a special purpose ship do not include a provision for documenting compliance with the requirement to transmit LRIT information, special purpose ships should carry on board a valid Conformance test report issued in accordance with the provisions of MSC.1/Circ.1296 on Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information.

SHIPS WHICH ARE NOT REQUIRED TO COMPLY WITH THE PROVISION OF CHAPTER IV AS A RESULT OF THE PROVISIONS OF OPERATIVE PARAGRAPH 3 OF RESOLUTION A.494(XII)

5.1 A.494(XII)-ships fitted with automatic identification system (AIS) and operating exclusively within sea area A1, should not be required to transmit LRIT information when engaged on international voyages.

5.2 A.494(XII)-ships of 300 gross tonnage and above engaged on international voyages in sea areas A1 and A2; or A1, A2 and A3; or A1, A2, A3 and A4, should be required to transmit LRIT information in accordance with the provisions of regulation V/19-1 as from 31 December 2009.

5.3 In case the records of equipment associated with the certificates issued to a A.494(XII)-ship do not include a provision for documenting compliance with the requirement to transmit LRIT information, such ships should carry on board a valid Conformance test report issued in accordance with the provisions of MSC.1/Circ.1296 on Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information.

EXEMPTIONS AND EQUIVALENTS

(the provisions of this section apply to ships and to FPSOs, FSUs, offshore supply vessels, special purpose ships and A.494(XII)-ships which are required to transmit LRIT information and any reference to a ship below should be considered as including all the aforesaid)

General

6.1.1 Although the provisions of regulation V/19-1 do not include any expressed provisions which allow or enable an Administration to grant exemptions from, or equivalents to, the requirement to transmit LRIT information, when such exemptions or equivalents are warranted, Administrations may invoke, in lieu, the provisions of regulation V/3.2 when considering or granting any exemptions or equivalents to the provisions of regulation V/19-1. In such cases, the Administration concerned should comply with the provisions of regulation V/3.3.

6.1.2 Administrations, when invoking the provisions of regulation V/3.2, should take, in addition to what is expressly stipulated in the aforesaid regulation, the effect such exemptions or equivalents have on measures established by the Organization with a view to enhancing maritime security and should consult 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.

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

- .1 provide a copy of the voyage or passage plan¹ for the specific voyage to the Contracting Government within whose jurisdiction the port or place to which the ship is proceeding to is located and to the Contracting Governments of the coast 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.

Specific cases

6.2.1 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 regulation I/4(a), exemptions from the requirements of regulations IV/7 to IV/11 for a single voyage.

6.2.2 Ships fitted with automatic identification system (AIS) and operating exclusively within sea area A1, may, for the purpose of employment in another sea area A1, undertake a single voyage outside sea area A1 during the course of which may be exempted from the requirement to transmit LRIT information.

¹ Refer to resolution A.893(21) on Guidelines for voyage planning.

6.2.3 Ships which may be granted, pursuant to the provisions of regulations IV/3.1 and IV/3.2.2, exemptions from the requirements of regulations IV/7 to IV/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.

SWITCHING OFF SHIPBORNE EQUIPMENT, CEASING THE DISTRIBUTION OF LRIT INFORMATION AND REDUCING THE FREQUENCY OR TEMPORARILY STOPPING THE TRANSMISSION OF LRIT INFORMATION

(the provisions of this section apply to ships and to FPSOs, FSUs, offshore supply vessels, special purpose ships and A.494(XII)-ships which are required to transmit LRIT information and any reference to a ship below should be considered as including all the aforesaid)

7.1 Administrations should issue instructions to masters of ships entitled to fly their flag in relation to whether they are authorized and, if so, under what circumstances and on how they are able to reduce, pursuant to the provisions of paragraph 4.4.1 of the Revised performance standards, the frequency of transmission of LRIT information or to temporarily stop the transmission of such information when a ship is undergoing repairs, modifications or conversions in dry-dock or in port or is laid up for a long period.

7.2 The master of a ship should inform the Administration without undue delay and make an entry in the record of navigational activities and incidents maintained in accordance with regulation V/28 indicating the dates and times between which:

- .1 the shipborne equipment was switched off or the distribution of LRIT information ceased, where international agreements, rules or standards provide for the protection of navigational information (regulation V/19-1.7.1); and
- .2 the frequency of transmission of LRIT information has been reduced or temporarily stopped, when a ship is undergoing repairs, modifications or conversions in dry-dock or in port or is laid up for a long period (paragraph 4.4.1 of the Revised performance standards).

7.3 In addition, the master of a ship undergoing repairs, modifications or conversions in dry-dock or in port or is laid up for a long period, taking into account the instructions of the Administration, should inform the authorities of the Contracting Government within whose territory or jurisdiction the ship is located when the frequency of transmission of LRIT information is reduced or is temporarily stopped pursuant to the provisions of paragraph 4.4.1 of the Revised performance standards.

DUPLICATION OF EQUIPMENT

(the provisions of this section apply to ships and to FPSOs, FSUs, offshore supply vessels, special purpose ships and A.494(XII)-ships which are required to transmit LRIT information and any reference to a ship below should be considered as including all the aforesaid)

8.1 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 regulation IV/15.6 in relation to availability, are provided with duplicated equipment, should be required to use only one of the sets of duplicated equipment fitted on board for transmitting LRIT information.



Ref. T2-OSS/1.4

MSC.1/Circ.1296
8 December 2008

GUIDANCE ON THE SURVEY AND CERTIFICATION OF COMPLIANCE OF SHIPS WITH THE REQUIREMENT TO TRANSMIT LRIT INFORMATION

- 1 The Maritime Safety Committee (the Committee), at its eighty-fifth session (26 November to 5 December 2008), considered a number of issues which have arisen in relation to the survey and certification of ships following the issue of MSC.1/Circ.1257 on Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information, and approved the Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information (the Guidance) as set out in the annex.
- 2 The Guidance outlines a number of alternative options for documenting compliance of the shipborne equipment with the requirements of SOLAS regulations V/19-1.6 and V/19-1.7 and the related provisions of the Revised performance standards and functional requirements for the long-range identification and tracking of ships (Revised performance standards) adopted by resolution MSC.263(84) and sets out the approach to be taken when surveying and certifying the compliance of ships which are required to transmit LRIT information with the aforesaid obligation. The Guidance should be read together with SOLAS regulation V/19-1 and the Revised performance standards.
- 3 The Committee also agreed to keep the Guidance under review and amend it as and when the circumstances so warrant.
- 4 The Committee also decided that Conformance test reports issued prior to 15 December 2008 pursuant to the provisions of MSC.1/Circ.1257 should be accepted, subject to the conditions specified in paragraphs 7.2 and 7.3 of the annex to this circular in relation to the validity of Conformance test reports, as providing evidence of compliance equal to those specified in the annex to this circular until they are replaced. The Committee further agreed that such Conformance test reports should be replaced by Conformance test reports issued pursuant to the provisions of this circular when they are re-issued or updated on or after 31 December 2008.
- 5 SOLAS Contracting Governments are invited to bring the present circular and its annex to the attention of recognized organizations which they have authorized to act on their behalf and to provide to such recognized organizations any necessary further guidance and instruction so as to ensure that the objectives of this circular are achieved.
- 6 SOLAS Contracting Governments are also invited to bring the present circular and the salient parts of its annex to the attention of companies operating ships entitled to fly their flag which are required to transmit LRIT information and to provide to such companies any necessary further guidance and instruction so as to ensure that the objectives of this circular are achieved.

7 SOLAS Contracting Governments should communicate to the Organization as soon as possible the names and contact details of the Application Service Providers they have either recognized within the framework of the Revised performance standards or they have authorized to conduct conformance testing as set out in the attached Guidance, together with any conditions attached to such recognitions or authorizations and update the information as and when changes occur.

8 SOLAS Contracting Governments, international organizations and non-governmental organizations with consultative status are also invited to bring to the attention of the Committee, at the earliest opportunity, the results of the experience gained from the use of the Guidance for consideration of action to be taken.

9 This circular revokes MSC.1/Circ.1257.

ANNEX

GUIDANCE ON THE SURVEY AND CERTIFICATION OF COMPLIANCE OF SHIPS WITH THE REQUIREMENT TO TRANSMIT LRIT INFORMATION

1 Introduction

1.1 This note provides guidance to Contracting Governments in relation to the survey and certification of the compliance of ships, high-speed craft and mobile offshore drilling units entitled to fly their flag with the obligation to transmit LRIT information.

1.2 In addition, this note provides salient information which would enable companies operating ships, owners and operators of high-speed craft and owners and operators of mobile offshore drilling units which are required to comply with the obligation to transmit LRIT information to ensure the survey and certification of their compliance in a timely manner.

1.3 In relation to mobile offshore drilling units, the provisions of this note apply subject to the modifications set out in section 11.

2 Related documents

2.1 The provisions relating to the survey and certification of compliance of ships with the obligation to transmit LRIT information are set out in:

- .1 Regulation V/19-1 on long-range identification and tracking of ships;
- .2 Revised performance standards and functional requirements for the long-range identification and tracking of ships adopted by resolution MSC.263(84) (the Revised performance standards);
- .3 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;
- .4 Resolution A.813(19) on General requirements for electromagnetic compatibility of all electrical and electronic ship's equipment;
- .5 Resolution MSC.216(82) on Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended, which sets out in annex 1 amendments (amendments 50 to 52) inserting in the Record of Equipment for the Passenger Ship Safety Certificate (Form P), the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) and the Record of Equipment for the Cargo Ship Safety Certificate (Form C) an entry to indicate compliance with long-range identification and tracking systems;
- .6 Resolution MSC.221(82) on Adoption of amendments to the International Code of Safety for High-Speed Craft (1994 HSC Code) which sets out in the annex an amendment (amendment 9) inserting in the Record of Equipment for High-Speed Craft Safety Certificate an entry to indicate compliance with long-range identification and tracking systems; and

- .7 Resolution MSC.222(82) on Adoption of amendments to the International Code of Safety for High-Speed Craft, 2000, which sets out in the annex an amendment (amendment 148) inserting in the Record of Equipment for High-Speed Craft Safety Certificate an entry to indicate compliance with long-range identification and tracking systems.

3 Definitions

3.1 Unless indicated otherwise for the purposes of this note:

- .1 *Authorized testing ASP* means an Application Service Provider, other than a Recognized ASP, which has been authorized by the Administration to conduct conformance tests in accordance with this note and for which related information has been communicated to the Organization in accordance with the provisions of paragraph 6.2;
- .2 *Certificate* means the Passenger Ship Safety Certificate, Cargo Ship Safety Equipment Certificate, Cargo Ship Safety Certificate and 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 *Chapter* means a chapter of the Convention;
- .4 *Contracting Government* means a Contracting Government to the Convention;
- .5 *Convention* means the International Convention for the Safety of Life at Sea, 1974, as amended;
- .6 *Radio related certificate* means the Passenger Ship Safety Certificate, Cargo Ship Safety Radio Certificate, Cargo Ship Safety Certificate and 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 *Record of Equipment* means the Record of Equipment for the Passenger Ship Safety Certificate (Form P), the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E), the Record of Equipment for the Cargo Ship Safety Certificate (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;
- .8 *Recognized ASP* means an Application Service Provider which has been recognized by the Contracting Government concerned pursuant to the provisions of paragraphs 5.1.1 and 5.1.2 of the Revised performance standards and for which related information has been communicated to the Organization in accordance with the provisions of paragraph 5.2 of the Revised performance standards;
- .9 *Regulation* means a regulation of the Convention;

- .10 *Ship* refers to ships, high-speed craft and mobile offshore drilling units which are required to comply with the provisions of regulation V/19-1.

3.2 Terms used in this note not otherwise defined have the meaning assigned to them in chapters I, IV and V or in the Revised performance standards.

4 Shipborne equipment to be of a type approved by the Administration

4.1 Regulation V/19-1.6 specifies that the shipboard equipment to be used to transmit LRIT information (shipborne equipment) shall be of a type approved by the Administration.

4.2 Compliance of the shipborne equipment with the requirements of regulations V/19-1.6 and V/19-1.7 and of section 4 of the Revised performance standards should be demonstrated by the equipment being:

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

5 Conformance test

5.1 The conformance test should be conducted either by a recognized ASP or by an authorized testing ASP.

5.2 Subject to the provisions of paragraphs 5.2.1 and 5.2.2, the conformance test should be conducted using a communication system which provides coverage in all sea areas for which the ship is certified to operate.

5.2.1 Subject to the provisions of paragraphs 5.2 and 5.2.2, the results of the conformance test are not in any way prejudiced by the location or whereabouts of the ship when the conformance test is conducted.

5.2.2 Notwithstanding the provisions of paragraph 5.2, for ships constructed before 31 December 2008 and certified to operate in sea areas A1, A2, A3 and A4, the conformance test for sea area A4 may be conducted separately taking into account the provisions of regulation V/19-1.4.1.3.

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

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

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

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

5.5 Administrations should establish, for ships constructed before 31 December 2008, dates, ahead of the dates stipulated in regulation V/19-1.4.1 for the phased in implementation of the requirement to transmit LRIT information, by which the conformance testing should be carried out with a view to ensuring the timely compliance of the ships entitled to fly their flag with the requirements of regulation V/19-1.

6 Communication of information in relation to Application Service Providers

6.1 Unless the Administration concerned informs the Organization otherwise, recognized ASPs should be automatically considered as being authorized by the Administration concerned to conduct conformance tests in accordance with the provisions of this note.

6.2 Administrations should provide to the Organization a list with the names and contact details of the authorized testing ASPs¹ together with any associated conditions of authorization and thereafter should, without undue delay, update the Organization as changes occur.

6.3 The Organization should communicate the information it receives pursuant to the provisions of paragraph 5.2 of the Revised performance standards and the information it receives pursuant to paragraphs 6.1 and 6.2 to all Contracting Governments, international organizations and non-governmental organizations with consultative status.

¹ A model letter for communicating the relevant information to the Organization is provided in MSC.1/Circ.1298 on Guidance on the implementation of the LRIT system.

7 Conformance test report

7.1 A Conformance test report should be issued, on satisfactory completion of a conformance test, by the Administration or the ASP who conducted the test acting on behalf of the Administration and should be in accordance with the model set out in appendix 2.

7.2 The Conformance test report should be considered as no longer remaining valid if:

- .1 there is a change in the shipborne equipment used to transmit LRIT information;
- .2 the ship is transferred to the flag of another Contracting Government, subject to the provisions of paragraph 10.1;
- .3 the ASP which has issued the Conformance test report has notified the Administration or the Recognized Organization which, acting on behalf of the Administration, has issued the certificate is no longer in a position to attest the validity of the report; and
- .4 the Administration has withdrawn the recognition or authorization of the ASP which conducted the conformance test. However, in such cases the Administration concerned may decide that the Conformance test report, issued either prior to the date of withdrawal of such recognition or authorization or prior to a date determined by the Administration, remain valid subject to these being considered as being the responsibility of Administration.

7.3 Notwithstanding the provisions of regulations I/11 and V/16, the Conformance test report should also be considered as no longer remaining valid when the shipborne equipment used to transmit LRIT information becomes unserviceable.

7.4 Administrations choosing to use the services of authorized testing ASPs should ensure that the recognized ASP(s) are able to integrate into the LRIT system the ships to which an authorized testing ASP has issued Conformance test reports.

8 Initial certification of compliance on or after 31 December 2008

8.1 The conformance test has been designed also to demonstrate compliance of the shipborne equipment with the functional requirements of V/19-1.5 and section 4 of the Revised performance standards.

8.2 For ships constructed on or after 31 December 2008, prior to the issue of a certificate, the shipborne equipment should satisfactorily complete a conformance test in accordance with the procedures and provisions set out in appendix 1 within the periods specified in paragraph 5.3.

8.3 For ships constructed before 31 December 2008, prior to the amendment of the record of equipment associated with a valid certificate or the renewal of a certificate in case it is also due, the shipborne equipment should satisfactorily complete a conformance test in accordance with the procedures and provisions set out in appendix 1 within the period specified in paragraph 5.4 and the survey of the radio installation has indicated that, as far as the radio installation is concerned, the ship meets the related requirements for the renewal or endorsement of the radio related certificate.

8.4 Notwithstanding paragraphs 8.2 and 8.3, shipborne equipment which has already satisfactorily completed a conformance test for the purposes of demonstrating compliance with the requirement to be of a type approved by the Administration (refer to paragraphs 4.2.2 to 4.2.4) are not required to undergo any further conformance test, provided such tests have been conducted within the periods specified in paragraphs 5.3 or 5.4, as the case may be.

9 Renewal and annual survey after the initial certification of compliance

9.1 During any renewal or annual survey following the initial certification of compliance of a ship with the requirements of regulation V/19-1, the related certificate should be issued or endorsed, as the case may be, provided the Conformance test report is still valid taking into account the provisions of paragraphs 7.2 and 7.3.

10 Transfer of flag

10.1 When a ship is transferred to the flag of another Contracting Government, the Conformance test report should be considered as remaining valid if the ASP which conducted the conformance test is also either a recognized ASP or an authorized testing ASP by the Contracting Government to whose flag the ship is transferred.

10.1.1 In such cases the ASP concerned should reissue the Conformance test report on behalf of the Administration concerned henceforth indicating the new particulars of the ship but without altering the date of completion of the conformance test.

10.2 In cases where the Conformance test report is deemed to be no longer valid, due to the transfer of the flag to another Contracting Government, a new conformance test should be conducted, prior to the issue of a certificate, by either a recognized ASP or an authorized testing ASP acting on behalf of the Administration concerned.

11 Specific provisions in relation to mobile offshore drilling units

11.1 Mobile offshore drilling units may be required by the Contracting Government whose flag they may be entitled to fly to comply with the provisions of the:

- .1 national codes or requirements for the construction and equipment of mobile offshore drilling units, in case they were constructed prior 31 December 1981; or
- .2 Code for the construction and equipment of mobile offshore drilling units adopted by resolution A.414(XI) (the 1979 MODU Code); or
- .3 Code for the construction and equipment of mobile offshore drilling units, 1989 adopted by resolution A.649(16) (the 1989 MODU Code) in case their keel was laid or was at a similar state of construction on or after 1 May 1991.

11.2 The provisions of this note should apply *mutatis mutandis* to mobile offshore drilling units subject to any reference to certificate and radio related certificate in this note being read as referring:

- .1 for mobile offshore drilling units constructed on or after 31 December 2008, to the Mobile Offshore Drilling Unit Safety Certificate, 1989 issued pursuant to the provisions of the 1989 MODU Code; and

- .2 for mobile offshore drilling units constructed before 31 December 2008, to either the Mobile Offshore Drilling Unit Safety Certificate issued pursuant to the provisions of the 1979 MODU Code or the Mobile Offshore Drilling Unit Safety Certificate, 1989, issued pursuant to the provisions of the 1989 MODU Code or a certificate or document issued under a national code or requirements in case of units constructed prior to 31 December 1981, as the case may be.

11.3 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, mobile offshore drilling units should be considered as meeting the requirements when:

- .1 the provisions of sections 4, 5 and 8 are met;
- .2 there is on board a valid certificate or document issued under a national code or requirements in case of units constructed prior to 31 December 1981, or a valid Mobile Offshore Drilling Unit Safety Certificate or a valid Mobile Offshore Drilling Unit Safety Certificate, 1989; and
- .3 there is on board a valid Conformance test report.

Appendix 1

Conformance Test

1 Shipborne equipment requirements testing matrix

1.1 The table set out below has been derived from an analysis of the salient provisions of regulation V/19-1, the Revised Performance standards and the Technical specifications for communications within the LRIT system and specifies for each regulatory requirement the conformance test to be conducted.

Table 1

Shipborne equipment regulatory requirements testing matrix

<i>Column heading</i>	<i>Explanation</i>
Ref.	Regulatory reference
Regulatory text	The text of the related provision with minor paraphrasing and <i>emphasis</i> (showing in italics)
CTN	Conformance test number

<i>Symbols</i>	<i>Explanation</i>
R	Paragraph of the related provisions of regulation V/19-1
PS	Paragraph of the related provision of the Revised Performance standards
TS	Paragraph of the related provision of the Technical specifications for communications within the LRIT system (refer to MSC.1/Circ.1259 on Revised interim technical specifications for the LRIT system)
EL	Shipborne equipment lifecycle, i.e. requirements not explicitly defined in the regulatory text but critical to the successful operation of the LRIT system

Ref.	Regulatory text	CTN
R:4.1.1 to R:4.1.3	Ships shall be fitted with a system to automatically transmit the information specified in regulation V/19-1.5 as follows: ... ships constructed before 31 December 2008 and <i>certified for operations</i> in sea areas A1 to A4	1
PS:4.3	The equipment should transmit the LRIT information using a communication system which <i>provides coverage</i> where the ship operates	1
R:5	Ships shall <i>automatically</i> transmit the following long-range identification and tracking information	2
R:5.1	The <i>identity</i> of the ship	3
PS:4.2 (Table 1)	The equipment should transmit <i>the shipborne equipment identifier ...</i>	3

Ref.	Regulatory text	CTN
R:5.2	The <i>position</i> of the ship (latitude and longitude)	4a
PS:4.2 (Table 1)	Position – the equipment should be capable of transmitting the GNSS position (latitude and longitude), based upon <i>WGS84</i> datum, without human interaction on board the ship	4b
R:5.3	The <i>date and time of the position</i> provided	5a
PS:4.2(Table 1)	Date and time – the equipment should be capable of transmitting the date and time associated with the GNSS position with each transmission of LRIT information, and the time should be in <i>UTC</i>	5b
TS:2.2.2.6	The parameters provided by the equipment include: the latitude; longitude; <i>Time Stamp when the position was generated</i> ...	5c
TS: Table 2	The parameters provided by the equipment include: the latitude; longitude; <i>Time Stamp when the position was generated</i> ...	5c
R:6	Systems and equipment used to meet the requirements of regulation V/19-1 shall conform to the performance standards and functional requirements not inferior to those adopted by the Organization. Any shipboard equipment should be of a <i>type approved</i> by the Administration	6
R:7	Systems and equipments used to meet the requirements of this regulation shall be capable of being <i>switched off on board or be capable of ceasing the distribution</i>	7
PS:4.1	<i>In addition to the general requirements contained in resolution A.694(17)</i> on Recommendations on general requirements for shipborne radio equipment for part of the global maritime distress and safety system (GMDSS)	8
PS:4.1.5	<i>Be tested for electromagnetic compatibility</i> taking into account the recommendations developed by the Organization (refer to Assembly resolution A.813(19) on General requirements for electromagnetic compatibility of all electrical and electronic ship's equipment)	8
PS:4.2 (Table 1)	Pre-scheduled position reports – the equipment should be capable of being remotely configured to transmit LRIT information at intervals ranging from a <i>minimum of 15 min</i> to periods of 6 h to the LRIT Data Centre, irrespective of where the ship is located and without human interaction on board the ship	9a
PS:4.1.2	Be capable of <i>being configured remotely</i> to transmit LRIT information at variable intervals	9b
TS:2.2.3.12	The “Request Type” parameter indicates whether the request is for either a one-time poll, ... <i>polls at a specified rate</i> ...	9b
PS:4.1.1	Be capable of automatically and without human intervention on board the ship transmit the ship's LRIT information at <i>6-hour intervals</i> to an LRIT Data Centre	9c

Ref.	Regulatory text	CTN
PS:4.4.1	When a ship is undergoing repairs in dry-dock or in port or is laid up for a long period, the master or the Administration may reduce the frequency of the transmission of LRIT information to <u>one report every 24-hour period</u> ...	9d
PS:13.1	LRIT information should be available to an LRIT Data User <u>within 15 min</u> of the time it is transmitted by the ship. In lieu for the purposes of testing to an ASP	9e
PS:4.1.3	Be capable of <u>transmitting LRIT information following receipt of polling commands</u> ...	10
PS:4.2 (Table 1)	On-demand position reports – the equipment should be capable of <u>responding to a request to transmit LRIT information</u> on demand without human interaction on board the ship, irrespective of where the ship is located	10
PS:13.2	On-demand LRIT information reports should be provided to an LRIT Data User <u>within 30 min</u> of the time the LRIT Data User requested the information. In lieu for the purposes of testing to an ASP	10
PS:4.1.4	Interface <u>directly</u> to the shipborne global navigation satellite system equipment, or have <u>internal</u> positioning capability	11
PS:4.1.5	Be <u>supplied with energy from the main and emergency source of electrical power</u>	12
PS:4.4	The equipment should be set to automatically transmit the ship's LRIT information at 6-hour intervals <u>to the LRIT Data Centre identified by the Administration</u> ...	13
PS:5.3.1	An ASP function should, <i>inter alia</i> , provide a communication protocol interface between the <u>Communication Service Providers and the LRIT Data Centre</u> ...	13
PS:5.3.1	An ASP function should, <i>inter alia</i> , ensure that LRIT information is <u>collected, stored and routed in a reliable and secure manner</u> ...	13

2 Shipborne equipment test requirements, procedures and acceptance criteria matrix

2.1 The table set out below specifies the shipborne equipment test requirements, the related procedures and the corresponding acceptance criteria for each conformance test and provides a brief citation of the related regulatory provisions.

Table 2

Shipborne equipment test requirements, procedures and acceptance criteria

CTN	Test requirement Procedure	Acceptance criteria
EL1	The equipment is activated into the ASP system ASP issuance of an activation command (Note: this function is critical during the transfer of flag process)	CSP acknowledgement received
1	Establish the sea areas the ship is certified to operate from the Cargo Ship Safety Radio Certificate, Cargo Ship Safety Certificate, Passenger Ship Safety Certificate or equivalent Administrative	Confirmed by shipowner declaration on testing registration form prior to testing including certificate type and reference number
2	The equipment automatically transmits an LRIT information Evaluative	Validated in conjunction with CTN 9
3	The equipment identity is present in the received LRIT information Evaluative	Validated in conjunction with CTN 9
4a	The latitude and longitude is present in the received LRIT information Evaluative	Validated in conjunction with CTN 9
4b	The equipment GNSS position information is based upon the WGS84 datum Evaluative	Assumed compliant in accordance with standard IMO guidelines and regulations
5a	The date and time is present in the received LRIT information Evaluative	Validated in conjunction with CTN 9
5b	The equipment date and time information is in UTC Evaluative	Confirmed by the ASP recognized by the Administration or approved to conduct conformance testing based upon the confirmed inclusion of MEM code 11 (in the case of Inmarsat-C) and in the case of alternate hardware the compliance of the received message structure with the equipment manufacturers published standard for a message containing the generated Date and Time stamp

CTN	Test requirement	Acceptance criteria
	Procedure	
5c	The equipment transmits a Time Stamp relative to when the position was generated (not the CSP receipt time) Evaluative	Confirmed by the ASP recognized by the Administration or approved to conduct conformance testing based upon the confirmed inclusion of MEM code 11 (in the case of Inmarsat-C) and in the case of alternate hardware the compliance of the received message structure with the equipment manufacturers published standard for a message containing the generated Date and Time stamp
6	The equipment is of a type approved by the Administration Administrative	Forms the subject of this test specification which will be if the results are satisfactory and a Statement of conformity is issued by the ASP conducting the test (and the subsequent issuance of a Certificate of compliance by the Administration)
7	The equipment is switched off on board or ceases the distribution of LRIT information ASP outbound Program-Stop command	CSP acknowledgement received and nil LRIT information are transmitted within 90 min
8	The equipment is compliant with provisions of resolution A.694(17) The equipment has been tested for electromagnetic compatibility (refer to resolution A.813(19)) Administrative	Confirmed by manufacturer or validation of technical specification
9a	The equipment is re-configured to automatically transmit LRIT information at 15-min intervals ASP issuance of Start-15 min reporting command	Confirmed subsequent to receipt of 48 consecutive 15-min automatic transmissions of LRIT information. Refer to paragraph 3.2 for information on acceptable tolerances.
9b	The equipment is re-configured to automatically transmit LRIT information at 60-min intervals demonstrating that a change in transmitting interval has been successfully achieved ASP issuance of Start-60 min reporting command	Confirmed subsequent to receipt of 12 consecutive 60-min automatic transmissions of LRIT information. Refer to paragraph 3.2 for information on acceptable tolerances.
9c	The equipment automatically transmits a LRIT information at 6-h intervals Administrative	Confirmed by ASP or manufacturer or validation of the technical specification
9d	The equipment is re-configured to automatically transmit LRIT information at 24 h intervals Administrative	Confirmed by ASP or manufacturer or validation of technical specification

CTN	Test requirement Procedure	Acceptance criteria
9e	<p>LRIT information is available within 15 min of the time it is transmitted by the ship</p> <hr/> <p>Comparison of the UTC time stamp when the LRIT information was generated against the UTC time stamp when the information was received by the ASP</p>	Validated in conjunction with CTN 9a and 9b
10	<p>The equipment transmits LRIT information (subsequent to the ASP issuing a poll command) and the LRIT information is available within 30 min of the time the ASP has requested the information</p> <hr/> <p>ASP issuance of a Send-Request for Position command</p>	Confirmed subsequent to receipt of 1 polled transmission of LRIT information within 30 min
11	<p>The equipment interfaces directly to the shipborne global navigation satellite system equipment, or has internal positioning capability</p> <hr/> <p>Administrative</p>	Confirmed by ASP or manufacturer or by validation of technical specification if internal GPS, or if external GPS confirmed by shipowner declaration on testing registration form prior to testing
12	<p>The equipment is supplied with energy from the main and emergency source of electrical power (this provision does not apply to Inmarsat-C)</p> <hr/> <p>Administrative</p>	Confirmed by shipowner declaration on testing registration form prior to testing
13	<p>The equipment automatically transmits LRIT information via the CSP to the ASP in a reliable and secure manner</p> <hr/> <p>Administrative</p>	Confirmed by the ASP recognized by the Administration or approved to conduct conformance testing based upon confirmation that all communication links from the terminal – satellite – CSP –ASP are direct and secure with no third party ASP involvement
EL2	<p>The equipment is de-activated and released from the LRIT system</p> <hr/> <p>ASP issuance of deactivation command or Administrative (Note: this function is critical during the transfer of flag process)</p>	CSP acknowledgement or CSP declaration received

3 Shipborne equipment performance acceptance criteria and tolerances

3.1 When considering the performance of the LRIT system and the implications of the performance shipborne equipment the following issues need to be taken into account:

- .1 The overall LRIT system utilizes a sophisticated array of hardware components, software systems and satellite/terrestrial communications networks, which include without limitation:
 - .1 Shipborne equipment;
 - .2 Communications satellites;
 - .3 Land Earth Stations;
 - .4 Terrestrial communication networks;
 - .5 CSP routing/switching systems; and
 - .6 ASP systems;
- .2 In common with all real world systems the overall LRIT system may suffer from data losses and data latency, i.e. non-delivery/late-delivery of messages;
- .3 Data losses in the system as a whole are the result of a complex interaction of each of its components. The cause of losses can be as technical as a packet collision in the space segment or as practical as an equipment blockage caused by a ship funnel or crane, in port, etc.;
- .4 In order to specify the conditions of the conformance testing scheme it should be assumed that the average loss rate of messages sent to and from the existing potential equipment is 4% in each direction. Thus, the loss on a command and response pair such as Data Network Identifier (DNID) download and its acknowledgement is 8%, and the loss on an automatic LRIT information transmission is 4%;
- .5 Data latency in the system arises from the store-and-forward nature of the communication networks used. Each part of the communication chain, first stores a message and then forwards it to the next link which produces a robust system but one which has intrinsically variable latency;
- .6 In order to specify the conditions of conformance testing scheme it should be assumed that 1 h latency is within the normal operation of the system;
- .7 The design of a test for the conformance testing scheme allows for the real world performance of the overall LRIT system. Hence, it should be a design objective of the test that terminals are not incorrectly failed and thus cause shipowners to needlessly replace equipment;
- .8 Consider a poll request, it should be assumed that 8% of poll request/responses are lost, therefore, a fair test requires that the poll request is repeated in a sequence of attempts;

Table 3
Poll attempts and expectations

Attempt	P(Success)	P(Failure)	Expectation	Cumulative P(Success)	Cumulative Expectation
1	0.92000	0.08000	0.92000	0.92000	0.92000
2	0.07360	0.00640	0.14720	0.99360	1.06720
3	0.00589	0.00051	0.01766	0.99949	1.08486

Notes:

<i>Column heading</i>	<i>Explanation</i>
Attempt	Number of attempts
P(Success)	Probability of success on that attempt
P(Failure)	Probability of failure on that attempt
Expectation	Contribution to the expected number of attempts
Cumulative P	Cumulative probability of success
Cumulative Expectation	Cumulative expectation of number of attempts required for a successful download

- .9 Table 3 demonstrates that if the system retries the poll three times there is a 1 in 1,000 chance of wrongly failing the equipment due to statistical variation. The cumulative expectation shows that the cost of testing apparent non-compliant terminals is only increased by 8% compared to a regime which had only a single attempt;
- .10 Consequently, it is recommended that each command is retried a maximum of three times, unless statistical variation can be excluded because of a network response, e.g., if the ship is in port and the equipment confirmed by the communication system as logged-out;
- .11 The ASP recognized by the Administration or approved to conduct conformance testing should properly account for different network regions. For example, the Inmarsat-C network has four ocean regions and the test provider must ensure that they have addressed the region containing the equipment;
- .12 This calculation assumes uncorrelated failures within the network which it is assumed to be true where there is a reasonable interval between attempts. To increase the likelihood that this assumption is correct it is recommended that the system retries are separated by at least 15 min; and
- .13 A similar analysis may be performed for receipt of automatic transmission of LRIT information. The more transmissions of LRIT information that are received the greater confidence there may be that the equipment is conformant while not wrongly failing units. To achieve a 1 in 1,000 confidence of wrongly failing units, it is recommended that 40 out of 48 transmissions of LRIT information are received with a transmitting interval of 15 min, and 10 out of 12 transmission of LRIT information with a transmission interval of 1 h.

3.2 The table set out below specifies for each conformance test the related acceptance criteria and the tolerances or limits within which the functional performance of existing equipment should be before it is considered as being acceptable.

Table 4

Shipborne equipment performance acceptance criteria and tolerances

CTN	Acceptance criteria	Tolerances
EL1	CSP acknowledgement received	Maximum of 3 attempts separated by a minimum of 15 min
1	Confirmed by shipowner declaration on testing registration form prior to testing including certificate type and reference number	None
2	Validated in conjunction with CTN 9	None
3	Validated in conjunction with CTN 9	None
4a	Validated in conjunction with CTN 9	None
4b	Assumed compliant in accordance with standard IMO guidelines and regulations	None
5a	Validated in conjunction with CTN 9	None
5b	Confirmed by ASP recognized by the Administration or approved to conduct conformance testing based upon the confirmed inclusion of MEM code 11 (in the case of Inmarsat-C) and in the case of alternate hardware the compliance of the received message structure with the equipment manufacturers published standard for a message containing the generated Date and Time stamp	None
5c	Confirmed by ASP recognized by the Administration or approved to conduct conformance testing based upon the confirmed inclusion of MEM code 11 (in the case of Inmarsat-C) and in the case of alternate hardware the compliance of the received message structure with the equipment manufacturers published standard for a message containing the generated Date and Time stamp	None
6	Forms the subject of this test specification which will be if the results are satisfactory and a Statement of conformity is issued by the ASP conducting the test (and the subsequent issuance of a Certificate of compliance by the Administration)	None
7	CSP acknowledgement received and nil position reports received within 15 min	Maximum of 3 attempts separated by a minimum of 15 min
8	Confirmed by manufacturer or by validation of technical specification	None

CTN	Acceptance criteria	Tolerances
9a	Confirmed subsequent to receipt of 48 consecutive transmissions of LRIT information transmitted at 15-min intervals	3 attempts separated by a minimum of 15 min Acceptable results: a minimum of 40 out of 48 transmissions are received (>82% success rate)
9b	Confirmed subsequent to receipt of 12 consecutive transmissions of LRIT information transmitted at 60-min intervals	3 attempts separated by a minimum of 15 min Acceptable results: a minimum of 10 out of the 12 transmissions are received (>82% success rate)
9c	Confirmed by ASP or manufacturer or by validation of technical specification	None
9d	Confirmed by ASP or manufacturer or by validation of technical specification	None
9e	Validated in conjunction with CTN 9a and 9b	Satisfactory: a minimum of 50 out of 60 transmissions are received (>82% success rate)
10	Confirmed subsequent to receipt of 1 polled transmission of LRIT information within 30 min	3 attempts separated by a minimum of 15 min Satisfactory: a minimum 1 out of 1 transmissions are received (100% success rate)
11	Confirmed by ASP or manufacturer or by validation of technical specification if internal GPS, or if external GPS confirmed by shipowner declaration on testing registration form prior to testing	None
12	Confirmed by shipowner declaration on testing registration form prior to testing	None
13	Confirmed by the ASP recognized by the Administration or approved to conduct conformance testing based upon confirmation that all communication links from the equipment – satellite – CSP – ASP are direct and secure with no third party ASP involvement	None
EL2	CSP acknowledgement or CSP declaration received	3 attempts separated by a minimum of 15 min

4 Estimated duration of conformance testing

4.1 Based upon the equipment requirements testing matrix, the test requirements, the procedures, the acceptance criteria and the acceptable tolerances detailed in this annex, the table set out below provides information on the estimated duration of the conformance testing:

Table 5
Estimated duration of conformance testing

CTN	Tolerances	Maximum Duration
EL1	3 attempts separated by a minimum of 15 min	45 min
9a	3 attempts separated by a minimum of 15 min Acceptable results: a minimum of 40 out 48	45 min 720 min (12 h)
9b	3 attempts separated by a minimum of 15 min Acceptable results: a minimum of 10 out of 12	45 min 720 min (12 h)
10	3 attempts separated by a minimum of 15 min	45 min
7	3 attempts separated by a minimum of 15 min	45 min + wait 90 min
EL2	3 attempts separated by a minimum of 15 min	45 min
	<i>Total</i>	30 h

Appendix 2

Model of Conformance test report

Conformance test report

issued under the provisions of MSC.1/Circ.1296 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

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 regulations V/19-1.6 and V/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 Yes No accordance with the provisions of regulation V/19-1;
- .2 is of a type approved by the Administration in Yes No accordance with the provisions of regulation IV/14;

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.

- .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
- .4 is the ship security alert system of the ship and has been found to comply with the provisions of regulation XI-2/6; and of resolution MSC.136(76) on Performance standards for a ship security alert system³/resolution MSC.147(77) on Adoption of the Revised performance standards for a ship security alert system⁴; Yes No
- .2 has undergone conformance testing in accordance with the procedures and provisions set out in MSC.1/Circ.1296, 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):

--

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

.....
(name and signature of authorized person issuing the report)

³ Delete as appropriate.

⁴ Delete as appropriate.



Ref. T2-OSS/1.4

MSC.1/Circ.1297
8 December 2008

GUIDANCE TO SEARCH AND RESCUE SERVICES IN RELATION TO REQUESTING AND RECEIVING LRIT INFORMATION

1 The Maritime Safety Committee (the Committee), at its eighty-fifth session (26 November to 5 December 2008), approved a number of amendments to the Technical specifications for communications within the LRIT system which entail a number of amendments to MSC.1/Circ.1258 on Guidance to Search and Rescue services in relation to requesting and receiving LRIT information in relation to provision of LRIT information to Search and Rescue services and, as a consequence, approved the Guidance to Search and Rescue services in relation to requesting and receiving LRIT information (the Guidance), as set out in the annex.

2 The Committee also agreed to keep the Guidance under review and to amend it, as and when the circumstances warrant.

3 SOLAS Contracting Governments are invited to bring the present circular and its annex to the attention of their Search and Rescue services (SAR services) and to provide them with any necessary further guidance and instruction so as to ensure that the objectives of this circular are achieved.

4 SOLAS Contracting Governments are invited to bring the present circular and its annex to the attention of those engaged in the implementation of the provisions of SOLAS regulation V/19-1 and/or the development and establishment of their LRIT Data Centres and/or the initial establishment of the LRIT system.

5 The United States, having agreed to provide the International LRIT Data Exchange on an interim basis, is invited to bring the present circular to the attention of those engaged in the development and establishment of the International LRIT Data Exchange.

6 SOLAS Contracting Governments, international organizations, non-governmental organizations with consultative status, the LRIT Coordinator, LRIT Data Centres acting through the SOLAS Contracting Government(s) which have established them, the International LRIT Data Exchange acting through the United States and SAR services acting through their SOLAS Contracting Government(s), are also invited to bring to the attention of the Committee, at the earliest opportunity, the results of the experience gained from the use of the Guidance for consideration of action to be taken.

7 The circular revokes MSC.1/Circ.1258.

ANNEX

**GUIDANCE TO SEARCH AND RESCUE SERVICES IN RELATION
TO REQUESTING AND RECEIVING LRIT INFORMATION**

1 Purpose

1.1 This note provides guidance to Search and Rescue services¹ of Contracting Governments² in relation to requesting and receiving LRIT information³ transmitted by ships⁴.

2 Related documents

2.1 This note should always be read in conjunction with the salient provisions of:

- .1 Regulation⁵ V/19-1 on Long-range identification and tracking of ships;
- .2 Revised performance standards and functional requirements for the long-range identification and tracking of ships adopted by resolution MSC.263(84); and
- .3 Technical specifications for communications within the LRIT system⁶.

3 Definitions

3.1 Unless expressly indicated otherwise the terms used in this note have the meaning assigned to them in the related documents listed above.

4 Requesting LRIT information

4.1 A Search and Rescue service (SAR service) of Contracting Governments should request, pursuant to the provisions of regulation V/19-1.12, the provision of LRIT information for the search and rescue of persons in distress at sea only via the LRIT Data Centre serving the Contracting Government in whose territory the service is located (the LRIT Data Centre).

4.2 SAR services should request the Contracting Governments in whose territory the service is located to advise them which LRIT Data Centre they should use and to provide them with the contact details of the centre.

¹ Regulation V/2.5 defines *Search and rescue service* as the performance of distress monitoring, communication, coordination and search and rescue functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources including cooperating aircraft, ships, vessels and other craft and installations.

² *Contracting Government* means a Contracting Government to the International Convention for the Safety of Life at Sea, 1974, as amended.

³ Refer to regulation V/19-1.5.

⁴ *Ship* refers to ships, high-speed craft and mobile offshore drilling units which are required to comply with the provisions of regulation V/19-1.

⁵ Unless expressly provided otherwise *Regulation* means a regulation of the International Convention for the Safety of Life at Sea, 1974, as amended.

⁶ Refer to MSC.1/Circ.1259 on Interim revised technical specifications for the LRIT system.

4.3 SAR services should also request the Contracting Governments in whose territory the service is located to provide them with any related guidance and instructions the Contracting Government concerned has established in relation to the provision of LRIT information to them.

4.4 SAR services are advised to establish with the LRIT Data Centre they will be using working procedures and arrangements so as to ensure easy and efficient communications and the expedient processing of their requests for LRIT information.

4.5 Regulation V/19-1.12 specifies that the SAR service of Contracting Governments shall be entitled to receive LRIT information for the search and rescue of persons in distress at sea. Thus, the right to request LRIT information is not limited to SAR services established by Parties to the 1979 SAR Convention.

4.5.1 However, SAR services will be able to request and receive LRIT information only if the Contracting Government which has established them has communicated the relevant information⁷ to the Organization and the related details have been included in the Search and Rescue module of the Global Integrated Shipping Information System (GISIS) of the Organization.

4.5.2 All LRIT Data Centres other than the centre serving the SAR service concerned and the International LRIT Data Exchange are able to process requests for LRIT information only if the LRIT Data Centre serving the SAR service indicates in the request for information the LRIT ID of the LRIT Data User requesting the information. The LRIT Data Distribution Plan, which assigns the LRIT IDs for LRIT Data Users, is able to assign LRIT IDs to SAR services only if the necessary information is provided in the Search and Rescue module of GISIS.

4.6 The provisions of regulation V/19-1.9.1 in relation to the right of an Administration to limit the provision of LRIT information to a Contracting Government requesting such information pursuant to the provisions of regulation V/19-1.8.1.3 do not apply in relation to request of such information by SAR services.

4.7 Regulation V/19-1.12 does not draw any distinction between maritime and aeronautical search and rescue incidents and allows SAR services to request LRIT information, as long as it is for the purpose of the search and rescue of persons in distress at sea.

4.8 A request for the provision of LRIT information for the search and rescue of persons in distress at sea is initiated by the LRIT Data Centre serving the SAR service transmitting a SAR SURPIC message via the International LRIT Data Exchange for broadcast to all LRIT Data Centres. This message requests the most recent data from the databases within all LRIT Data Centres in order to provide the SAR services with the ability to obtain a picture of ships within the geographical area specified by the SAR service requesting the information. In order to determine whether ships within the geographical area specified by the SAR service are transiting towards or away from the specific location the SAR service can request up to the last 4 preset transmission LRIT information from of all ships within the geographical area. All LRIT information which would be provided to the SAR service would be located within the geographical area specified by the SAR service. From that information the SAR service can identify which ships are more favourably positioned to respond to the situation and can poll those ships directly to determine their current locations.

⁷ Refer to COMSAR/Circ.27 on Data format for new combined SAR.2 and SAR.3 circulars concerning information on the current availability of SAR services.

5 Information to be provided when requesting LRIT information

5.1 A SAR service, when wishing to receive LRIT information should indicate to the LRIT Data Centre the criteria to be used by the centre when providing the requested information.

5.2 The criteria to be provided are:

- .1 the geographical area within which LRIT information is requested; and
- .2 the number of LRIT information transmissions requested.

5.3 All LRIT Data Centres are required to provide to SAR services LRIT information irrespective of the location of the geographical area within which the information is requested. Thus, SAR services are able to request LRIT information for geographical areas which are located outside the search and rescue regions which are under their responsibility.

5.3.1 The geographical area may be either circular or rectangular and for these the Technical specifications for communications within the LRIT system use the terms SAR circular area and SAR rectangular area, respectively. SAR services are advised to take into account the information provided in paragraphs 5.4 to 5.4.2 below when defining the geographical areas within which they are requesting the provision of LRIT information. In addition, SAR services, when formulating their initial request for the provisions of LRIT information, are advised to define the geographical area within which they are requesting the provision of LRIT information in a manner that is larger than the search area they have identified for search and rescue purposes, so as to be able to easily identify which ships are transiting towards or away from the specific location.

5.3.2 When requesting LRIT information within a SAR circular area the geographical position of the centre of the area should be indicated in latitude and longitude and the radius in nautical miles.

5.3.3 When requesting LRIT information within a SAR rectangular area the geographical position of the Southwest corner of the area should be indicated in latitude and longitude and the North and East offsets in degrees and minutes.

5.3.4 The LRIT system operates using WGS 84 datum and thus all geographical positions should be with reference to the WGS 84 datum.

5.3.5 All geographical positions (latitude and longitude) should be in degrees and minutes, with a single space between the coordinates and no other spaces, without punctuation, with leading zeros for single number minutes, but not for degrees and with the minutes tick following the minutes part, for example 51°42' N 5°07' E.

5.4 The number of LRIT information transmissions requested relates to the LRIT information received within the LRIT system during the 24 hours preceding the time the LRIT Data Centre will lodge the request of the SAR service for LRIT information and for these the Technical specifications for communications within the LRIT system use the term number of position reports. In this respect, it should be noted that, unless there is a demand for the transmission of LRIT information at more frequent intervals, the shipborne equipment are preset to transmit LRIT information at 6-hour intervals.

5.4.1 When a SAR service indicates a value of 2 in relation to the number of positions it is requesting, it will receive the last two LRIT information transmissions from all ships within the defined geographical area during the previous 24 hours.

5.4.2 SAR services are advised to indicate to the LRIT Data Centre the number of positions they are requesting as it will provide them information in relation to the direction the various ships are heading. However, the number of positions to be requested should not exceed 4.

6 Processing of initial requests for LRIT information

6.1 The LRIT Data Centre serving the SAR service will, using the criteria provided by the SAR service, formulate a request for the provision of LRIT information for search and rescue purposes, in accordance with the provisions of the Technical specifications for communications within the LRIT system, and will forward it to the other LRIT Data Centres through the International LRIT Data Exchange.

6.2 The LRIT Data Centres receiving the request for such information will process it using the criteria provided in the request and will forward, through the International LRIT Data Exchange, to the LRIT Data Centre which requested the information which is available to them.

6.3 The LRIT Data Centre will also process the request in relation to the LRIT information which is transmitted to it and will provide the SAR service with the information it has received from the other LRIT Data Centres and the information it has available.

6.4 Requests for the provision of LRIT information for search and rescue purposes are not assigned, within the LRIT system, any form of handling or processing priority over other requests for LRIT information.

6.5 The LRIT information which will be provided to a SAR service upon request will indicate the positions of the various ships in degrees, minutes and decimals of a minute (to 2 decimals), with a single space between the coordinates and no other spaces, without punctuation, with a stop or a comma as a decimal separator, with leading zeros for single number minutes, but not for degrees and with the minutes tick following the fractional part, for example 51°42.03'N 5°07.14'E.

7 Requesting additional LRIT information

7.1 A SAR service, after it has assessed the LRIT information it has received following its initial request, is able to request the provision of additional LRIT information on demand (i.e., to request the polling of ships in a geographical area).

8 Limitations during the phased-in implementation

8.1 SAR services should note that, in simplified terms, regulation V/19-1.4.1 specifies that ships constructed on or after 31 December 2008 shall transmit LRIT information as from the date they enter service and for ships constructed before 31 December 2008 provides a phased-in implementation schedule which is dependant, *inter alia*, on the date on which the first survey of the radio installation of the ship becomes due after 31 December 2008 and in the case of ships which operate exclusively in sea area A4 after 1 July 2009.

8.1.1 Thus for ships constructed before 31 December 2008:

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

8.2 As a result SAR services are advised that until the end of the phased-in implementation there might be ships within the geographical area within which they are requesting the provision of LRIT information which might have not yet been integrated in the LRIT system. Thus, SAR services should not rely on the LRIT system to provide them a complete picture of the ships in a geographical area during the phased-in implementation.

9 Ship reporting systems

9.1 SAR services should note that the LRIT system does not replace any existing or new ship reporting system.

10 Obligations of SAR services

10.1 Regulation V/19-1.10 specifies that Contracting Governments shall, at all times:

- .1 recognize the importance of long-range identification and tracking information;
- .2 recognize and respect the commercial confidentiality and sensitivity of any long-range identification and tracking information they may receive;
- .3 protect the information they may receive from unauthorized access or disclosure; and
- .4 use the information they may receive in a manner consistent with international law.

10.2 SAR services shall consider themselves obliged to adhere, *mutatis mutandis*, to provisions of regulation V/19-1.10.

10.3 The attention of SAR services is drawn to regulation V/19-1.13 which states that Contracting Governments may report to the Organization any case where they consider that provisions of the regulation or of any other related requirements established by the Organization have not been or are not being observed or adhered to.

11 Cost of the LRIT information provided to SAR services

11.1 Regulation V/19-1.12 provides that SAR services shall be entitled to receive, free of any charges, LRIT information in relation to the search and rescue of persons in distress at sea.

11.2 SAR services should note that the provision of LRIT information to them entails expenditures and costs for the LRIT Data Centres and the International LRIT Data Exchange which needs to be paid by the other LRIT Data Users as an overhead on the charges they have to pay for the provision of LRIT information to them.

11.3 SAR services are strongly urged, notwithstanding the purpose for which they might be requesting the provision of LRIT information, to exercise the right to request LRIT information with due care and to avoid excessive requests.

12 Performance review and audit of the LRIT system

12.1 SAR services are, subject to the provisions of the national legislation of the Contracting Government in whose territory they are located, expected to provide, when requested by the LRIT Coordinator, information, to enable the holistic review of the performance of the LRIT system and for the investigation of any disputes.

12.2 SAR services are thus expected to maintain the necessary records identifying the cases for which they have requested the provision of LRIT information; what information they have requested and when, what LRIT information they have received and when; and how the information was used.

12.2.1 Such records may form part of the operational records maintained by the SAR services.

12.2.2 SAR services should note that all LRIT Data Centres are required to archive LRIT information for at least one year and until such time as the Committee reviews and accepts the annual report of the audit of their performance by the LRIT Coordinator. Thus, SAR services are expected to retain the related records until the Committee reviews and accepts the annual report of the audit of their performance of the LRIT Data Centre providing services to them.

12.3 SAR services are also expected to provide, when requested by the LRIT Coordinator, information on the arrangements they have in place in order to protect the LRIT information they may receive from unauthorized access or disclosure.



Ref. T2-OSS/1.4

MSC.1/Circ.1298
8 December 2008

GUIDANCE ON THE IMPLEMENTATION OF THE LRIT SYSTEM

1 The Maritime Safety Committee (the Committee), at its eighty-fifth session (26 November to 5 December 2008), for the benefit of SOLAS Contracting Governments and Administrations and, in particular, of those involved in the initial implementation of the LRIT system, considered a number of amendments to MSC.1/Circ.1256 on Guidance on the implementation of the LRIT system and approved the Guidance on the implementation of the LRIT system (the Guidance), as set out in the annex.

2 The Guidance identifies the primary duties and obligations of SOLAS Contracting Governments and Administrations at the initial establishment of the LRIT system and should be read together with SOLAS regulation V/19-1 and the Revised performance standards and functional requirements for the long-range identification and tracking of ships adopted by resolution MSC.263(84).

3 The Committee also agreed to keep the Guidance under review and to amend it as and when the circumstances so warrant.

4 SOLAS Contracting Governments are invited to bring the present circular and its annex to the attention of those engaged in the implementation of the provisions of SOLAS regulation V/19-1 and/or the development and establishment of their LRIT Data Centres and/or the initial establishment of the LRIT system.

5 The United States, having agreed to provide the International LRIT Data Exchange on an interim basis, is invited to bring the present circular to the attention of those involved in the operation of the International LRIT Data Exchange.

6 SOLAS Contracting Governments are also invited to bring the present circular and the salient parts of its annex to the attention of Companies operating ships entitled to fly their flag which are required to transmit LRIT information and to provide to such Companies any necessary further guidance and instruction so as to ensure that the objectives of this circular are achieved.

7 SOLAS Contracting Governments, international organizations, non-governmental organizations with consultative status, the LRIT Coordinator, LRIT Data Centres acting through the SOLAS Contracting Government(s) which have established them and the International LRIT Data Exchange, are also invited to bring to the attention of the Committee, at the earliest opportunity, the results of the experience gained from the use of the Guidance for consideration of action to be taken.

8 The circular revokes MSC.1/Circ.1256.

ANNEX

GUIDANCE ON THE IMPLEMENTATION OF THE LRIT SYSTEM

1 Purpose

1.1 This note summarizes the various aspects of the LRIT system with a view to enabling Contracting Governments¹ to implement the system and to ensure the timely compliance of the ships² entitled to fly their flag with the obligation to transmit LRIT information.

1.2 In addition, this note provides salient information which would enable Companies operating ships which are required to comply with the obligation to transmit LRIT information to ensure the survey and certification of their compliance in a timely manner.

2 Related documents

2.1 This note should always be read together with regulation³ V/19-1 and the Revised performance standards and functional requirements for the Long-range identification and tracking of ships⁴ (Revised performance standards).

2.2 Additional information is provided in:

- .1 MSC.1/Circ.1299 on Transitional arrangements and measures for accelerating the completion of the establishment of the LRIT system;
- .2 MSC.1/Circ.1296 on Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information;
- .3 MSC.1/Circ.1295 on Guidance in relation to certain types of ships which are required to transmit LRIT information, on exemptions and equivalents and certain operational matters; and
- .4 MSC.1/Circ.1297 on Guidance to Search and Rescue services in relation to requesting and receiving LRIT information.

3 Overview of the LRIT system

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

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

¹ *Contracting Government* means a Contracting Government to the International Convention for the Safety of Life at Sea, 1974, as amended.

² *Ship* refers to ships, high-speed craft and mobile offshore drilling units which are required to comply with the provisions of regulation V/19-1.

³ *Regulation* means a regulation of the International Convention for the Safety of Life at Sea, 1974, as amended.

⁴ Adopted by resolution MSC.263(84).

3.3 LRIT information is provided to Contracting Governments and Search and Rescue services⁵ entitled to receive the information, upon request, through a system of National, Regional, Cooperative and International LRIT Data Centres, using where necessary, the International LRIT Data Exchange.

3.4 The obligations of ships to transmit LRIT information and the rights and obligations of Contracting Governments and of Search and Rescue services to receive LRIT information are established in regulation V/19-1.

4 LRIT Data Centres

4.1 General

4.1.1 Paragraph 15.1 of the Revised performance standards states that each Administration should decide to which LRIT Data Centre ships entitled to fly its flag are required to transmit LRIT information.

4.1.2 Paragraph 16.1 of the Revised performance standards states that each Contracting Government should obtain the LRIT information to which it is entitled to under the provisions of regulation V/19-1, and has requested, from the LRIT Data Centre designated under paragraph 15.1. Contracting Governments which have no ships entitled to fly their flag may receive the LRIT information they are entitled to under the provisions of regulation V/19-1 from any of the LRIT Data Centres but should select one LRIT Data Centre from which they wish to receive the information and should provide related information to the Organization.

4.1.3 Thus each Contracting Government should either establish or participate in the establishment of an LRIT Data Centre or conclude an agreement with an LRIT Data Centre which is prepared to provide services to it as an LRIT Data Centre.

4.2 National LRIT Data Centre

4.2.1 A Contracting Government establishing a National LRIT Data Centre should provide relevant details to the Organization as soon as possible and well before 31 December 2008 and thereafter should, without undue delay, update the information provided as and when changes occur.

4.2.2 In addition and in accordance with paragraph 8.3.2 of the Revised performance standards, the Contracting Government establishing a National LRIT Data Centre should, if the centre provides services to Contracting Governments other than those which established the centre, provide relevant details to the Organization as soon as possible and well before 31 December 2008 and thereafter should, without undue delay, update the information provided as and when changes occur.

4.3 Regional or Cooperative LRIT Data Centre

4.3.1 One of the Contracting Governments establishing a Regional or Cooperative LRIT Data Centre should provide relevant details to the Organization as soon as possible and well before 31 December 2008 and thereafter should, without undue delay, update the information provided as and when changes occur.

⁵ The term *search and rescue service* is defined in regulation V/2.5.

4.3.2 In addition and in accordance with paragraph 8.3.2 of the Revised performance standards one of the Contracting Governments establishing a Regional or Cooperative LRIT Data Centre should, if the centre provides services to Contracting Governments other than those which established the centre, provide relevant details to the Organization as soon as possible and well before 31 December 2008 and thereafter should, without undue delay, update the information provided as and when changes occur.

4.4 Contracting Governments other than those establishing National, Regional or Cooperative LRIT Data Centres

4.4.1 Contracting Governments other than those establishing National, Regional or Cooperative LRIT Data Centres are strongly advised to take action so as to conclude an agreement with an LRIT Data Centre as soon as possible and well before 31 December 2008. Paragraphs 4.4.2 and 5.4.3 below expand on some of the reasons which may delay or make impossible the conclusion of such agreements. Paragraph 4.4.4 cites one of the likely adverse consequences of the non identification of the LRIT Data Centre the services of which are to be used may lead to.

4.4.2 Upon request, National, Regional and Cooperative LRIT Data Centres may provide services to Contracting Governments other than those establishing the centre. Although paragraph 8.3.1 of the Revised performance standards states that the arrangements for providing such services should be agreed between the LRIT Data Centre and the Contracting Government requesting the provision of the services, such agreements may be subject to the agreement, approval, acceptance or concurrence of the Contracting Government(s) establishing the centre. In addition, the LRIT Data Centre would need to put in place and test, before 31 December 2008, the necessary arrangements for providing to the Contracting Government requesting the provision of the services as such arrangements may have implications on the systems of the centre.

4.4.3 Notwithstanding the provisions of paragraph 8.3.2 of the Revised performance standards Contracting Governments other than those establishing National, Regional or Cooperative LRIT Data Centres should provide to the Organization as soon as possible and well before 31 December 2008 information in relation to the LRIT Data Centre it would be using for obtaining LRIT information and thereafter should, without undue delay, update the information provided as and when changes occur.

4.4.4 Contracting Governments other than those establishing National, Regional or Cooperative LRIT Data Centres are advised that unless they provide to the Organization information in relation to the LRIT Data Centre they would be using for obtaining LRIT information, their SAR services would be unable to request and receive LRIT information for the search and rescue of persons in distress at sea.

4.5 Settlement of financial obligations

4.5.1 Each LRIT Data Centre should settle its financial obligations *vis-à-vis* the LRIT Data Centres which provide to it LRIT information in a timely manner in accordance with the arrangements they have agreed.

5 Application Service Providers

5.1 General

5.1.1 Paragraphs 5.1.1 and 5.1.2 of the Revised performance standards state that Contracting Governments should recognize the Application Service Providers (ASPs) providing services to the LRIT Data Centre and paragraph 5.2 states that Contracting Governments should provide to

the Organization a list with the names and contact details of the ASPs they recognize together with any associated conditions of recognition and thereafter should, without undue delay, update the Organization as changes occur.

5.1.2 Contracting Governments should note that in all cases ASPs may require the conclusion of relevant agreement(s) between them and the Contracting Government(s) seeking to recognize them and/or the LRIT Data Centre to which they will be providing services.

5.2 Contracting Governments establishing National LRIT Data Centres

5.2.1 Contracting Governments establishing a National LRIT Data Centre should decide which ASP(s) is to provide the required services to the centre; should recognize them in accordance with their national practice; and should communicate to the Organization the required information as soon as possible and well before 31 December 2008 and thereafter should, without undue delay, update the information provided as and when changes occur.

5.3 Contracting Governments establishing Regional or Cooperative LRIT Data Centres

5.3.1 Paragraph 5.1.2 of the Revised performance standards states that in the case of Regional and Cooperative LRIT Data Centres the arrangements for recognizing the ASP(s) should be agreed amongst the Contracting Governments establishing or participating in the establishment of the centre.

5.3.2 Contracting Governments establishing Regional or Cooperative LRIT Data Centre should decide which ASP(s) are to provide the required services to the centre; should recognize them in accordance with their national practice; and should communicate to the Organization the required information as soon as possible and well before 31 December 2008 and thereafter should, without undue delay, update the information provided as and when changes occur.

5.3.3 Notwithstanding the provisions of paragraph 5.2 of the Revised performance standards which stipulates that each Contracting Government should communicate to the Organization information in relation to the ASPs it recognizes and taking into account that, in accordance with paragraph 8.2 of the Revised performance standards, one of the Contracting Governments establishing Regional or Cooperative LRIT Data Centres should provide relevant details to the Organization and thereafter should, without undue delay, update the information provided as and when changes occur, in lieu of each of the Contracting Governments establishing Regional or Cooperative LRIT Data Centres communicating individually to the Organization information in relation to the ASPs it recognizes, one of the Contracting Governments establishing such centres may, acting on behalf of the others, communicate to the Organization the relevant information and update the information provided as and when changes occur.

5.4 Contracting Governments other than those establishing National, Regional or Cooperative LRIT Data Centres

5.4.1 Contracting Governments other than those establishing National, Regional or Cooperative LRIT Data Centres should agree with the LRIT Data Centre the services of which they would be using the ASP(s) which is to provide the required services as far as the ships which are entitled to fly their flag.

5.4.2 In accordance with the Revised performance standards the selection of which ASPs are to provide services to an LRIT Data Centre is the prerogative of the Contracting Governments establishing the centre.

5.4.3 Contracting Governments other than those establishing National, Regional or Cooperative LRIT Data Centres should note that they may not be able to require the LRIT Data Centre the services of which they would be using to use an ASP of their choice in cases where such an ASP is not one of the ASP(s) which are recognized by the Contracting Government(s) establishing the centre. In addition, although the centre may be prepared to accommodate such requests its decision may be subject to the agreement of the Contracting Government(s) establishing the centre.

5.4.4 Contracting Governments other than those establishing National, Regional or Cooperative LRIT Data Centres, after they have reached an agreement with the LRIT Data Centre the services of which they would be using in relation to the ASP(s) which is to provide the required services as far as the ships entitled to fly their flag, should recognize the ASPs in accordance with their national practice; and should communicate to the Organization the required information as soon as possible and well before 31 December 2008 and thereafter should, without undue delay, update the information provided as and when changes occur. The obligation to recognize the ASP(s) and to communicate to the Organization related information is not in any way waived or altered by the fact that the ASP(s) may be the same as those recognized by the Contracting Government(s) establishing the centre.

6 Communication Service Providers

6.1 General

6.1.1 Contracting Governments are not required to recognize the Communication Service Provider(s) (CSPs) or to communicate to the Organization any information relating to the CSPs which are handling the LRIT information transmitted by ships entitled to fly their flag.

6.1.2 Contracting Government should note that although the provisions of the Revised performance standards do not expressly state so, as the CSPs provide the communication services which link the shipborne equipment transmitting LRIT information with the ASPs, the CSPs need to be able to interface with the system used by the ASPs in providing the required services and thus is a matter to be decided by the ASPs.

7 Administrations

7.1 General

7.1.1 Administrations should, as soon as possible and well before 31 December 2008, provide to:

- .1 Companies and owners of ships entitled to fly their flag relevant guidance on all pertinent LRIT-related matters and in particular information in relation to the LRIT Data Centre to which ships should transmit LRIT information, the ASPs they have recognized within the framework of the Revised performance standards, the ASPs they have authorized to carry out conformance tests and the survey and certification of the compliance of ships with the provisions of regulation V/19-1 and the Revised performance standards; and
- .2 Recognized Organizations which may be authorized to survey and certify the compliance of the ships entitled to fly their flag with the requirements of regulation V/19-1 and the Revised performance standards, relevant instructions including information in relation to the ASPs they have recognized,

and thereafter should, without undue delay, update the information provided.

7.1.2 Administrations should, as soon as possible and well before 31 December 2008, provide to the LRIT Data Centre they have decided to use the information specified in paragraph 15.2 of the Revised performance standards in relation to the ships which are entitled to fly their flag.

7.1.2.1 However, in doing so Administrations should note that in simplified terms regulation V/19-1.4.1 specifies that ships constructed on or after 31 December 2008 shall transmit LRIT information as from the date they enter service and for ships constructed before 31 December 2008 provides a phased-in implementation schedule which is dependent, *inter alia*, on the date on which the first survey of the radio installation of the ship becomes due after 31 December 2008 and in the case of ships which operate exclusively in sea area A4 after 1 July 2009. Thus for ships constructed before 31 December 2008:

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

7.1.2.2 As a result, for ships constructed before 31 December 2008, Administrations may opt, subject to the arrangements to be agreed with the LRIT Data Centre concerned, to provide the information specified in paragraph 15.2 of the Revised performance standards in stages at agreed periodical intervals which ensure that the centre is provided with the information in a timely manner. During the initial implementation of the LRIT system such an arrangement may prove to be beneficial for the Administration and the centre concerned especially if a large number of ships are involved or ships are likely to be transferred to the flag of another Contracting Government or another State during the period of the phased-in implementation.

7.1.3 Subject to the provisions of paragraph 7.1.2.2, Administrations are advised to provide the information specified in paragraph 15.2 of the Revised performance standards to the ASPs they recognize within the framework of the Revised performance standards, and to the ASPs they have authorized to carry out conformance tests. The ASPs, in order to provide the required services, may require additional information for example the shipborne equipment identifier for each of the ships which will be transmitting LRIT information through them to an LRIT Data Centre or other technical details of the shipborne equipment to be used for the transmission of LRIT information. In such cases the Administration should either provide the required information or should direct Companies operating ships entitled to fly its flag to provide to the ASPs the relevant information.

7.1.4 Administrations should comply at all times with the provisions of paragraphs 15.3 to 15.5 of the Revised performance standards and should communicate to the LRIT Data Centre and to ASPs concerned the related information in a timely manner.

7.1.5 The communication of information by an Administration to Recognized Organizations acting on its behalf in relation to matters which fall within the scope of the provisions of paragraphs 15.3 to 15.5 of the Revised performance standards is outside the scope of this guidance and remains subject to the arrangements agreed between the Administration and the Recognized Organizations concerned.

7.1.6 Administrations should provide to Recognized Organizations acting on its behalf relevant instructions in relation to the survey and certification of ships which are entitled to fly their flag.

7.2 *Transfer of flag*

7.2.1 Contracting Governments should have in place directions to Companies which plan to transfer a ship they operate to its flag which ensure that they are promptly advised by the Companies concerned when a ship is to be transferred.

7.2.1.1 In such cases the Contracting Government concerned should provide to the LRIT Data Centre and to the ASP concerned the information specified in paragraphs 15.2 and 15.4 of the Revised performance standards in a timely manner so as to enable the integration of the ship into the LRIT system and the survey and certification of its compliance.

7.2.2 Administrations should have in place directions to Companies operating ships entitled to fly their flag which ensure that they are promptly advised by Companies when a ship entitled to fly their flag is to be transferred to the flag of another Contracting Government or another State or when the ship is to be taken permanently out of service.

7.2.2.1 In such cases the Administration concerned should promptly provide to the LRIT Data Centre and to the ASP concerned the information specified in paragraph 15.5 of the Revised performance standards.

7.2.2.2 In cases where a ship is to be transferred to the flag of another Contracting Government, the Administration concerned should promptly issue the required direction so as to ensure the timely decommissioning of the shipborne equipment and thus enable the ship concerned to commence transmitting LRIT information to the LRIT Data Centre which has been identified by the Contracting Government whose flag the ship will be entitled to fly.

8 Contracting Governments

8.1 Communication of information to the Organization

8.1.1 Contracting Governments should, as soon as possible and well before 31 December 2008, communicate to the Organization and enter into the LRIT Data Distribution Plan the required information so as to enable the establishment and operation of the LRIT system and thereafter should, without undue delay, update the information provided as and when changes occur so as to enable the continuous efficient functioning of the LRIT system.

8.1.1.1 The information to be communicated to the Organization are those specified in regulation V/19-1.8.2 and paragraphs 5.2, 8.1 or 8.2, 8.3.2, 11.2 and 16.1.1 of the Revised performance standards. However, the information required in paragraphs 11.2.2 of the Revised performance standards should be entered in the LRIT Data Distribution Plan either manually or by uploading the relevant files in GML format as specified in the Technical specifications for the LRIT Data Distribution Plan.

8.1.2 Contracting Governments should, as soon as possible and well before 31 December 2008, communicate to the Organization a list with the names and contact details of the authorized testing ASPs⁶ together with any associated conditions of authorization and thereafter should, without undue delay, update the Organization as changes occur.

8.1.3 Subject to the provisions of the statutes of the Contracting Government concerned all communications of information to the Organization should originate from the Head of the Ministry or Department of Foreign or External Affairs or equivalent; or the Head of the Ministry or Department of Transport or Communications or equivalent if under the statutes of the Contracting Government concern is designated as the competent or appropriate authority for matters relating to the Convention⁷; or the Head of the Ministry or Department or Agency which under the statutes of the Contracting Government concern is designated as the competent or appropriate authority for matters relating to the Convention, or by the Diplomatic Mission of the State concerned based in the United Kingdom or accredited to the Government of the United Kingdom of Great Britain and Northern Ireland; or by the Permanent Mission of the Member State concerned to Organization, if such a mission exists.

8.1.4 All communications of information should be addressed and send to:

The Secretary-General
International Maritime Organization
4 Albert Embankment
London SE1 7SR
United Kingdom

Facsimile number: + 44 20 7587 3210

E-mail address: info@imo.org (with copy to e-mail address : LRIT@imo.org)

8.1.5 The communication of information may be in the form of a signed and sealed letter or in case it originates from Ministry or Department of Foreign or External Affairs or equivalent or a Diplomatic or Permanent Mission it may be in the form of a note verbale.

8.1.6 Subject to the practice of the Contracting Government concerned in relation to communicating information to the Organization or the Secretary-General in his capacity as the Depository for Convention, the communication of information should follow as much as is practically possible the models provided in the Appendix 1.

8.1.7 In addition, Contracting Governments should update the information they communicated to the Organization pursuant to the provisions of regulation XI-2/13 and the information they have provided in response to COMSAR/Circ.27 on Data format for new SAR.2 and SAR.3 circulars concerning information on current availability of SAR services, or in case they have not provided such information to do so.

⁶ Refer to MSC.1/Circ.1296 on Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information.

⁷ *Convention* means a Contracting Government to the International Convention for the Safety of Life at Sea, 1974, as amended.

8.1.8 The Contracting Governments have agreed that the LRIT system should use simplified geographical areas⁸ when processing requests for the provision of LRIT information pursuant to the provisions of regulation V/19-1.8.1. The agreed caveats to be posted on the LRIT Data Distribution Plan are set out in the Appendix 2.

8.2 *Instructions to LRIT Data Centres in relation to the LRIT information requested*

8.2.1 Contracting Governments should as soon as possible and well before 31 December 2008, provide to the LRIT Data Centres they are establishing or the services of which they will be using instructions in relation to the LRIT information they wish to receive taking into account the provisions of regulation V/19-1.8.1 and paragraphs 16.2 to 16.4 of the Revised performance standards and thereafter should update the instructions as the need arises.

8.3 *Settlement of financial obligations*

8.3.1 Each Contracting Government should settle its financial obligations *vis-à-vis* the LRIT Data Centres which provide to it LRIT information in a timely manner in accordance with the arrangements they have agreed.

8.3.2 Contracting Governments should use the designated national point(s) of contact for LRIT-related matters communicated to the Organization, as the first point of contact when initiating discussions with a view to concluding relevant agreements with other Contracting Governments in relation to the settlement of financial obligations.

9 **Companies**

9.1 *Survey and certification of compliance of ships*

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

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

9.1.3 The conformance tests should be conducted by the ASPs which the Administration has recognized within the framework of the Revised performance standards and through which the ship will be transmitting LRIT information to the LRIT Data Centre identified by the Administration or the ASPs they have authorized to carry out conformance tests.

⁸ The related guidance and associated constraints are specified in section 5 of part I of the Technical specifications for the LRIT Data Distribution Plan which are set out in the annex to MSC.1/Circ.1259 on Interim revised technical specifications for the LRIT system.

9.2 *Transfer of flag*

9.2.1 When a ship operated by the Company is to be transferred to the flag of another Contracting Government, the Company should:

- .1 promptly provide to the Administration the information specified in paragraph 15.5 of the Revised performance standards so as to enable the Administration to provide to the LRIT Data Centre and the ASP the required information in a timely manner;
- .2 promptly provide to the Contracting Government to whose flag the ship would be transferred the information specified in paragraphs 15.2 and 15.3 of the Revised performance standards so as to enable the Contracting Government to provide to the LRIT Data Centre and the ASP the required information in a timely manner; and
- .3 settle all outstanding or pending matters so as to enable the timely decommissioning of the shipborne equipment and enable the ship concerned to commence transmitting LRIT information to the LRIT Data Centre which has been identified by the Contracting Government whose flag the ship will be entitled to fly.

9.2.2 When a ship operated by the Company is to be transferred to the flag of another State or when the ship is to be taken permanently out of service, the Company should promptly provide to the Administration the information the Administration has specified so as to enable the Administration concerned to provide to the LRIT Data Centre and the ASP the required information in a timely manner.

10 Port State Notice of Arrival

10.1 Administrations wishing to engage in verifications of Notices of Arrival tendered by ships entitled to fly their flag to a port State in order to enable the port State concerned to initiate the process of tracking a specific ship proceeding to its port, should instruct the ships entitled to fly their flag to transmit a copy of the Notice of Arrival they tender to a port State to the LRIT Data Centre to which the ship is transmitting LRIT information. In this manner it would be up to each Administration, if it so wished, to validate the requests of any Contracting Government for the provision of LRIT information as a port State.

11 Ship not transmitting due to outside failure of the LRIT system

11.1 When the LRIT information transmitted by a ship cannot be received by those entitled to receive such information, for example a Contracting Government as a port State, due to a failure or a situation outside the control of the ship, for example:

- .1 due to a failure of the CSP or the ASP or of the LRIT Data Centre; or
- .2 because the Administration has not made the/any necessary arrangements; or
- .3 because the LRIT Data Centre to which the ship is transmitting LRIT information is declining to provide the requested LRIT information to the LRIT Data Centre it is requesting them due to their financial disputes,

in view of the fact that the failure or the situation is outside of the control of the ship, Contracting Governments should not impose sanctions on the ship because they are unable to receive LRIT information transmitted by the ship.

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

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

12 Ship undergoing repairs, modifications or conversions in dry-dock or in port or laid up for a long period

12.1 Paragraph 4.4.1 of the Revised performance standards provides 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 master or the Administration may reduce the frequency of the transmission LRIT information to one transmission every 24-hour period, or may temporarily stop the transmission of such information.

12.2 Administrations should issue instructions to masters of ships entitled to fly their flag in relation whether they are authorized, and if so under what circumstances and on how they are able, to reduce, pursuant to the provisions of paragraph 4.4.1 of the Revised performance standards, the frequency of the transmission LRIT information or to temporarily stop the transmission of such information when a ship is undergoing repairs, modifications or conversions in dry-dock or in port or is laid up for a long period.

12.3 It should be noted that, depending on the duration of the suspension of the transmission of LRIT information, the apparent savings to be realized may be less than the cost and charges incurred as a result of consequence in terms of communication services.

12.4 It is highly advisable that, instead of suspending the transmission of LRIT information, to reduce the transmission rate to one every 24 hours and thus also leave the ship integrated in the LRIT system.

Appendix 1

MODEL OF LETTER FOR COMMUNICATION OF INFORMATION

Guidance notes

- 1 *The model letter provided below has been developed for use by Contracting Governments establishing National LRIT Data Centres.*
- 2 *Contracting Governments establishing Regional or Cooperative LRIT Data Centres may modify accordingly the model letter provided below and should consult with the Secretariat to this end.*
- 3 *The part of model letter provided below relating to the communication of information in relation to authorized testing ASPs may be in a separate communication and the model may be used by all Contracting Governments irrespective of the LRIT Data Centre they will be establishing or using.*
- 4 *Contracting Governments not establishing LRIT Data Centres but using the services of centres established by other Contracting Governments may modify accordingly the model provided below and should consult with the Secretariat to this end.*
- 5 *Contracting Governments may opt to communicate in the first instance the names and contact details of the designated national point of contact for communications in relation to matters pertaining to LRIT-related matters and of his/her alternates, if any. In such cases, the designated national point of contact should communicate the rest of the required information using the model provided below by modifying it accordingly and before doing so should consult with the Secretariat.*
- 6 *Contracting Governments are advised that the designated national point of contact would be issued with the required user name and password for access to the LRIT Data Distribution Plan and would be able to activate at any time thereafter the part of the plan which pursuant to the provisions of regulation V/19-1.9.1 would indicate to all Contracting Governments that the Contracting Government who has designate him/her as the national point of contact has decided that LRIT information about ships entitled to fly its flag shall not be provided pursuant to the provisions of regulation V/19-1.8.1.3 to one or several of the Contracting Governments. It would also be able, at any time thereafter, to amend, suspend or annul such actions. It is the responsibility of the Contracting Governments to issue appropriate instructions in this respect to those they would be designating as national points of contact and to monitor and supervise their action.*
- 7 *Contracting Governments should consult with the Secretariat as far as the communication of information in relation to non-metropolitan territories to which the application of the Convention has been extend or special administrative regions in which the Convention applies.*

Model letter

<insert date>

The Secretary-General
International Maritime Organization
4 Albert Embankment
London SE1 7SR
United Kingdom

Your Excellency,

I have the honour to refer to the provisions of regulation V/19-1 of the International Convention for the Safety of Life at Sea, 1974, as amended, on Long-range identification and tracking of ships, and to the provisions of the Revised performance standards and functional requirements for the long-range identification and tracking of ships adopted by resolution MSC.263(84) and I wish to inform you that the Government of <insert name of State> has designated as the national point of contact for communications in relation to matters pertaining to long-range identification and tracking of ships:

<insert title, first name and family name or surname of official>

<insert position or functional title>

<insert ministry, department, agency, authority or organization where is employed>

<insert office address>

<insert postal address, if other than office address>

Telephone number: <insert country code, area code and number>

[Outside office hours][Mobile] telephone number: <insert country code, area code and number>

Facsimile number: <insert country code, area code and number>

E-mail address: <insert address>

[and as the alternate national point of contact for communications in relation to matters pertaining to long-range identification and tracking of ships:

<insert title, first name and family name or surname of official>

<insert position or functional title>

<insert ministry, department, agency, authority or organization where is employed>

<insert office address>

<insert postal address, if other than office address>

Office telephone number: <insert country code, area code and number>

[Outside office hours][Mobile] telephone number: <insert country code, area code and number>

Facsimile number: <insert country code, area code and number>

E-mail address: <insert address>]

The aforesaid official(s) [has][have] been duly authorized to communicate all further information required [, including the names and contact details of any official(s) who may be appointed as their successor(s)].

The Government of *<insert name of State>* has decided to establish a National LRIT Data Centre [, which will be operated on behalf of the Government of *<insert name of State>* by *<insert the registered name of the legal entity which has been contracted to establish and operate the LRIT Data Centre>*]. The contact details of centre are:

<insert address of the centre or the operator>
<insert postal address, if other than the address provided above>
Telephone number: *<insert country code, area code and number>*
24-hour telephone number⁹: *<insert country code, area code and number>*
Facsimile number: *<insert country code, area code and number>*
E-mail address: *<insert address>*
URI: *<insert Uniform Resource Identifier>*

The person in charge of the aforesaid centre is:

<insert title, first name and family name or surname>
<insert position or functional title>
Telephone number: *<insert country code, area code and number>*
Facsimile number: *<insert country code, area code and number>*
E-mail address: *<insert address>*

[The Government of *<insert name of State>* has agreed that its National LRIT Data Centre will be also providing services to the Government (s) of *<insert names of State to which the LRIT Data Centre will be providing services>*.]¹⁰

The Government of *<insert name of State>* has recognized as Application Service Provider working with its National LRIT Data Centre:

<insert registered name of recognized Application Service Provider>
<insert office address>
<insert postal address, if other than office address>
Telephone number: *<insert country code, area code and number>*
24-hour telephone number¹¹: *<insert country code, area code and number>*
Facsimile number: *<insert country code, area code and number>*
E-mail address: *<insert address>*

under the following conditions *<insert conditions under which the recognition has been granted e.g., conditions which the Application Service Provider which is required to meet and which need to be known by other Contracting Government and information on whether it is authorized to conduct conformance testing only and submit its results for the issue of the related Conformance test report by the Government of <insert name of State> or to conduct conformance testing and issue the related Conformance test reports on behalf of the Government of <insert name of State>>*.

⁹ If other than the telephone number.

¹⁰ Refer to paragraphs 8.3.2 and 16.1.1 of the Revised Performance standards.

¹¹ If other than the telephone number.

I have [also] the honour to refer to the provisions MSC.1/Circ.1296 on Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information and I wish to inform you that the Government of *<insert name of State>* has authorized the following as Application Service Providers to act on its behalf as testing Application Service Providers as defined in aforesaid circular:

{for each authorized testing Application Service Provider please provide the following information}

<insert registered name of authorized testing Application Service Provider>

<insert office address>

<insert postal address, if other than office address>

Telephone number: *<insert country code, area code and number>*

24-hour telephone number¹²: *<insert country code, area code and number>*

Facsimile number: *<insert country code, area code and number>*

E-mail address: *<insert address>*

under the following conditions *<insert conditions under which the authorization has been granted, e.g., to conduct conformance testing only and submit its results for the issue of the related Conformance test report by the Government of <insert name of State> or to conduct conformance testing and issue the related Conformance test reports on behalf of the Government of <insert name of State>>*.

<signature and official seal (if necessary)>

<insert title, first name and family name or surname of official>

<insert position or functional title>

¹² If other than the telephone number.

Appendix 2

CAVEATS TO BE POSTED ON THE LRIT DATA DISTRIBUTION PLAN

The Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 as amended (the Convention) have agreed, solely for the convenience and the efficient functioning of the LRIT system and in order to enable the provision of the LRIT information they are entitled to request and receive, that, in lieu of providing precise geographical coordinate points defining waters landward of the baselines and/or the territorial sea they have established in accordance with international law, to provide instead simplified approximations of waters on the landward side of the baselines which are navigated by ships which are required to comply with the provisions of regulation V/19-1 of the Convention and of the territorial sea and of their coastlines.

The geographical information provided in the LRIT Data Distribution Plan are unilateral declarations of the Contracting Governments to the Convention (Contracting Governments) concerned and have been entered or uploaded by Contracting Governments themselves or have been entered or uploaded by the Secretariat on the expressed request of the Contracting Government concerned.

The geographical information so provided does not imply any right or obligation of individual Contracting Government other than for the sole purpose of complying with provisions of regulation V/19-1 of the Convention. Their use by the LRIT system does not constitute any form of recognition or acceptance by the other Contracting Governments.

The geographical information provided shall not be interpreted or considered as supporting or prejudicing the position of Contracting Governments in relation to land or maritime claims or land or maritime sovereignty disputes.

The Contracting Governments have further agreed that none of the data or information provided in relation to the geographical areas defined in the LRIT Data Distribution Plan shall prejudice the rights, jurisdiction or obligations of States under international law, in particular relating to, the continental shelf, the legal regimes of the high seas, the exclusive economic zone, the contiguous zone, the territorial seas, internal waters or the straits used for international navigation and archipelagic sea lanes.

The International Maritime Organization is making available through the LRIT Data Distribution Plan server the geographical information provided by the Contracting Government at their request and this does not imply the expression of any opinion whatsoever on the part of the Secretariat of the International Maritime Organization concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.