



Navigation: Long-Range Identification and Tracking – Survey, Certification and Compliance

**Notice to all Shipowners, Ship Operators, Ship Managers, Classification Societies,
Masters and Officers**

This notice supersedes and revokes MGN 441 (M+F)

Summary

This Notice gives guidance as per International Maritime Organization (IMO) circulars MSC.1/Circ.1295, 1298, 1307 and 1338 regarding the survey, certification and compliance of ships that are required to transmit Long-Range Identification and Tracking (LRIT) information.

1. Introduction

- 1.1 Chapter V of the International Convention for the Safety of Life at Sea, 1974 (SOLAS) is given legal effect in the UK through the Merchant Shipping (Safety of Navigation) Regulations 2020 (SI 2020/673) (“the 2020 Regulations”), which replaced the Merchant Shipping (Safety of Navigation) Regulations 2002 (SI 2002/1473), as amended.
- 1.2 Amendments to SOLAS Chapter V arising from IMO resolution MSC.202(81) adopted on 19 May 2006 included regulation 19-1 (Long-range identification and tracking of ships) implementing the carriage of LRIT equipment on ships. Passenger ships and cargo ships of 300 gross tonnage and upward that are engaged on international voyages should be fitted with equipment to broadcast LRIT information. For more information on the carriage requirements please refer to SOLAS Chapter V regulation 19-1.
- 1.3 Since January 2019, the UK has been operating its own collaborative Data Centre incorporating UK flagged vessels and vessels under the Red Ensign, such as Gibraltar, the Falkland Islands, and the British Virgin Islands.
- 1.4 The MCA’s National Administrator for the UK’s vessels with LRIT ensures that vessel details are accurately recorded in the Data Centre and updates it with respect to vessels joining and leaving the flag. The Administrator maintains the database upon receipt of Conformance Test Reports (CTRs) issued by Authorised Testing Application Service Providers (ATASPs), a list of whom is referenced by link at paragraph 3.6 of this Note. The UK’s National Administrator can be reached at lrit@mca.gov.uk.



1.5 This notice provides guidance on the requirements for onboard provision and testing of functional LRIT systems.

2. Shipborne Equipment

2.1 In addition to the general requirements contained in IMO resolution A.694(17) on recommendations on general requirements for shipborne radio equipment forming part of the global maritime distress and safety system and for electronic navigational aids, the shipborne equipment should comply with the following minimum requirements (IMO resolution MSC.263(84)):

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. interfaces 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 (this provision should not apply to ships using for the transmission of LRIT information any of the radio communication equipment provided for compliance with the provisions of Chapter IV of SOLAS. In such cases, the shipborne equipment should be provided with sources of energy as specified in SOLAS Chapter IV regulation13); and
6. be tested for electromagnetic compatibility taking into account the recommendations developed by the IMO (refer to IMO resolution A.813(19) on general requirements for electromagnetic compatibility of all electrical and electronic ship's equipment).

2.2 Equipment should be type approved to IMO requirements, and comply with the requirements identified by the Merchant Shipping (Marine Equipment) Regulations 2016, as amended.

3. UK LRIT Installation Conformance

3.1 The UK has appointed Authorised Testing Application Service Providers (ATASPs) to carry out Conformance Testing, in line with MSC.1/Circ.1307.

3.2 On completion of successful testing, ATASPs are authorised to issue Conformance Test Reports (CTRs) on behalf of the Maritime and Coastguard Agency (MCA), an Executive Agency of the UK Department for Transport. Copies of the Test Reports will be sent to the vessel and the MCA's UK National Administrator for LRIT.

3.3 During any renewal or annual survey for the ship's safety certificates (i.e. Cargo Ship Safety Equipment Certificate or Passenger Ship Safety Certificate), and following the initial certification of compliance of a ship with the requirements of SOLAS Chapter V regulation 19-1. The related certificate should be issued or endorsed, as the case may be, provided the CTR is still valid taking into account the provisions of paragraph 7 of MSC.1/Circ.1307.

3.4 No additional costs will be incurred unless the existing CTR is revoked.

3.5 To ensure that shipborne equipment fully complies with SOLAS Chapter V regulation 19-1 (MSC.1/Circ.1307 Annex section 4), the ship owner should contact the equipment provider



and an ATASP to ensure compatibility with the requirements of this regulation prior to applying for a Conformance Test.

- 3.6 For a list of MCA approved ATASP contact details, please visit <https://www.gov.uk/government/publications/long-range-identification-and-tracking-testers-atasps>

4. Exemptions and Equivalence

- 4.1 Exemptions / Equivalence will be considered on a case by case basis¹. Criteria for Exemptions / Equivalence, as laid down in Section 6 of the Annex to MSC.1/Circ.1295, will be adhered to. Applications should be made through your MCA Customer Service Manager (if applicable) in the first instance, otherwise to the MCA Survey Branch:

Survey Operations Branch
Maritime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG

HQSurvey@mca.gov.uk

5. Port State Control Inspections

- 5.1 Information on Port State Control inspections can be found in sections 10 and 11 of the Annex to MSC.1/Circ.1298; and Appendix 9 of the Procedures for Port State Control - IMO Resolution A.1138(31).
- 5.2 It should be noted that failure to transmit LRIT information due to factors outside of the ship's control will not result in grounds for detaining the ship if: a) the ship holds a valid LRIT CTR along with the relevant valid statutory radio certificate and; b) the Master or the responsible officer is familiar with essential shipboard procedures relating to LRIT².

6. Ceasing Broadcast of LRIT information

- 6.1 Masters of ships are authorised to cease broadcasting LRIT data while the ship is undergoing repairs, modifications or conversions in dry-dock or in port, or is laid up for a long period. In this case the Master should make an entry in the Official Log Book indicating the dates and times between which the shipborne equipment was switched off.
- 6.2 In the event of LRIT equipment being switched off in accordance with the authorised reasons above, the MCA should be informed via an e-mail sent to lrit@mca.gov.uk
- 6.3 The e-mail should quote "*SHIPNAME* LRITOFF" in the subject line. The message must include the circumstances in which the system has been switched off, described in brief, along with the IMO number of the vessel, and MMSI / Callsign if possible.
- 6.4 The MCA should also be informed when LRIT polling is re-started via the same e-mail address as above and "*SHIPNAME* LRITON" in the subject line. Please refer to MSC/Circ.1295 paragraph 7 for further detail on ceasing LRIT broadcast.

¹ Refer to regulations 6 (exemptions) and 7 (equivalents) of the 2020 Regulations.

² Refer to IMO Resolution A.1138(31) and sections 10 & 11 of the Annex to MSC.1/Circ 1298.



More Information

UK Technical Services Navigation
Maritime and Coastguard Agency
Bay 2/22
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel: +44 (0) 203 8172443

e-mail: navigationsafety@mcga.gov.uk

Website Address: www.gov.uk/government/organisations/maritime-and-coastguard-agency

General Enquiries: infoline@mcga.gov.uk

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