



IPTM - Instituto Portuário e dos Transportes Marítimos, I.P.

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## Circular Informativa N.º 4

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<b>Subject:</b>	<b>Shipborne LRIT equipment testing</b>
Addressed to:	Shipowners, Companies, Operators, Recognized Organizations and Masters

### OBJECTIVE

The main purpose of this Circular Letter is to give some guidance on the matters not covered by the LRIT Circular of the 6<sup>th</sup> June of 2008 particularly those related with the Conformance test itself.

Information on whether or not a conformance test remains valid after a transfer of flag and about the specific provisions in relation to MODUs is also given.

### INTRODUCTION

SOLAS V/19-1 Long Range Identification and Tracking of Ships (LRIT) regulation came into force on the 1st January 2008 having a compliance date of 31 December 2008. Under the regulation, the shipowner's or technical management's obligation is to ensure the shipborne equipment complies with the IMO regulation, performance standards and functional requirements, and technical specifications<sup>1</sup>. Furthermore, the equipment should be of a type approved by the Administration.

IMO's MSC.1/Circ.1296 described hereby is guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information.

<sup>1</sup> Related documents: regulation V/19-1 on long-range identification and tracking of ships; Revised performance standards and functional requirements for the LRIT adopted by resolution MSC.263(84); Resolution A.694(17) on Recommendations on general requirements for shipborne radio equipment forming part of the GMDSS; Resolution A.813(19) on General requirements for electromagnetic compatibility; Resolution MSC.216(82) on Adoption of amendments to SOLAS, 1974, as amended; Resolution MSC.221(82) on Adoption of amendments to the 1994 HSC Code; and Resolution MSC.222(82) on Adoption of amendments to the International Code of Safety for HSC, 2000.  
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## **A. SHIPBORNE EQUIPMENT TO BE OF A TYPE APPROVED BY THE ADMINISTRATION**

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.

2. Compliance of the shipborne equipment with the requirements for regulation 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:

- a) of a type approved by the Administration in accordance with the provisions of regulation V/19-1; or
- b) of a type approved by the Administration in accordance with the provisions of regulation IV/14 (GMDSS) and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in Annex 1 of MSC.1/Circ.1296; or
- c) 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 annex 1 of MSC.1/Circ.1296; or
- d) 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 of MSC.1/Circ. 1296.

## B. CONFORMANCE TEST

1. The conformance test should be conducted either by a recognized ASP or by an authorized testing ASP<sup>2</sup>.
2. Subject to the provisions of paragraphs B.2.a) e B.2.b), 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<sup>3</sup>.
  - a) subject to the provisions of paragraphs B.2 and B.2.b), the results of the conformance test are not in any way prejudiced by the location of the wherabouts of the ship when the conformance test is conducted.
  - b) notwithstanding the provisions of paragraph B.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
3. For ships constructed on or after 31 December 2008, the conformance should be:
  - a) 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
  - b) satisfactorily completed prior to the issue of a radio related certificate.
4. For ships constructed before 31 December 2008, the conformance test should be:
  - a) conducted prior to the date on which a ship would need to demonstrate compliance with the requirements of regulation V/19-1; and
  - b) 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. 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.

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<sup>2</sup> The pertinent information about the authorized testing ASPs for the Portuguese flag ships are given in annex to this "Circular Informativa".

<sup>3</sup> Consider regulation IV/2 for the definition of sea areas.  
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6. Ships flying the Portuguese flag should be compliant with regulation V/19-1 by the 1<sup>st</sup> of October 2009.

### **C. COMMUNICATION OF INFORMATION IN RELATION TO APPLICATION SERVICE PROVIDERS**

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 MSC.1/Circ.1296.
2. Administrations should provide to the Organization a list with the names and contact details of the authorized testing ASPs together with any associated conditions of authorization and thereafter should<sup>4</sup>, without undue delay, update the Organization as changes occur.
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 C.1 and C.2 to all Contracting Governments, international organizations and non-governmental organizations with consultative status.
4. The Portuguese Maritime Administration has, so far, accepted CLS – Collecte Localisation Satellites, Pole Star Space Applications Limited, Fulcrum Maritime Systems and Transas Telematics Limited as Authorized Testing ASP for LRIT matters as defined in MSC.1/Circ.1296. In the annex to this circular we present the details of these entities.

### **D. CONFORMANCE TEST REPORT**

1. On satisfactory completion of a conformance test, the ASP conducting the test should issue a Conformance test report on behalf of the Administration in accordance with the model set out in appendix 2 of MSC.1/Circ.1296.
2. The Conformance test report should be considered as no longer remaining valid if:
  - a) there is a change in the shipborne equipment used to transmit LRIT information;
  - b) the ship is transferred to the flag of another Contracting Government, subject to the provisions of paragraph G.1;

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<sup>4</sup> Authorized testing ASPs should, on behalf of the Portuguese Maritime Administration (IPTM) issue the Conformance test report and send a copy to the shipowner and another to IPTM.  
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- c) the ASP which has issued the Conformance test report has notified the Administration or the Recognized Organization who, acting on behalf of the Administration, has issued the certificate is no longer valid in a position to attest the validity of the report; and
- d) 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.

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<sup>5</sup>.

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.

## **E. INITIAL CERTIFICATION OF COMPLIANCE ON OR AFTER 31 DECEMBER 2008**

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

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 of MSC.1/Circ.1296 within the periods specified in paragraph B.3

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 set out in appendix 1 of MSC.1/Circ.1296 within the period specified in

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<sup>5</sup> The Portuguese Maritime Administration considers that the unserviceability of the shipborne equipment becomes effective only when the ship stops transmitting LRIT information for more than 24 hours and/or, the shipborne equipment used to transmit LRIT information was repaired.

paragraph B.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.

4. Notwithstanding paragraphs E.2 and E.3, shipborne equipment which has already satisfactorily completed a conformance test for the purposes of demonstrating compliance with the requirements to be of a type approved by the Administration (refer to paragraphs A.2.b) to A.2.d)) are not required to undergo any further conformance test, provided such tests have been conducted within the periods specified in paragraphs B.3 or B.4, as the case may be.

## **F. RENEWAL AND ANNUAL SURVEY AFTER THE INITIAL CERTIFICATION OF COMPLIANCE**

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 paragraph D.2 and D.3.

## **G. TRANSFER OF FLAG**

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.

a) 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.

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.

## **H. SPECIFIC PROVISIONS IN RELATION TO MOBILE OFFSHORE DRILLING UNITS**

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:

- a) national codes or requirements for the construction and equipment of mobile offshore drilling units, in case they were constructed prior to 31 December 1981; or
- b) Code for the construction and equipment of mobile offshore drilling units adopted by resolution A.414(XI) (the 1979 MODU Code); or
- c) 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.

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:

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

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:

- a) the provisions of sections A, B and E are met;
- b) 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
- c) there is on board a valid Conformance test report.

**I. Further informations please contact.**

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## Annex

**LRIT Authorized Testing ASP for Portuguese Flag Vessels**

ASP' name **Pole Star Space Applications Limited**  
 Address Compass House  
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 4SA UK  
 Telephone +44 (0)20 7313 7402  
 Fax +44 (0)20 7313 7401  
 e-mail [lrittesting@polestarglobal.com](mailto:lrittesting@polestarglobal.com)  
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ASP' name **Transas Telematics Limited**  
 Address (office) 10 Easgate Avenue, Eastgate Business  
 Park  
 Little Island, Cork, Ireland  
 Telephone +46 31 69 41 80  
 Fax +46 3169 41 84  
 e-mail [lrit@transas.com](mailto:lrit@transas.com)  
 web [www.transas.com](http://www.transas.com)

ASP' name **Collécte Localisation Satellites  
 CLS – Maritime Security**  
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