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MINISTRY OF SHIPPING,
THE AEGEAN AND ISLAND POLICY
BRANCHES C' - D'
DIRECTORATES: DIRECTORATE OF MARITIME SAFETY (ΔΑΝ)
DIRECTORATE OF SHIP INSPECTIONS (ΔΕΠ)**

Piraeus, 03.07.2009
Ref. No.: 3233.2/48/2009

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TO: AS PER DISTRIBUTION TABLE

CIRCULAR L.R.I.T. No. 6

SUBJECT: Implementation of the Long Range identification and Tracking of Ships (LRIT) on Greek merchant ships".

- RE:**
- a) IMO Resolution MSC 202(81) of May 19, 2006: "Adoption of amendments to the International Convention for the Safety of Life at Sea, 1974, as amended".
 - b) IMO Resolution MSC 211(81) of May 19, 2006: "Arrangements for the timely establishment of the long-range identification and tracking system (LRIT)".
 - c) IMO Resolution MSC 263(84) of May 16, 2008: "Revised performance standards and functional requirements for the long-range identification and tracking of ships".
 - d) IMO Resolution MSC 264(84) of May 16, 2008: "Establishment of the International LRIT data exchange on an interim basis".
 - e) Circular MSC.1/CIRC.1307 of June 9, 2009: "Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information".
 - f) Circular MSC.1/CIRC.1309 of June 9, 2009: "Information communicated to the Organisation I relation to the establishment of LRIT data centres and their position in relation to developmental testing and the production LRIT system."
 - g) Circular No. 3233.2/50/2008/05-09-2008 of the Greek Ministry of Shipping (ΥΕΝΑΝΠ/ΔΑΝ-ΔΕΠ)¹.
 - h) Circular No. 3233.2/66/2008/10-12-2008 of the Greek Ministry of Shipping (ΥΕΝΑΝΠ/ΔΑΝ-ΔΕΠ)².
 - i) Circular No. 3233.2/74/2008/30-12-2008 of the Greek Ministry of Shipping (ΥΕΝΑΝΠ/ΔΑΝ-ΔΕΠ)³.
 - j) Circular No. 3233.2/25/2009/19-03-2009 of the Greek Ministry of Shipping (ΥΕΝΑΝΠ/ΔΑΝ-ΔΕΠ)⁴.

¹ LRIT CIRCULAR No. 2

² LRIT CIRCULAR No. 3

³ LRIT CIRCULAR No. 4

⁴ LRIT CIRCULAR No. 5

1. General

With regard to REF items (g), (h), (i) and (j) hereinabove issued by our Service, and taking into account the results of the proceedings of the 86th Session of the Maritime Safety Committee (MSC 86) of the International Maritime Organization (IMO) (27/05 – 05/06/2009), we hereby provide you with the latest information on the "Long Range Identification and Tracking system" (LRIT):

2. European Data Centre (EU LRIT DC)

2.1 As announced by the European Maritime Safety Agency (EMSA), the development of the European Data Centre and all the necessary testing have been completed. Following a relevant approval by the IMO, the EU LRIT DC has entered into the "Production Environment" (i.e. commencement of full operation) since the **1st of June 2009**.

2.2 With the entry into operation of the EU LRIT DC, Greece, as all other Contracting Governments, complies with the relevant requirements, with respect to providing LRIT data prior to the 30th of June 2009.

3. Information regarding the Data Centres

3.1 The MSC Committee has adopted Circular MSC.1/Circ. 1309, by which the Organisation's Administration was authorised, between 15/06/2009 and 30/09/2009, to publish on the website www.imo.org and subsequently update a list that includes the following data:

(a) Contracting Governments that have founded and operate LRIT Data Centres,

(b) Contracting Governments that have provided the Organisation with all necessary information by the 30th of June 2009, and which have founded LRIT Data Centres that have not been entered into the "Production Environment" by the 1st of July 2009, but for which commencement of testing and incorporation into the system have been scheduled prior to the 15th of July 2009 and must be completed by the 30th of September 2009.

(c) Contracting Governments that have provided the Organisation with all necessary information by the 30th of June 2009, and have made arrangements with one of the Contracting Governments belonging in categories (a) or (b) as above, to provide them with LRIT services, in accordance with the provisions of paragraphs 8.3.2 and 16.1.1 of MSC Resolution 263(84), but:

i) the additional required testing with the relevant Data Centre has not been completed by the 1st of July 2009.

ii) they are scheduled to commence before the 15th of July 2009 and must be completed by the 30th of September 2009.

(d) Contracting Governments that have not taken the necessary action as per (a), (b) and (c), above.

3.2 The information set out in paragraph 3.1 of the present document may be taken into account during Port State Control inspections on ships liable to inspection.

3.3. Circular MSC.1/Circ. 1309 will be considered revoked as of the 1st of October 2009.

4. Port State Control Issues

4.1 In accordance with the decisions of the Paris MOU Committee, taken during the proceedings of the 42nd Session, it was resolved, among other things, that upon expiration of the transitional arrangements for ship LRIT equipment on the 30th of June, the relevant inspections will commence under Port State Control.

4.2. Specifically, Paris MOU Inspectors will inspect the ship's Radio Safety Certificate, in order to verify the date the ship is obliged to conform with LRIT requirements; they will also confirm:

(a) the existence of a valid Conformance Test Report, in accordance with Circular MSC.1/ Circ. 1307 (see par. 5 of the present) and

(b) the existence of an amended Record of Equipment⁵ of the ship's Safety Equipment Certificate, which must demonstrate conformance with LRIT equipment requirements.

4.3. Reasons that may lead to the imposition of the detention measure are as follows:

(a) the absence of an amended Record of Equipment of the ship's Safety Equipment Certificate, demonstrating conformance with LRIT equipment requirements,

(b) the absence of a valid Conformance Test Report,

(c) the Captain or crew not being familiar with basic LRIT operational procedures, and

(d) non-transmission of LRIT data from the ship, despite having received relevant notification.

4.4. Finally, it is underlined that detention will not be imposed in the event that the ships' equipment operates normally, but the corresponding Data Centres are not in a position to receive the relevant information.

⁵ The Record of Equipment is the Record of Equipment of the Passenger Ship Safety Certificate (Form P), the Record of Equipment of the Cargo Ship Safety Equipment Certificate (Form E), the Record of Equipment of the Cargo Ship Safety Certificate (Form C) and the Record of Equipment of the Cargo Ship Safety Equipment Certificate (Form E), as well as the Record of Equipment of the High-Speed Craft Safety Certificate, issued in accordance with the provisions of the International Code of Safety for High-Speed Craft 1994 or the International Code of Safety for High-Speed Craft 2000.

5. Conformance Tests

5.1. Conformance Tests of the ships' safety equipment will henceforth be performed on the basis of the new **Circular MSC.1/Circ. 1307**, which **replaces** MSC.1/Circ. 1296.

5.2. In accordance with the provisions of par. 4.2.4 of the new Circular MSC.1/Circ. 1307, in the event that the ship uses the "Ship Security Alert System" (SSAS) for the purpose of transmitting LRIT messages, the latter must be certified by the Ministry of Shipping (YENANΠ/KEEΠ) or a Recognised Organisation. The certification must specify that it conforms with the requirements of Regulation XI-2/6 and the provisions of Resolutions MSC.136(76) or MSC.147 (77) "Performance standards for a ship security alert system», and the requirements of part 4 of the revised performance standards. In addition, it must have successfully completed the Conformance Test, in accordance with the provisions of Appendix 1 of MSC.1/Circ. 1307.

5.3. In paragraph 14.3 of MSC.1/Circ. 1307, it is established that, for the purposes of implementing the provisions of Regulation V/19-1.4.1.2 and V/19-1.4.1.3, the date of the «first inspection» defined in paragraph 14.2 of the above Circular, cannot be modified as a result of either inspections performed in connection to the transfer of a ship's flag, or as a consequence of any scheduled or non-scheduled inspection, or check, or any additional, circumstantial inspections that may be required by the relevant Authority.

5.4. As provided in Appendix 2 of MSC.1/Circ. 1307, the format of the Conformance Test Reports has been revised. Conformance Test Reports are issued by the Authorised Testing Application Service Provider (ASP), in accordance with what is laid out in par. 7.1 of the aforementioned IMO Circular.

5.5. Conformance Test Reports issued for ships in accordance with the provisions of Circular MSC.1/Circ. 1257 prior to the 15th of December 2008, and those issued in accordance with the provisions of MSC.1/Circ. 1269 prior to the 1st of July 2009, remain acceptable, provided they comply with the provisions of paragraphs 7.2 and 7.3 of MSC.1/Circ. 1296, regarding the validity of Conformance Test Reports. In the event that the above Reports are re-issued or updated from the 1st of July 2009 onwards, they must be replaced by corresponding Reports in accordance with the provisions of Circular MSC.1/Circ. 1307.

6. Inclusion of ships in the European Data Centre (EU LRIT DC)

6.1. The European Maritime Safety Agency (EMSA) maintains a database on ships, to which the Greek Ministry of Shipping adds details of ships issued with Conformance Test Reports, as these are sent to the email addresses iritgr@yen.gr and telecoms@yen.gr. Following that, and based on this data and, in particular, the Radio Identification Number of the device used to transmit LRIT messages (IMN for Inm-C systems, ISN for D+ and mini-C, and IMEI for Iridium), they will be added to the EU LRIT DC.

6.2. The process of inclusion includes remote configuration of the ship's LRIT equipment settings, and setting up communication between the equipment and the Recognised Application Service Provider (ASP). The ship's equipment will commence transmitting LRIT messages at regular intervals upon successful completion of this process.

7. Actions

7.1. Ship-owner companies to which the present document is forwarded through their Associations are kindly requested to take the above into account and in particular what is stated in Sections 2, 4, 5 and 6 hereof with regard to the activation of the EU LRIT DC, Port State Control issues, the conformance test procedure and the inclusion of ships on the EU LRIT DC, respectively.

7.2. Recognized Organizations to which the present document is forwarded are kindly requested to take into account sections 2, 4 and 5 hereof with regard to the activation of the EU LRIT DC, Port State Control issues, the conformance test procedure, respectively.

7.3 The companies "POLE STAR SPACE APPLICATION LTD", "TRANSAS TELEMATICS LTD", "SATPRO INT. LTD & CO. KG", "OTESAT-MARITEL – SATELLITE AND NAVIGATIONAL COMMUNICATIONS S.A. (in collaboration with THRANE & THRANE A/S)", "FULCRUM MARITIME SERVICES LTD" and "COLLECTE LOCALISATION SATELLITES", to which the present document is forwarded, are kindly requested to take the above into account and in particular what is stated in section 5 hereof with regard to the conformance test procedure.

7.4. Given that the correct operation of the system is based on the transmission of LRIT messages at regular, scheduled intervals, it follows that **any interruption** in the transmission of these messages will be investigated by both the EMSA and the Greek Ministry of Shipping. Following from the above, Ship-owners must ensure that **LRIT equipment is always activated**. If the need arises to deactivate it (e.g. during repairs on the ship), the relevant Ministry of Shipping Service (Ministry of Shipping/Maritime Safety Directorate) must be notified in writing and/or via electronic mail (Iritgr@yen.gr), so that they may undertake the relevant action in terms of the EU LRIT DC. In addition, it is hereby underlined that operation of the device must, when required, be terminated **via the software provided**, in accordance with the instructions of the each manufacturer, and **under no circumstances by directly switching off its power supply**.

7.5. Ship-owners must notify the relevant Ministry of Shipping Services (ΚΕΕΠ/ΔΕΠ and ΔΑΝ) in writing and/or via electronic mail (Iritgr@yen.gr and telecoms@yen.gr) of any modification of the LRIT equipment or the ship's identification data. This includes the following cases, at the very least:

(a) Deactivation of the equipment, for reasons of force majeure or maritime safety.

(b) Replacement of the LRIT equipment with newer equipment or equipment of a different type, and any modification of the Radio Identification Number, in general.

(c) Change of the ship's name.

Specifically, in the event of removing the Greek flag and sailing under the flag of a non-EU country (and, by extension, outside the EU LRIT DC), the relevant services must be informed **in good time**, in order to proceed with the process of removing the ship from the EU LRIT DC.

7.6. In addition, you are reminded that **the contact details** (Name and Surname, Address, Telephone, Fax, E-mail) **for a contact person for each ship** must be sent to the email addresses lritgr@yen.gr and telecoms@yen.gr, in order to be added to the EU LRIT Ship Database. Please note that the requirement in question also applies to ships whose Conformance Test Reports have already been sent to the Ministry of Shipping.

7.7. The companies listed in par. 7.3 and the Ship-owners must ensure that the details recorded on the Conformance Certificate are correct, paying particular attention to the Radio Identification Number.

7.8. Finally, the companies listed in par. 7.3 must send all Conformance Test Reports, which must henceforth be compiled in accordance with the provisions of Annex 2 of Circular MSC.1/Circ. 1307, **immediately to:**

(a) The Ship-owner (and through the latter to the Administration or Recognized Organisation responsible for the issuance of Statutory Certificates of Seaworthiness), and

(b) The Ministry of Shipping (YENANΠ), to the following email addresses: lritgr@yen.gr and telecoms@yen.gr

THE COMMANDER

Vice-Admiral, Port Corps, RENTZEPERIS TH.

TRUE COPY
THE HEAD OF ADMINISTRATION

[stamp & signature]

PLOUMIS A. Pantelis
Lieutenant, Port Corps