

NT WING CIRCULAR No.: 04 OF 2008

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Dated: 8th October, 2008

SUB: NATIONAL LRIT REQUIREMENT AS PER SOLAS Ch - V Reg 19-1

1. INTRODUCTION:

1.1 Resolution MSC.202(81) adopted on 19th May 2006. Chapter - V Regulation 19-1 as amended **Long-range identification and Tracking of Ships (LRIT)** "*Nothing in this regulation or the provisions of performance standards and functional requirements adopted by the Organization in relation to the long-range identification and tracking of ships shall prejudice the rights, jurisdiction or obligations of States under international law, in particular, the legal regimes of the high seas, the exclusive economic zone, the contiguous zone, the territorial seas or the straits used for international navigation and archipelagic sea lanes.*"

1.2 This regulation establishes provisions to enable Contracting Governments to undertake the long-range identification and tracking of ships.

1.3 Ships shall be fitted with a system to automatically transmit the information specified in paragraph 1.4 below.

1.4 Ships shall automatically transmit the following long-range identification and tracking information:

- 1.4.1 the identity of the ship;
- 1.4.2 the position of the ship (latitude and longitude); and
- 1.4.3 the date and time of the position provided.

1.5 Systems and equipment used to meet the requirements of LRIT shall conform to performance standards and functional requirements not inferior to those adopted by the Organization. **Any shipboard equipment shall be of a type approved by the Administration.**

1.6 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:

1.6.1 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;

- 1.6.2 be capable of being configured remotely to transmit LRIT information at variable intervals;
- 1.6.3 be capable of transmitting LRIT information following receipt of polling commands;
- 1.6.4 interface directly to the shipborne global navigation satellite system equipment, or have internal positioning capability;
- 1.6.5 be supplied with energy from the main and emergency source of electrical power; and
- 1.6.6 be tested for electromagnetic compatibility taking into account the recommendations developed by the Organization.

2 The *Ad hoc* LRIT Group (the Group)

- 2.1 At its first session, recalled that regulation V/19-1.6 stated that any shipborne equipment to be used for transmitting LRIT information "shall be of a type approved by the Administration".
- 2.2 The Group noted that the requirement to have existing equipment already installed on board to undergo a type approval process was neither something which was logical nor a manageable, practicable or reasonable requirement, considering the thousands of ships which were required to comply.
- 2.3 The Group further noted that such an interim scheme should be based on a series of examinations and tests, as determined by the Committee, which demonstrated and verified compliance of the shipborne equipment with the requirements of regulations V/19-1.4 and V/19-1.7 and of section 4 of the Performance standards. The Committee would also need to establish the criteria or the range within which the functional performance of existing equipment should be considered as being acceptable.

3 PROCEDURE:

- 3.1 Flag nomination of LRIT Data Centre - Section 8 of the Performance standards requires that a Contracting Government establishing or joining an LRIT Data Centre should provide relevant details to the Organization.
INDIA has declared to have its own "**National Data Centre**" (NDC). A turn key project has been accorded to Antrix/SAC of ISRO. Who is developing NDC for Directorate General of Shipping.
- 3.2 Flag appointment of Application Service Provider (ASP): - Section 5.1 of the Performance standards that a Contracting Government 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.

ASP is developed at the NDC site in D G Shipping by Antrix/SAC.

Communication Service Provider (CSP) TATA Communications will operate as CSP.

3.3 **Shipowners, Managers' requirements:** -The ship-owners, Managers, Operators are advised to carry out an LRIT ship borne equipment type approval conformance test. In accordance with section 5.1 of the Performance standards. In the interest of timely implementation the ship owners and managers to implement the LRIT equipment testing of its ships.

3.4 **CSP/ASP testing implementation:** - the CSP/ASP should test LRIT equipment in accordance with the LRIT requirements testing matrix specified in MSC.1/Circ.1257. Testing to be carried out through Indian CSP/ASP by October 2008. The cost of testing will be borne by ship-owners. They are requested to contact at following address for testing of Satcom "C" equipment for LRIT, with following details:

3.5 **Details of CSP in India;**

Shri. B T Rokade

Sr. Manager (Satellite Operations)

International Facilities Group

Tata Communications Limited,

Pune-Alandi Road, Dighi,

Pune - 411 015. India.

91(20) 66153308 Direct

91 9225637119 Mobile

bt.rokade@tatacommunications.com

Name of Vessel	Pls fill up as per Ship's Certificate)
Ship Inm -C ID	
Make	JRC/Furuno /Thrane &Thrane
Model	
Equipment Sr No	
Port of Registry	
Call sign	
IMO Number	
MMSI Number	
Gross Tonnage	

Sea Area certified to operate	A1+A2+A3
Due date of Safety Radio Survey.	
Current log in Ocean Area	IOR /AORE /AORW/POR

3.6 **CSP issuance of Statement of Conformity Report:** - the CSP should issue a Statement of conformity report to the ship-owner. Applicable to a specific LRIT equipment the **pass/fail** status of each of the tests listed in the LRIT requirements testing matrix with the resultant **pass/fail** status of the LRIT equipment. The report should be valid for the duration the ship remains with the Flag (any subsequent failure of the LRIT equipment should be identified through standard LRIT Data Centre operational procedures). The copy of detailed format of the report shall be given to ship owner and copy to be left on the vessel for inspection during the initial Safety Radio survey after compliance of LRIT.

3.7 **Flag issuance of Certificate of Compliance:** - On satisfactory report of CSP/ASP the Directorate to issue a Certificate of compliance to the shipowner for carriage on the ship, specific LRIT equipment. The certificate should be valid for the duration the ship remains with the Flag (any subsequent failure of the LRIT equipment should be identified through standard LRIT Data Centre operational procedures).

3.8 **Ship Borne LRIT Equipment:** - The existing Inmarsat "C" equipment used on board for GMDSS will be utilized for LRIT. On failure or non compliance of the existing Ship Borne Inmarsat "C" equipment same to be replaced or an additional Inmarsat "C" or Mini "C" equipment to be installed and put up again for compliance test.

This issues with the approval of the Director General of Shipping.

Sd/-

(K.H. Mehta)

Senior Radio Surveyor-cum-ADG (GMDSS)