

LRIT ADVICE FOR SHIPOWNERS (updated in September 2009)

Who has to comply with LRIT?

The Long-Range Identification and Tracking (LRIT) regulation applies to the following ship types engaged on international voyages:

- All passenger ships including high speed craft,
- Cargo ships, including high speed craft of 300 gross tonnage and above, and
- Mobile offshore drilling units.

All you have to do is provide shipborne equipment which complies with the LRIT regulation, pass a conformance test and obtain a Conformance Test Report (CTR).

What must my LRIT terminal do?

Your terminal must be capable of being configured to transmit the following information in an Automatic Position Report (APR):

- The identity of the ship,
- The position of the ship, and
- The date and time of the position.

In addition, your terminal must be able to respond to polling for an on-demand position report and be able immediately to respond to instructions to modify the APR interval to a frequency of a maximum of one every 15 minutes. APRs will be transmitted at a minimum of four times per day to a National Data Centre (NDC), a Cooperative Data Centre (CDC), or a Regional Data Centre (RDC) nominated by the vessel's flag.

What should I do next?

You should arrange to test your equipment as soon as possible through one of your flag's authorised testing ASPs.

At Pole Star we provide a web based system for the conformance test where ship owners can have their own account. With this account you can initiate tests at any time and review the progress and status of your tests. The system provides error messages and suggests corrective action on failed equipment.

Once you initiate your test, Pole Star's system manages all aspects of the test including: terminal commissioning, satellite communications network management, post-test de-commissioning, production of a detailed test result and provision of a conformance test certificate if required.

Testing of shipborne Inmarsat C equipment began in July 2008 and we have conducted over 20,000 tests since then.

Ship operators who test their LRIT terminals with Pole Star will also be offered a free trial of our commercial Fleet Management product.

Please note: We have been provided with advice from manufacturers regarding the suitability of certain existing equipment for LRIT. Please visit www.lrit.com

Who pays for LRIT?

It is a requirement of SOLAS contracting governments (the flag) to provide for the operational running costs of their LRIT Data Centre. This means that ship owners do not have to pay for the communication costs for LRIT. Your only responsibility is for the provision of compliant equipment (tested and certified) nominated to report to your data centre.

What happens if my flag has not established its data centre?

A large number of flag states did not have an operational LRIT Data Centre by 1 January 2009 as required by Regulation V/19-1.

In order to prevent Port State Controls from penalizing ships of these flags, the IMO's Maritime Safety Committee (MSC 85) from approved MSC.1/Circ. 1299 on the Transitional Arrangements for the Completion of the Establishment of the LRIT system. This means that as long as your vessel has complied with its LRIT obligation (provided a tested and certified terminal in advance of your radio survey date) within the deadline, you cannot be sanctioned for matters outside your control.

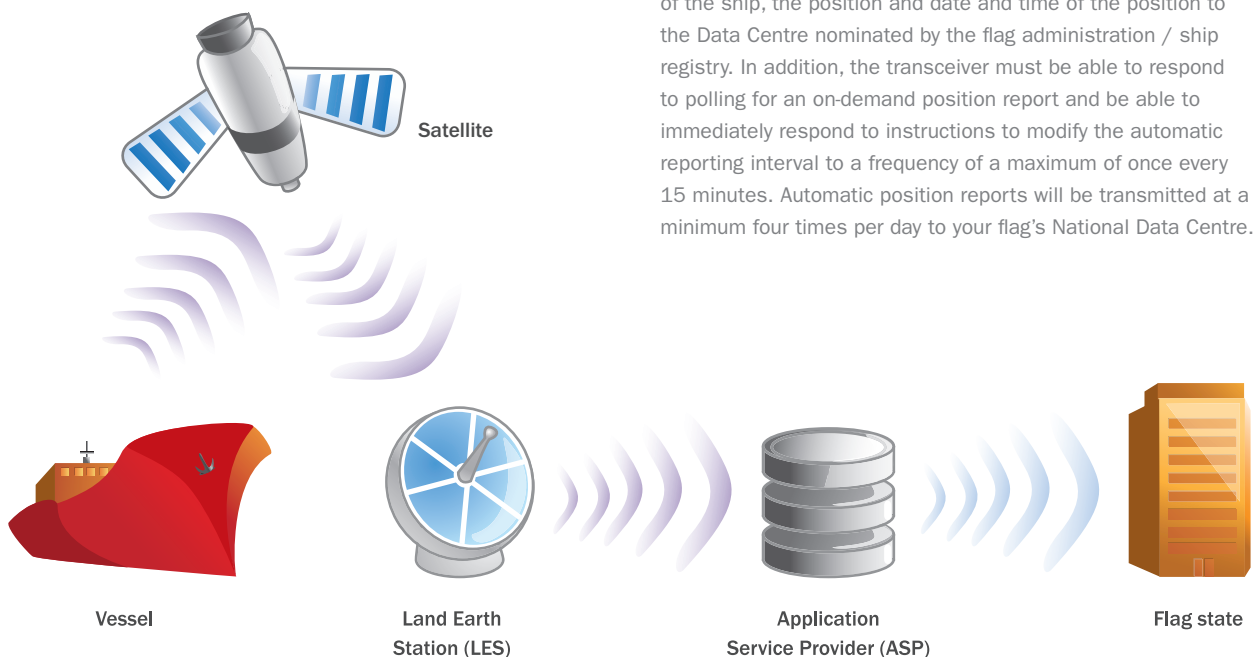
The specific wording from the circular is as follows:

9 For the period during which the Transitional arrangements apply and taking into account the provisions of regulation V/19-1.4.1 in relation to the phased in implementations of the requirement to transmit LRIT information, Contracting Governments, when exercising control of ships pursuant to the provisions of regulation I/19, should consider ships as complying with the requirement to transmit LRIT information and should not delay or detain any ship solely on account of not being able to receive LRIT information transmitted by the ship in question as long as the ship concerned:

- .1 is entitled to fly the flag of a Contracting Government which is included in the list published by the Organization in accordance with paragraph 6;
- .2 has 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; and
- .3 its Record of equipment has been amended to indicate that its compliance with the requirement to transmit LRIT information (i.e. the entry on "Long-range identification and tracking system" indicates compliance).

LRIT system architecture

The ship operator's obligation under the LRIT regulation is to ensure provision of compliant equipment to transmit the identity of the ship, the position and date and time of the position to the Data Centre nominated by the flag administration / ship registry. In addition, the transceiver must be able to respond to polling for an on-demand position report and be able to immediately respond to instructions to modify the automatic reporting interval to a frequency of a maximum of once every 15 minutes. Automatic position reports will be transmitted at a minimum four times per day to your flag's National Data Centre.



Four simple steps to certification



1

Once your transceiver has passed the Conformance Test, refer to www.lrit.com/testing_asp.html to find the list of flags we certify for. If your flag is issuing Conformance Test Reports (CTRs), please contact your Flag directly. Pole Star will automatically forward all successful test results to your flag.



2

If we certify for your flag, send your CTR order form (www.lrit.com/testing_asp.html) to lritcert@polestarglobal.com.



3

Once we have received your request, we will send you an invoice.



4

Your LRIT Conformance Test Report will be dispatched as a scan by email, and as a hard copy by courier within 3 days of receipt of payment.

Once tested, how do I get a certificate?

Pole Star can issue LRIT Conformance Test Reports (test certificates) on behalf of most flags. You can refer to www.lrit.com/testing_asp.html for the latest list of flags we certify for, and advice on what to do next.

Certificates take up to 3 working days to issue and are a mandatory requirement for your radio survey, so please ensure you order your certificate as soon as possible.

To assist ship owners with urgent requirements we have a 'Fast Track' service. Provided your application is received before 15:00 GMT, we will guarantee you will receive the PDF before 15:00GMT on the following working day. Hard copies are dispatched via courier the same day. The Fast Track service incurs an administrative charge of £100, with PDF emailed and dispatch of the hard copy via express courier within 24 hours.

Changes in Conformance Test Report requirements since 15th December 2008

During survey, surveyors may see three different formats of Conformance Test Report (CTR). A new CTR format was introduced by the IMO during the December 2008 meeting of MSC 85, and CTRs must now specify if the terminal aboard the vessel that will be used for LRIT purposes is used for any other functions.

CTRs dated after the 15th December 2008 must state whether the equipment tested.

- a) is of a type approved by your administration specifically for LRIT

- b) is a GMDSS terminal and therefore type approved under the provisions of IV/14.
- c) meets the IEC 60945 requirements (which are standard requirements of ALL maritime navigation and radio communication equipment)
- d) is the Ship Security Alert System (SSAS) and therefore complies with provisions of regulation XI-2/6 and resolution MSC.147 (77).

Only a few administrations have decided to specify certain types of equipment as of a type approved specifically for LRIT. The majority of administrations have stated that compliance to the LRIT regulation must be shown by a valid CTR, and is not specific to any manufacturer, make or model of equipment. Therefore, the type approval box below may be ticked either yes or no, and remain valid.

To simplify this process for our customers, Pole Star has agreed, with all the flag states for which we test, their list of equipment formally stated as being of a type approved for the provisions of LRIT. As all current marine communications equipment already meets IEC 60945, this means that at the time of test we only need to establish from you whether the LRIT terminal being tested is also the GMDSS and/or SSAS terminal.

If you tested and were certified before 15th December 2008, you do not need to recertify. The IMO has stated that all previous certification (in the previous format) issued up to 15th December 2008 will remain valid.

Additional minor changes to wording on CTRs was agreed by the IMO during the June 2009 meeting of MSC 86. The IMO has stated that all previous certification (as specified MSC.1/Circ. 1296) issued up to June 2009 will remain valid.