



Marine Notice No. 30 of 2008

Long Range Identification and Tracking of Ships (LRIT) SOLAS V/19-1

***For attention of all Owners, Operators, and Masters of
Passenger, Cargo Vessels and Self-propelled mobile offshore
drilling units***

APPLICATION

The Maritime Safety Committee (MSC) at its 81st session in May 2006 adopted the amendment of the International Convention for the Safety of Life at Sea (SOLAS), 1974, introducing in Chapter V of the Convention a new regulation for the Long Range Identification and Tracking of Ships (LRIT) together with associated performance standards and functional requirements.

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.

Subject to the provisions of the following paragraphs 1.1 and 1.2, SOLAS regulation V/19-1, the new amendment, shall apply to the following types of ships engaged on international voyages:

- passenger ships, including high-speed passenger craft;
- cargo ships, including high-speed craft, of 300 gross tonnage^{1[1]} and upwards;
and
- self-propelled mobile offshore drilling units, not on location.

The term “ship”, when used in the following paragraphs includes the passenger and cargo ships, high-speed craft and the mobile offshore drilling units that are subject to the provisions of this SOLAS regulation.

^{1[1]} The gross tonnage to be used for determining whether a cargo ship or high-speed craft is required to comply with the provisions of SOLAS regulation V/19-1 shall be that determined under the provisions of the International Convention on Tonnage Measurement of Ships, 1969 irrespective of the date on which the ship or high-speed craft has been or is being constructed.

1 1 REQUIREMENTS

- .1 SOLAS regulation V/19-1 came into force on 1 January 2008, and the LRIT system is to be operational by 31 December 2008. The SOLAS amendment provides for Contracting Governments to be entitled to receive identification, position, and time reports from:
 - 1.1. Ships registered flying the flag of that member flag State wherever the ship is located.
 - 1.2. Ships that have declared their intention to enter a port in a member State's territory.
 - 1.3. Ships passing up to 1000 miles from the coastline of a member State's territory.
 - 1.4. Ships in an area where a Search and Rescue operation is underway.
- .2 Ships must be fitted with a system to automatically transmit the information specified in paragraph 1.4 below as follows:
 - 2.1. ships constructed on or after 31 December 2008;
 - 2.2. ships constructed before 31 December 2008 and certified for operations:
 - 2.2.1. in sea areas A1 and A2, as defined in SOLAS regulations IV/2.1.12 and IV/2.1.13; or
 - 2.2.2. in sea areas A1, A2 and A3, as defined in SOLAS regulations IV/2.1.12, IV/2.1.13 and IV/2.1.14; not later than the first survey of the radio installation after 31 December 2008;
- .3 ships constructed before 31 December 2008 and certified for operations in sea areas A1, A2, A3 and A4, as defined in SOLAS regulations IV/2.1.12, IV/2.1.13, IV/2.1.14 and IV/2.1.15, not later than the first survey of the radio installation after 1 July 2009. However, these ships must comply with the provisions of subparagraph .2 above whilst they operate within sea areas A1, A2 and A3.
- .4 Ships, irrespective of the date of construction, fitted with an automatic identification system (AIS), as defined in SOLAS regulation V/19.2.4, and operated exclusively within sea area A1, as defined in SOLAS regulation IV/2.1.12, will not be required to comply with the provisions of SOLAS regulation V/19-1.
- .5 Subject to the provisions of paragraph 2 above, ships must automatically transmit the following long-range identification and tracking information:
 - 5.1. the identity of the ship;
 - 5.2. the position of the ship (latitude and longitude); and

- 5.3. the date and time of the position provided.
- .6 Systems and equipment used to meet the requirements of SOLAS regulation V/19-1 must conform to performance standards and functional requirements not inferior to those adopted by section 4 of MSC 263(84). Any shipboard equipment must be of a type approved by the Maritime Administration or duly recognized organization authorized to act on its behalf.
 - .7 Resolution [MSC 263\(84\)](#) adopted in May 2008 - Revised performance Standards and functional requirements for the LRIT of ships (this revokes [MSC 210\(81\)](#), [MSC 254\(83\)](#)). The LRIT system provides for the global identification and tracking of ships.
 - .8 The LRIT system consists of the shipborne LRIT information transmitting equipment, Communication Service Provider(s), Application Service Provider(s), LRIT Data Centre(s), including any related Vessel Monitoring System(s), an International LRIT Data Exchange and an IMO LRIT Data Distribution Plan.
 - .9 Certain aspects of the performance of the LRIT system are to be reviewed or audited by an LRIT Co-ordinator acting on behalf of the IMO and all Contracting Governments.
 - .10 LRIT information will be provided to Contracting Governments and Search and Rescue services ^{2[2]} entitled to receive the information, upon request, through a system of National, Regional, Co-operative and International LRIT Data Centres, using where necessary, the LRIT International Data Exchange.
 - .11 This Administration will be required to provide to the LRIT Data Centre it has selected, a list of the ships entitled to fly its flag and required to transmit LRIT information, together with other salient details and updates, without undue delay, including updates when there are changes within the fleet. Ships will only transmit the LRIT information to the LRIT Data Centre selected by their flag administrations.
 - .12 Contracting Governments, including this Administration, must, at all times:
 - 12.1. recognize the importance of long-range identification and tracking information;
 - 12.2. recognize and respect the commercial confidentiality and sensitivity of any long-range identification and tracking information they may receive;
 - 12.3. protect the information they may receive from unauthorized access or disclosure; and
 - 12.4. use the information they may receive in a manner consistent with international law.

^{2[2]} The term *search and rescue service* is defined in SOLAS regulation V/2.5 (see amendments to Chapter V adopted on 20 May 2004, under cover of resolution MSC.153(78), which entered into force on 1 July 2006).

- .13 Unless the legislation of the flag State provides otherwise, ships entitled to fly its flag shall not incur any charges for transmitting long-range identification and tracking information in compliance with the provisions of SOLAS regulation V/19-1.

2 EU LRIT DATA CENTRE

- .1 Each flag State must decide to which LRIT Data Centre ships entitled to fly its flag shall be required to transmit LRIT information.
- .2 Under SOLAS regulation V/19-1, a Contracting Government may establish its own National, Regional or Co-operative LRIT Data Centre.
- .3 This Administration will use the EU LRIT Data Centre, an EU Co-operative LRIT Data Centre.
- .4 Although the EU LRIT Data Centre will be collecting additional information from ships, the Data Centre may only transmit the required LRIT information to any other LRIT Data Centre through the International LRIT Data Exchange. Routing Rules established and controlled by the IMO within the International Data Distribution Plan shall preclude any unauthorized access to ship information by entities other than those allowed under the provisions of SOLAS regulation V/19-1.

3 IMPLEMENTATION

- .1 The IMO, recognizing the need to put in place arrangements with a view to ensuring the prompt establishment of the International LRIT Data Centre and of the International LRIT Data Exchange as well as the need for testing and confirming the function of the LRIT system as envisaged in the LRIT architecture has urged Contracting Governments:
- 1.1. to promptly put in place the necessary arrangements for the smooth integration of the ships entitled to fly their flag into the LRIT system so as to be able to;
- 1.2. submit to the IMO their firm intentions in relation to the establishment of National, Regional and Co-operative LRIT Data Centre(s);
- 1.3. submit to the IMO, the information required by SOLAS regulation V/19-1 and those needed for the establishment of the LRIT Data Distribution Plan no later than 1 January 2008;
- 1.4. submit to the EU LRIT Data Centre the information specified in the Performance Standards no later than 1 July 2008; and
- 1.5. update such information as and when changes occur;
- 1.6. to urge ships entitled to fly their flag to participate in trials and testing of the LRIT system;

- 1.7. to take early and appropriate actions to ensure that all necessary infrastructures are in place, timely, for the establishment of the LRIT system; and
- 1.8. in consultation with the industry, if feasible, to implement the provisions of SOLAS regulation V/19-1 before the dates its provisions are envisaged to become effective.
- .2 The Maritime Administration is complying with the IMO and has made arrangements to implement such a system through the EU LRIT Data Centre.
- .3 Subject to the applicability provisions of SOLAS regulation V/19-1, all ships entitled to fly the flag of Ireland shall be obliged to participate.
- .4 Performance testing of the shipboard LRIT system shall be done during the survey of the GMDSS radio installation.
- .5 The Irish Maritime Administration shall provide the EU LRIT Data Centre the following information for each of the ships entitled to fly its flag that is required to transmit LRIT information:
 - 5.1. name of ship;
 - 5.2. IMO Ship identification number;
 - 5.3. call sign; and
 - 5.4. Maritime Mobile Service Identity.
- .6 Upon the transfer of the flag of a ship, which will be required to transmit LRIT information from another State to the Irish Flag, the Maritime Administration shall, without undue delay, provide the EU LRIT Data Centre in addition to the information, specified in paragraph 3.4 the following information:
 - 6.1. the effective date and time (UTC) of transfer; and
 - 6.2. the State whose flag the ship was formerly entitled to fly.
- .7 The Maritime Administration shall, without undue delay, update the EU LRIT Data Centre as and when changes to the information it has provided under paragraphs 3.4 and 3.5 occur.
- .8 Upon the transfer of the flag of a ship which is required to transmit LRIT information from the Irish flag to another State or when the ship is to be taken permanently out of service, the Maritime Administration shall, without undue delay, provide the EU LRIT Data Centre the following information:
 - 8.1. name of ship;
 - 8.2. IMO Ship identification number;

8.3. the effective date and time (UTC) of the transfer, or when the ship was, or will be, taken permanently out of service; and

8.4. the State to which the flag of the ship has been transferred.

4 SHIPBORNE EQUIPMENT REQUIREMENTS

.1 In addition to the general requirements contained in Assembly resolution A.694(17) on Recommendations on General Requirements for Shipborne Radio Equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids, the shipborne equipment should comply with the following minimum requirements:

1.1. be capable of automatically and without human intervention on board the ship transmitting the ship's LRIT information at 6-hour intervals to an LRIT Data Centre;

1.2. be capable of being configured remotely to transmit LRIT information at variable intervals;

1.3. be capable of transmitting LRIT information following receipt of polling commands;

1.4. interface directly to the shipborne global navigation satellite system equipment, or have internal positioning capability;

1.5. be supplied with energy from the main and emergency source of electrical power ^{3[3]}; and

1.6. be tested for electromagnetic compatibility taking into account the recommendations ^{3[4]} developed by the IMO.

.2 In addition to the provisions specified in paragraph 4.1 above, the shipborne equipment should provide the functionality specified in Table 1 below.

^{3[3]} This provision should not apply to ships using for the transmission of LRIT information any of the radio communication equipment provided for compliance with the provisions of SOLAS Chapter IV. In such cases, the shipborne equipment should be provided with sources of energy as specified in SOLAS regulation IV/13.

^{3[4]} Refer to the Assembly resolution A.813(19) on general requirements for electromagnetic compatibility of all electrical and electronic ship's equipment.

TABLE 1

DATA TO BE TRANSMITTED FROM THE SHIPBORNE EQUIPMENT

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

Notes:

⁽¹⁾ *On-demand position reports* means transmission of LRIT information as a result of either receipt of polling command or of remote configuration of the equipment so as to transmit at interval other than the preset ones.

⁽²⁾ *Pre-scheduled position reports* means transmission of LRIT information at the preset transmit intervals.

⁽³⁾ All times should be indicated as Universal Co-ordinated Time (UTC).

- .3 The shipborne equipment should transmit the LRIT information using a communication system, which provides coverage in all areas where the ship operates.
- .4 The shipborne equipment should be set to automatically transmit the ship's LRIT information at 6-hour intervals to the EU LRIT Data Centre, unless an authorized LRIT Data User requesting the provision of LRIT information specifies a more frequent transmission interval.
- .5 Guidance on the Survey and Certification of the compliance of ships which are required to transmit LRIT information is contained in MSC.1/Circ.1257.

5 REVISIONS

- .1 This Marine Notice may be subject to revisions as made necessary through the development period up until the full implementation date of 31 December 2008.

6 REFERENCE

- .1 MSC 81/25 paragraphs 3.39, 3.41, 5.74 to 5.95, and 5.113 to 5.122 on LRIT.
- .2 MSC 263(84), "Revised performance Standards and functional requirements of LRIT on ships. (Revokes MSC 210(81) & MSC 254(83))
- .3 MSC.1/Circ.1257, "Guidance on the Survey and Certification of compliance of ships with the requirement to transmit LRIT information"
- .4 IMO Resolution MSC.202(81), SOLAS amendment, Ch V-19/1.
- .5 IMO Resolution MSC.210(81), "Performance Standards and Functional Requirements for the LRIT System."
- .6 IMO Resolution MSC.211(81), "Arrangements for the Timely Establishment of the Long-Range Identification and Tracking System."
- .7 IMO Resolution A.694(17) on Recommendations on General Requirements for Shipborne Radio Equipment forming part of the Global Maritime Distress and Safety System (GMDSS) and for Electronic Navigational Aids.

For any queries on the above, please contact:-

The Chief Surveyor,
Marine Survey Office,
Department of Transport,
Leeson Lane,
Dublin 2.

Tel: +353 1 6783400
Email: mso@transport.ie

Director General,
Maritime Safety Directorate,
Department of Transport,
Leeson Lane,
Dublin 2.

15 July 2008

| |
|---|
| <p>For any technical assistance in relation to this Marine Notice please contact The Marine Surveyors' Office, Leeson Lane, Dublin 2 +353 1 678 3400 For information in relation to technical specification/type approval of radio equipment contact the Radio Surveyors on +353 1 678 2363 / 2364 / 2365 / 2367. For general enquiries please contact the Maritime Safety Division at +353-1-678 3418 Any enquiries concerning Marine Notices should be addressed to: Maritime Safety Directorate, Department of Transport, Leeson Lane, Dublin 2 Email: marinenotices@transport.ie Or visit us at: www.transport.ie</p> |
|---|