

South African Maritime Safety Authority



Marine Notice No. 15 of 2009

Long Range Identification and Tracking of Ships (LRIT)

TO SHIP BUILDERS, SHIP OWNERS, SHIP OPERATORS, SHIP REPAIRERS, SHIPS AGENTS, HARBOUR MASTERS, SHIP MANAGERS, MASTER OF SOUTH AFRICAN SHIPS, REGIONAL MANAGERS AND PRINCIPAL OFFICERS.

Summary

This marine notice advises the industry on the amended International Convention for the Safety of Life at Sea (SOLAS) chapter V on Safety of Navigation which introduces the new regulations, SOLAS V/19-1. The new regulations provides for LRIT together with associated performance standards and functional requirements.

1. The Maritime Safety Committee of the International Maritime Organisation, at its eighty first (81st) session, adopted new regulations through which LRIT is introduced as a mandatory instrument. The regulations entered into force on 1 January 2009. However, ships were required to comply with the regulation by 31 December 2008.
2. The regulations establish multilateral agreements for sharing of information for security and search and rescue purposes among SOLAS member States. It allows maritime administrations to receive position reports from ships flying their flag wherever they are in the world. It also allows SOLAS member States to receive similar position reports from all ships within a distance not exceeding one thousand (1000) nautical miles off their coast.
3. The regulations apply to the following ships engaged on international voyages:
 - § Passenger ships, including high-speed passenger craft;
 - § Cargo ships, including high-speed craft of 300 gross tonnage and above;
 - § Mobile offshore drilling units; and
 - § Yachts of 300 gross tonnage and above, certified under the 'Large Yacht Code' or holding a Cargo Ship Safety Radio Certificate.
4. These ships are required to transmit the following information for LRIT purposes:
 - § The identity of the ship (IMO number and name);
 - § The position of the ship (latitude and longitude); and
 - § The date and time of the position reports.
5. The shipowners do not incur costs associated with the transmission and receipt of the position reports required by LRIT.

6. Ships that were constructed before 31 December 2008 must comply with the following timelines:

§ Ships operating in sea areas A1 + A2 or A1 + A2 + A3: by no later than the first radio survey after 31 December 2008.

§ Ships operating exclusively in sea area A4: by no later than the first radio survey after 1 July 2009. If also operating in A1 + A2 + A3, the above requirement would apply in those areas.

7. All ships to which the regulations apply and are constructed after 31 December 2008 must comply with the requirements at time of delivery.

8. Those ships operating exclusively in sea area A1 and fitted with an Automatic Identification System are exempt from the regulations.

9. All ships stated in item 3 above, regardless of the date of radio survey, must be:

§ Registered for testing with the recognised and/or authorised application service provider as soon as possible to avoid any unforeseen delays in compliance;

§ Hold a Test Certificate for LRIT conformance; and

§ Meet transmission requirements by no later than first radio survey after 31 December 2008.

10. Required action by shipowners or ship operators

10.1 The South African Maritime Safety Authority (SAMSA) is duly appointed by the Department of Transport as the LRIT agency to implement LRIT systems and matters incidental hereto.

10.2 SAMSA has appointed Pole Star Space Applications Limited (Pole Star) as a Recognised Testing Application Service Provider (ASP) to undertake ship-borne equipment testing and the issuance of a Conformance Test Report. By using Pole Star as the ASP and Inmarsat C as the data transfer conduit, hardware compatibility issues will be largely eliminated and replacement equipment costs to shipowners minimised.

10.3 Shipowners subject to the regulations need to register their nominated Inmarsat C Mobile Earth Station for testing with Pole Star.

Once registration is complete, an activation code (Data Reporting and Polling Closed Network Identity or DNID) and other supplemental commands will be downloaded automatically to the ship's nominated terminal. This will activate the transmissions required for the test.

Following activation, there will be a period of testing in line with guidelines contained in MSC.1/Circ.1296. This is necessary to ensure the transmitted data is accurate and reliable. This testing will be carried out remotely by Pole Star. Upon successful completion, a Test Certificate will be issued by Pole Star on behalf of SAMSA. All ships must hold such Test Certificate to comply with the regulations.

10.4 Shipowners with terminals that do not support LRIT system will need to either upgrade one of the Inmarsat C Mobile Earth Stations onboard or preferably install a "stand alone" LRIT terminal.

11. Contacts

11.1 For more information regarding the application of the regulations, contact SAMSA:

Centre for Sea Watch and Response
3rd Floor Thwate Building
Tygerberg Park
163 Hendrik Verwoerd Drive
Platteklouf
7500
Cape Town
South Africa

Tel: +27 21 938 3310
Fax: +27 21 938 3319
Fax2Mail: 0866 544 742
Mobile: +27 82 812 2991
e-mail: kotto@samsa.org.za

11.2 For information regarding LRIT testing, contact Pole Star:

Email: lrittesting@polestarglobal.com
Tel +44 (0)20 7313 7400
Fax +44 (0)20 7313 7401

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