



23<sup>rd</sup> July, 2008

**Marine Notice: 1/2008**

**To: All Shipowners, Operators, Masters and Officers of Merchant Ships, and Authorized Classification Societies**

**SUBJECT: LONG-RANGE IDENTIFICATION AND TRACKING OF SHIPS**

**PURPOSE:**

During the International Maritime Organization's (IMO) Maritime Safety Committee (MSC) meeting in May 2006, Safety of Life at Sea (SOLAS) Convention amendments were adopted that require Long-Range Identification and Tracking of Ships (LRIT). The MSC also adopted a related Resolution MSC.211(81), "Arrangements for the Timely Establishment of the Long-Range Identification and Tracking System", which is the actual subject matter of this Marine Notice.

**APPLICABILITY:**

The amendment to Chapter V (Safety of Navigation) of the SOLAS Convention, which establishes 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 in a new SOLAS regulation V/19-1.

**REQUIREMENTS:**

**1 Overview**

1.1 SOLAS regulation V/19-1, comes 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:

- Ships registered to that member flag State wherever the ship is located.
- Ships that have declared their intention to enter a port in a member State's territory.
- Ships passing within 1000 miles of the coastline of a member State's territory.

- Ships in an area where a Search and Rescue operation is underway.

1.2 Ships must be fitted with a system to automatically transmit the information specified in paragraph 1.4 below as follows:

- .1 ships constructed on or after 31 December 2008;
- .2 ships constructed before 31 December 2008 and certified for operations:
  - .1 in sea areas A1 and A2, as defined in SOLAS regulations IV/2.1.12 and IV/2.1.13; or
  - .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.

1.3 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.

1.4 Subject to the provisions of paragraph 1.2 above, ships must automatically transmit the following long-range identification and tracking information:

- .1 the identity of the ship (IMO number and name);
- .2 the position of the ship (latitude and longitude); and
- .3 the date and time of the position provided.

1.5 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.

1.6 Certain aspects of the performance of the LRIT system are to be reviewed or audited by a LRIT Co-ordinator acting on behalf of the IMO and all Contracting Governments.

1.7 LRIT information will be provided to Contracting Governments and Search and Rescue services 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.

1.8 The General Organisation of Sea Ports – GOP (The 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.

## **2 National LRIT Data Centre**

2.1 Each flag State must decide to which LRIT Data Centre ships entitled to fly its flag shall be required to transmit LRIT information.

2.2 Under SOLAS regulation V/19-1, a Contracting Government may establish its own National LRIT Data Centre. This Administration has determined it prudent and necessary for the security of all information that must be transmitted by ships entitled to fly its flag to establish such a National LRIT Data Centre.

## **3 Implementation**

3.1 This Administration is complying with the urgings of the IMO and has made arrangements to implement such a system through a Contract of Agreement with Pole Star Space Applications Limited, an Applications Service Provider (ASP). The Agreement authorizes Pole Star to establish a secure Kingdom of Bahrain National LRIT Data Centre, manage its regulated functional requirements and assume the obligations of an ASP as required under the provisions of the Performance Standards established in conjunction with SOLAS regulation V/19-1.

3.2 Subject to the applicability provisions of SOLAS regulation V/19-1, all ships entitled to fly the flag of Bahrain shall be obliged to participate.

3.3 This Administration shall be providing to the National LRIT Data Centre the following information for each of the ships entitled to fly its flag that is required to transmit LRIT information:

- .1 name of ship;
- .2 IMO Ship identification number;
- .3 call sign;
- .4 Maritime Mobile Service Identity; and
- .5 Inmarsat C number.

## **4 Shipborne Equipment Requirements**

4.1 The shipborne equipment should comply with the following minimum requirements:

- .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;
- .2 be capable of being configured remotely to transmit LRIT information at variable intervals;
- .3 be capable of transmitting LRIT information following receipt of polling commands;
- .4 interface directly to the shipborne global navigation satellite system equipment, or have internal positioning capability;
- .5 be supplied with energy from the main and emergency source of electrical power; and
- .6 be tested for electromagnetic compatibility.

4.2 The shipborne equipment should transmit the LRIT information using a communication system which provides coverage in all areas where the ship operates.

4.3 The shipborne equipment should be set to automatically transmit the ship's LRIT information at 6-hour intervals to the National LRIT Data Centre, unless an authorized LRIT Data User requesting the provision of LRIT information specifies a more frequent transmission interval.

Yours Sincerely,

Directorate of Maritime Affairs  
General Organisation of Sea Ports