

**IAMSA BUREAU OF SHIPPING LLC****TECHNICAL DEPARTMENT**

TO: SHIP OWNERS; AGENTS

SUBJECT: SOLAS V/19-1 Long-Range Identification and Tracking regulation which came into force on January 1st, 2008 with a compliance date of 31 December 2008

APPLICATION: The Long-Range Identification and Tracking (LRIT) regulation will apply 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.

REF: IMO Resolution MSC.202(81) – LRIT Regulation  
IMO Resolution MSC.210(81) – LRIT Performance Standard  
IMO Resolution MSC.211(81) – LRIT Timely Establishment  
IMO Resolution MSC.242(83) – Safety & Environment  
IMO Resolution MSC.243(83) – Interim IDE  
IMO Resolution MSC.254(83) – Performance Standard Amendments  
IMO Resolution MSC.264(84) – Revised performance standards and functional requirements for the LRIT of Ships  
IMO Resolution MSC.265(84) – Established of the International Data Exchange on an interim basis  
IMO Resolution MSC.1/Circ.1256 – Guidance on the implementation of the LRIT system

IMO Resolution MSC.1/Circ.1257 – Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information  
IMO Resolution MSC.1/Circ.1258 – Guidance to Search and Rescue services in relation to requesting and receiving LRIT information  
IMO Resolution MSC.1/Circ.1259 – Interim revised technical specifications for the LRIT system

REQUIREMENT: MANDATORY

The Long-Range Identification and Tracking (LRIT) regulation will apply 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 vessels of 300 gross tonnage and above on international voyage will need to be compliant with LRIT regulations.

Those ships operating exclusively in coastal Sea Area A1 and fitted with an Automatic Identification System will be exempt, while ships operating in near-coastal Sea Area A2 not fitted with Inmarsat C GMDSS will be required to fit a compliant terminal. Ships operating in polar Sea Area A4 above 70 degrees latitude will require a non-Inmarsat terminal that operates in conjunction with a low-earth orbit Communication Service Provider (CSP) approved by the Flag in conjunction with its appointed Application Service Provider (ASP).

A phased approach to the implementation of the regulation will allow for compliance not later than the first radio survey after 31 December 2008 or in the case of ships operating in Sea Area A4 not later than the first radio survey after 1 July 2009.

The terminal must be capable of being configured to transmit the following minimum information set 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, the 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. APR's will be transmitted as a minimum 4 times per day to a National Data Centre (NDC), a Cooperative Data Centre (CDC), or a Regional Data Centre (RDC) nominated by the Flag.