



№ 29/CIRC/FSI

03 / December / 2019

To: Recognized Organizations, Ship Owners, Operators, Masters
and Officers

SUBJECT: Transitional arrangements for the completion of the establishment of the Long - Range Identification and Tracking (LRIT) System

1. Background/Introduction

1.1 LRIT has been incorporated into the International Convention on Safety of Life at Sea 1974 (SOLAS) as amended under the chapter on "Safety of Navigation", Regulation 19-1. Contracting Governments must be able to receive long-range identification and tracking information about ships for security, search and rescue, marine environment protection and maritime safety purposes.

1.2 A ship must be able to send minimum four position reports per day (every 6-hour period) to the LRIT Data Centre (DC) identified by the Administration and also to be able to respond to instructions to increase the position reports to a maximum of one every fifteen minutes.

1.3 The Master of the ship must notify the Flag Administration beforehand about the reason and the period during which the ship will be in a dry-dock or in a port, when the ship is undergoing repairs, modifications or conversions for a time period exceeding two weeks, is laid up and the location for the ship. In those cases, the Administration may decide to allow a reduction of the frequency of transmission of LRIT information to one transmission every 24-hour period, or a temporary suspension of the transmission.

1.4 EU Member States have decided in accordance with the EU Council Resolution dated 2 October 2007 (2821st EU Council meeting) to establish an EU LRIT Data Centre, which is managed by the Commission in cooperation with the Member States and operated by the European Maritime Safety Agency (EMSA).

1.5 Until June 2019 the Georgian flag Administration was subscribed to the Azerbaijan LRIT National Data Center. On August, 2019 LRIT agreement concluded between Maritime Transport Agency (MTA) and European Maritime Safety Agency (EMSA) in order to provide the ships flying Georgian flag with relevant information, automatically transmit the information to MTA such as:

- The identity of the ship;
- The ship type;
- The position of the ship (latitude and longitude); and
- The date and time of the position provided.

Thus providing significant added value through an improvement of the knowledge of ships positions and identity, including Security matters.

2. Applicability (type of ships)

2.1 The SOLAS Regulation 19-1 applies to the following ship types engaged in international voyages:

- All passenger ships including high speed craft.
- Cargo ships, including high speed craft of 300 gross tonnage and upwards, and
- Mobile offshore drilling units

3. Shipborne equipment (to be of a type approved by the Administration)

3.1 Regulation V/19-1.6 of the SOLAS Convention specifies that the shipboard equipment to be used to transmit LRIT information (shipborne equipment) shall be of a type approved by the Administration or a RO on its behalf.

3.2 Compliance of the shipborne equipment with the requirements of regulation V/19-1.6 should be demonstrated by the equipment being.

- Of a type approved by the Administration in accordance with the provisions of regulation V/19-1 and section 4 of the revised performance standards (MSC Resolution 263(84)) or
- Of a type approved by the Administration as meeting the requirements of SOLAS Chapter IV, Regulation 14, and satisfactorily completing an LRIT conformance test in accordance with the procedures and provisions set out in Appendix 1 of MSC.1/Circ.1307; or
- Of a type 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 an LRIT conformance test in accordance with the procedures and provisions set out in Appendix 1 of MSC.1/Circ.1307; or
- Of a type certified by the Administration as meeting the requirements of 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.1307.

3.3 On satisfactory completion of a conformance test, either the authorized testing Application Service Provider (ASP) or the recognized ASP should issue a Conformance test report on behalf of the Administration as per model set out in appendix 2 of the MSC.1/Circ.1307.

4. Period of conducting the Conformance test

4.1 For ships constructed before 31 December 2008, the conformance test should be:

- Conducted within a period of three months prior to the date on which the ship would need to demonstrate compliance with the requirements of regulation V/19-1; and
- 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.

4.2 For ships constructed on or after 31 December 2008, the conformance test should be:

- 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;
- Satisfactorily completed prior to the issue of a radio related certificate.

5. Conformance test report / Transfer of flag

5.1 On satisfactory completion of a conformance test, the ASP conducting the test should issue a Conformance test report on behalf of the Agency. The Conformance test report shall be considered as no longer remaining valid if:

- There is a change in the shipborne equipment used to transmit LRIT information;
- The ship is transferred to the flag of another Contracting Government and the ASP, which conducted the conformance test is neither a recognized ASP nor an authorized testing ASP by the Contracting Government to whose flag the ship is transferred;
- The ASP which has issued the Conformance test report is no longer in a position to attest the validity of the report; and
- The Administration has withdrawn the recognition or authorization of the ASP which conducted the conformance test.

5.2 When the ship is transferred to the flag of another Contracting Government and the ASP, which conducted the conformance test is either a recognized ASP or an authorized testing ASP by the Contracting Government to whose flag the ship is transferred then the ASP concerned should reissue the Conformance test report on behalf of the Administration, including the new particulars of the ship without altering the date of completion of the conformance test.

5.3 The Flag Administration may request the conducting of an additional conformance test by a ship if the Administration withdraws the recognition or authorization of the ASP which had conducted the conformance test.

5.4 On satisfactory completion of a shipborne terminal conformance test, the ASP conducting the test shall submit the LRIT conformance test results to the agency.

6. Initial certification of compliance / renewal and annual survey

6.1 The Ship's Classification Society will issue, for ships constructed on or after 31 December 2008, the associated certificate, after verification that the shipborne equipment has satisfactorily completed a conformance test or is type approved, is supplied from the main and emergency source of electrical power and conforms to the requirements of MSC.1/Circ.1307.

6.2 The Ship's Classification Society will renew/endorse, for ships constructed before 31 December 2008, the associated certificate/record of equipment, after verification that the shipborne equipment has satisfactorily completed a conformance test or is type approved, is supplied from the main and emergency source of electrical power and conforms to the requirements of MSC.1/Circ.1307.

6.3 During any renewal or annual survey following the initial certification of compliance of a ship with the requirements of regulation V/19, the related certificate should be issued or endorsed, as the case may be, provided the conformance test report is still valid.

7. List of Recognized and Authorized Testing ASPs

7.1 Georgia Maritime Transport Agency provides to the International maritime Organization with the lists of authorized testing ASPs.

7.2 Maritime Transport agency of Georgia recognizes and authorizes the following ASPs:

7.2.1 Recognized by Georgia (MTA)

Collecte Localisation Satellite (CLS)
Parc Technologique du Canal,
11 Rue Hermès, 31520 Ramonville-Saint-Agne, France
TEL. : +33 (0)5 61 39 47 00
FAX : +33 (0)5 61 75 10 14
E-mail : info@cls.fr
Web : <https://www.cls.fr>

7.2.2 Authorized by Georgia (MTA)

Pole Star Space Applications Ltd (Pole Star)
2nd Floor, the Yellow Building, 1 Nicholas Road, London, W11 4AN, UK
Tel: +44 (0)20 7313 7403
Website: <http://lrit.com>
LRIT Testing: lrittesting@polestarglobal.com
LRIT Certification: lritcert@polestarglobal.com

7.2.3 Authorized by Georgia (MTA)

Transas Telematics Limited (Transas)/ Livewire Connections Ltd
Unit 41, Barwell Business Park, Leatherhead Road Chessington Surrey KT9 2NY, UK
Tel: +44 (0)20 8974 0900
Fax: +44 (0)20 8974 0949
Website: www.transas.com
LRIT General Enquiries and Customer Support: LRIT.sales@livewire-connections.com

7.2.4 Authorized by Georgia (MTA)

Fulcrum Maritime Systems Ltd.
Address: 3 Park Mews, 15 Park Lane, Hornchurch, Essex RM11 1BB, United Kingdom
Email: enquiries@fulcrum-maritime.com
Tel: +44(0)1708 788400
Fax: +44(0)1708 788402

8. Transitional and concluding provisions

8.1 For all ships flying Georgian flag and engaged in the international water, in case of expiration of the existing conformance test report as per the reasons listed in paragraph 5.1, Ship Owners or Operators must provide MTA with a new conformance test report which will be issued by the recognized and authorized Application Service Providers as indicated in the paragraph 7 of this circular.

9. EU LRIT Data Centre

Address: EMSA EU LRIT Cooperative Data Centre
Telephone: +351 21 12 09 415
Fax: +351 21 12 09 480
E-mail: MaritimeSupportServices@emsa.europa.eu
Web-page: <http://emsa.europa.eu>

