

PORT STATE CONTROL COMMITTEE INSTRUCTION 55/2022/05

GUIDELINES FOR PORT STATE CONTROL OFFICERS RELATED TO LRIT

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1. PURPOSE

This Guideline is solely drafted for the purpose of providing guidance to the PSCO in performing a PSC inspection on the subject matter. This Guideline does not restrict the PSCO in the scope of inspection or in using his/her professional judgement while performing the PSC inspection. Third parties cannot claim any rights based on this guideline with regard to the PSC inspection as performed by the PSCO.

This document is intended to provide basic guidance to PSCOs to verify compliance with the requirements of SOLAS for Long Range Identification and Tracking (LRIT).

2. APPLICATION

2.1 LRIT equipment is implemented through SOLAS regulation V/19-1, and resolution [MSC.263(84)] requires all passenger ships, cargo ships (including high speed craft) over 300 tons and Mobile Offshore Drilling Units (MODU) to send LRIT position information at least every 6 hours. Ships fitted with Automatic Identification System (AIS) and operated exclusively within sea area A1 are not required to comply with LRIT. Sea area A1 is defined by SOLAS regulation IV/2.1.12 as "an area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government".

2.2 SOLAS Contracting Governments are expected to maintain a LRIT Data Centre, either on a national basis, or on a regional or cooperative basis with other flag States, and notify the IMO of it. In turn, these LRIT Data Centres will forward, upon request, the LRIT information from ships entitled to fly their flag, to the International LRIT Data Exchange. Port States are entitled to request the LRIT information from foreign ships that have indicated their intention to enter a port, port facility or place under jurisdiction.

2.3 In most cases a stand-alone Inmarsat C or Inmarsat Mini-C terminal used for GMDSS or Ship Security Alert System will function as the LRIT terminal, but other equipment may be employed for the LRIT function (example Inmarsat D+ or Iridium).

3. INSPECTION OF SHIPS REQUIRED TO CARRY LRIT

3.1 Initial inspection

3.1.1 The PSCO should first establish the sea area the ship is certified to operate in. This verification shall ensure that the ship is subject to the LRIT regulation in relation to its ship type and tonnage. After the certificate check, the PSCO shall verify that:

- .1 the Record of Equipment (Form E, P or C) indicates LRIT as required, if applicable¹;
- .2 a Statement of Conformity/Conformance Test Report (see MSC. 1/Circ.1307) is on board; and
- .3 the equipment identified by ship's representative as the designated LRIT terminal is switched on².

¹ Noting that record of equipment is required for cargo ships greater than 500 gross tonnage and passenger ships

² Note: In exceptional circumstances and for shortest duration possible LRIT is capable of being switched off or may transmit less frequently (SOLAS regulation V/19-1.7.2 and resolution MSC.263(84), paragraph 4.4.1).

3.1.2 In case of recent transfer of flag the PSCO may further ensure that:

- .1 A conformance test report has been re-issued if the new flag State does recognize the issuing body of the existing conformance test report; or
- .2 A new conformance test has been carried out by the Application Service Provider (ASP) on behalf of the administration before issuance of a new test report and certificate.

3.2 Clear grounds

3.2.1 Conditions which may warrant a more detailed inspection of equipment used for LRIT may comprise the following:

- .1 defective main or emergency source of energy;
- .2 information or indication that LRIT equipment is not functioning properly;
- .3 vessel does not hold conformance test report; and
- .4 the "record of navigational activities" indicates that the LRIT installation has been switched off and that this has not been reported to the flag Administration as required by SOLAS regulation V/19-1.7.2.

3.3 More detailed inspection

3.3.1 In case of doubt or reports of malfunctioning of the LRIT installation the flag Administration may be contacted to determine if the ship's LRIT information has been reliably relayed to the LRIT Data Centre.

3.3.2 If any issues are identified at the initial inspection, a more detailed inspection of equipment used for LRIT may comprise the following:

- .1 verification of the power supply which should be connected to the main source of energy and the emergency source of energy, there is no requirement for an uninterrupted power source. If the LRIT is part of the GMDSS radio-installation the power supply should conform to GMDSS regulations;
- .2 Inspection of the "record of navigational activities" log to establish if and when the installation has been switched off and if this has been reported to the flag Administration (SOLAS regulation V/19-1.7.2 and resolution [MSC.263(84)], paragraph 4.4.1); and
- .3 ensuring that any conformance test report is issued on behalf of the flag State, even by itself or by an authorized Application Service Provider (see MSC.1/Circ.1377/Rev.11, as may be updated), available for a ship that has installation of LRIT.
- .4 the shipborne equipment is transmitting LRIT information by consulting the national LRIT Data Centre(s).³

³ Note: shipborne equipment should 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 (Resolution MSC 263(84), paragraph 4.1).

4. DEFICIENCIES WARRANTING DETENTION

4.1 A PSCO should use his/her professional judgment to determine whether to detain the ship until any noted deficiencies are corrected or to permit a vessel to sail with deficiencies⁴.

4.2 In order to assist the PSCO in the use of these guidelines, the following deficiencies should be considered to be of such nature that they may warrant the detention of a ship:

- .1 Absence of a valid LRIT Conformance test report; and
- .2 The master or the responsible officer are not familiar with essential shipboard operational procedures relating to LRIT.
- .3 Inoperative LRIT (unless suitable arrangements are made by the master to take the inoperative equipment or unavailable information into account in planning and executing a safe voyage to a port where repairs can take place).

4.3 Taking into account the guidance found in MSC.1/Circ.1298, PSCOs are also advised that ships should not be detained if the LRIT installation on board works, but the shore-side installation or organization is not able to receive, relay or process the information.

4.4 PSCOs are advised that a flag State may issue a short-term certificate. This could happen if, following a successful inspection for the issuance of a Conformity Test report, the ASP has not been able to issue a document yet, or if the ASP is not able to perform a conformance test in due time upon request of the shipowner.

⁴ SOLAS regulation V/16 : whilst all reasonable steps shall be taken to maintain the equipment required by this chapter in efficient working order, malfunctions of that equipment shall not be considered as making the ship unseaworthy or as a reason for delaying the ship in ports where repair facilities are not readily available, provided suitable arrangements are made by the master to take the inoperative equipment or unavailable information into account in planning and executing a safe voyage to a port where repairs can take place.