

RÉPUBLIQUE GABONAISE

UNION – TRAVAIL – JUSTICE

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GABONESE REPUBLIC

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MARITIME ADMINISTRATION

**INTERNATIONAL SHIP REGISTRY OF GABON
COMMISSIONAIRE OF MARITIME AFFAIRS**

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MARCIR: 11/2020

DATE: 21st MAY 2020

To : Representatives of Gabon flagged vessels, Deputy Commissioners, Ship-owners & Ship-operators. Masters, Flag State Surveyors and Recognized Organizations.

Subject: Long Range Identification and Tracking (LRIT)

References:

1. The SOLAS amendment presented in [MSC Resolution 202\(81\)](#)
2. [MSC Resolution 263\(84\)](#) was adopted on 16 May 2008, as amended by [resolution MSC.330\(90\)](#), to describe the performance standards and functional requirements of the equipment installed to meet the requirement for the Long-Range Identification and Tracking of ships.
3. [MSC Resolution 361\(92\)](#) was adopted on 21 June 2013, with provisions for the operation of the International LRIT data exchange after 2013.
4. [FAL.2/Circular.131](#) issued on 19 July 2017 and [FAL.2/Circ.131/Corr.1](#) issued 4 June 2018, included the LRIT Conformance Test report as a document required to be carried on board ships.
5. [MSC.1/Circ.1295](#) in determining the application of the LRIT requirements for the following ships/unit
6. Demonstrate compliance with the requirements of SOLAS Regulations V/19-1.6 and V/19-1.7, and the revised performance standards as referenced in [IMO Circular MSC.1/Circ.1307](#)

1. Purpose

This Marine Circular provides guidance on implementation, maintenance and compliance with the requirements for Gabonese flagged ships to transmit Long Range Tracking and Identification (LRIT) information.

This circular provides an overview and clarification of the LRIT requirements in relation to:

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- ship terminal LRIT conformance testing; and
- ship survey and certification

2. Introduction

SOLAS Chapter V Regulation 19.1 has been amended to include LRIT requirements for Flag States and their ships. Long Range Identification and Tracking (LRIT) of ships is a maritime security initiative that allows SOLAS Contracting Governments to request and receive position reports from vessels operating under their flag and to request and receive position reports of other flagged vessels indicating intentions to enter a port under their jurisdiction and vessels operating within 1000 nautical miles of their coast. In addition to enhancing maritime security, the regulations also allow LRIT to be used for search and rescue. LRIT information will be automatically transmitted from shipborne equipment to Gabonese National Data Centre (NDC) where it will be stored until it is requested.

The compliance date was 31st December 2008. Vessels are required to automatically report their identity, the date the time and their position four times each day. Vessels constructed on or after 31st December 2008 must be fitted with LRIT in their construction phase. Ships constructed before then have been phased in depending on their operational area.

All Gabonese registered ships will send data to the NDC via the Recognized ASP. The Gabonese Administration has appointed Polestar Space Applications Limited to operate the Gabon NDC on its behalf.

3. Applicability

3.1 The LRIT equipment is applicable to the following Gabonese registered vessels engaged on international voyages:

- Cargo ships, including High Speed craft of 300 gross tonnage and above,
- Passenger ships, including High Speed passenger craft,
- Mobile Offshore Drilling Units (MODU) that are propelled by mechanical means,
- Offshore Support Vessels, Special Purpose Ships and Mobile Offshore Units (MOU) of 300 gross tonnage and above that are propelled by mechanical means,
- Commercial yachts of 300 gross tonnage and above.

3.2 Mobile and immobile offshore units, including Floating Productions Storage & Offloading units (FPSO), Floating Storage Units (FSU), Single Buoy Mooring (SBM), units issued with Gabonese Mobile Offshore Drilling Unit (MODU) certificate, and vessels issued with Gabonese Mobile offshore Unit (MOU) Certificates.

3.3 Mobile and immobile units which are fitted with LRIT equipment should notify the Administration when they are moored on site and the expected period that the unit will be moored as the frequency of LRIT data may be reduced by the Administration. The



Administration should then be notified when the unit is to undertake a voyage from the moored location. All notification shall be recorded in the unit's Official Log Book.

3.4 Ships approved for Sea Areas A1 and A2 or A1, A2 and A3 have to comply no later than the first radio survey after 31st December 2008. Ships operating in sea areas A4 had to comply no later than the first radio survey after 1st July 2009. Ships which operate only in Sea Area A1 and which are fitted with Automatic Identification Systems (AIS) are exempted from the requirements of LRIT.

3.5 These vessels should comply with the LRIT requirements if they are 300 gross tonnage or above, propelled by mechanical means, engaged on international voyages outside GMDSS sea area A1 or not fitted with AIS and engaged in voyages within GMDSS sea area A1.

4. Definitions

According to SOLAS regulations and IMO guidelines, the following terms are deemed to apply:

- **Company:** is the entity responsible for the management of the ship in accordance with the ISM Code. For ships which the ISM Code is not applicable, the Company is the Managing Owner.
- **Conformance test result:** is the document that is issued by the Authorized Testing ASP outlining the results of the conformance test. This document is provided to the Administration in order to obtain a Conformance Test Report (CTR).
- **Conformance Test Report (CTR)** is the document issued by the Administration to verify that the LRIT equipment has successfully completed a conformance test
- **Gross tonnage** is the tonnage measured in accordance with the International Convention on Tonnage Measurement of Ships 1969
- **International voyage** is a voyage that is outside the territorial waters of Gabon and between two or more countries.
- **Radio Survey** is the survey for Passenger Ship Safety Certificate, Cargo Ship Safety Certificate, High Speed Craft Certificate, Mobile Offshore Drilling Unit Certificate, Cargo Ship Safety Radio Certificate, Cargo Ship Safety Certificate, Mobile Offshore Unit certificate, and any other certificates covering such purposes
- **Recognized ASP** means an Application Service Provider which has been recognized by the Administration in accordance with the provisions of the IMO revised performance standards. The recognized ASP is assigned to operate the Data Centre and to provide a



communication protocol interface between the communication Service Provider and the LRIT Data Centre

5. National Data Centre

Since 15th January 2019, International Ship Registry of Gabon has contracted with the following Service Provider to operate our National Data Centre. Any questions regarding your interaction with our National Data Centre should be sent to them with a cc to LRIT@INTERSHIPPINGSERVICES.COM

Pole Star Space Applications Limited.

(E) lrit-dc@polestarglobal.com / support@polestarglobal.com

(T)+44 (0)20 7313 7400 / +44 20 7313 7403

(W) www.polestarglobal.com

6. Shipborne LRIT equipment

Owners may utilize any equipment to transmit LRIT information on the provision that the equipment, provided:

- demonstrates compliance with the requirements of SOLAS Regulations V/19-1.6 and V/19-1.7, and the revised performance standards as referenced in IMO Circular MSC.1/Circ.1307, and
- has undergone and passed a satisfactory conformance test. In addition, and if the equipment is being used for another function, e.g. ship security alert system (SSAS) or GMDSS transmission, the equipment shall also comply with the relevant performance standards relating to that function.

6.1 Vessels intending to use existing GMDSS equipment for the purpose of transmitting LRIT information and which, for the purpose of complying with the requirements of SOLAS regulation IV/15.6 in relation to availability, are provided with duplicated equipment, are only required to use one of the sets of duplicated equipment fitted on board for transmitting LRIT information.

6.2 Notwithstanding 6.1 above, if a ship is fitted with more than one transmitting unit (shipboard equipment) that is intended to be utilized for LRIT purposes and integrated into the Gabonese LRIT Data Centre, a satisfactory conformance test must be carried out and Conformance Test Report issued for each unit (equipment). Only one of the transmitting units will be registered in the Data Centre at a given time to avoid duplication of position reports.

6.3 The Conformance Test Report will be annotated to reflect that the LRIT equipment satisfies the applicable type approval and/or certification in accordance with the applicable requirement of:

- IEC 60945/IEC 60945 Corr.1,



- And if applicable, SOLAS Regulation IV/14, i.e. where a terminal is approved for GMDSS functions and, if applicable, SOLAS Regulation XI-2/6, i.e. where a terminal is approved for SSAS function.

7. Requirement for Conformance Testing and ASP's

7.1 A conformance test is required for all shipborne LRIT equipment, in order to ensure that the equipment, as fitted onboard, complies with the provisions of SOLAS Regulation V/19-1.6 and the LRIT revised performance standards and functional requirement.

7.2 The conformance test shall be conducted by Pole Star Space Applications Limited for Gabonese Flag Administration as the only Authorized Testing Application Service Provider (Testing ASP) whose details are outlined below:

7.3 Pole Star Space Applications Limited

(E) Irit-dc@polestarglobal.com / support@polestarglobal.com

(T)+44 (0)20 7313 7400 / +44 20 7313 7403

(W) www.polestarglobal.com

7.4 Ship owners should contact Pole Star Space Applications Limited for conformance testing of their LRIT equipment. The ASP will test the equipment. There will be a fee involved for this that will have to be paid by the Owners to the ASP. The ASP will issue a Conformance Certificate to the ship with a copy to this Administration. Gabonese Maritime Administration do not issue the Conformance Test Report, this is issued by the Testing ASP.

8. Change of Flag to Gabon / Bareboat In

For a ship flagging in Gabonese Flag, including those ships that are Bareboat Chartering In, at the reflagging survey, the Recognized Organization will check that the equipment is operating satisfactorily and that it has been set up to transmit the position of the ship 4 times daily to our National Data Centre.

Owners are required to submit a copy of the Conformance Test Report as part of the application for registration and this test will have to be carried out within 30 days of reflagging.

9. Change of Flag out of Gabon, including Bareboat Charter Out

When an Owner applies for deletion of a ship or to Bareboat Charter out of Gabon Flag, we will instruct 'Pole Star Space Applications Limited' to cease transmissions from the ship. Owners are reminded to advise Gabonese Maritime Administration when they are reflagging a ship as they will be responsible for the costs of any transmissions that continue to be sent to the National Data Centre if their vessel is reflagged.



10. Instances as to when it is permissible for a vessel to cease LRIT transmissions

10.1 The Master or Company Security Officer (CSO) shall notify the Administration in writing at: LRIT@INTERSHIPINGSERVICES.COM of the following circumstances that may warrant the LRIT equipment being switched off:

10.2 In general all vessels should continue to transmit information at a rate of once every 6 hours and should *NOT* switch off their LRIT units or reduce the frequency of transmission.

10.3 Exemptions are as follows:

- a). Where the vessel is in dry-dock or undergoing modification in a shipyard or in port for a period where continued interruptions of the system would cause undue problems.
- b). Where the vessel is to be placed in long term lay-up to reduce the transmission rate or to stop transmission for a set period and agreement received.

10.4 In such cases the Master or Company Security Officer (CSO) should advise the following that LRIT transmissions will cease:

- Gabonese Maritime Administration:
(E) lrit@intershipingservices.com
- Pole Star Space Applications Limited
(E) lrit-dc@polestarglobal.com / support@polestarglobal.com
(T)+44 (0)20 7313 7400 / +44 20 7313 7403
(W) www.polestarglobal.com

10.5 Wherever possible a minimum of 5 working days' notice prior to the LRIT transmission ceasing to be given.

10.6 Additionally, 48 hrs prior notice of its departure must be given and the LRIT unit must be re-activated and switched on 6 hours before departing to ensure a poll can be received and viewed.

10.7 In addition to this an entry is to be made in the Official Log Book indicating the time and date the unit was switched off and a corresponding entry made as to when the unit is restarted and transmissions recommenced.

10.8 If a terminal is shut down under the above circumstances, the Master should immediately inform the local Port State Authorities of his decision to cease transmitting LRIT information and confirm this to Gabonese Maritime Administration.

10.9 Whilst it is the vessels responsibility to ensure that the shipboard system is operational and transmitting at all times these instructions provide for times when the system may need to be shut down. It is imperative that these instructions are followed as a failure to comply with any of



these instructions could lead to the vessel being detained or denied entry by the local Port State Authorities.

11. Exemption from the requirements of LRIT

11.1 Although the provisions of regulation V/19-1 do not include any expressed provisions which allow or enable an Administration to grant exemptions from, or equivalents to, the requirement to transmit LRIT information, in exceptional circumstances this Administration may be prepared to grant an exemption for a single voyage from the requirements from SOLAS V/19-1 subject to the following recommendations contained within IMO Circular MSC.1/Circ.1295.

11.2 Vessels that are operating exclusively in a GMDSS A1 sea area and are fitted with AIS are not required to install LRIT equipment. However, such vessels will require an exemption or equivalent arrangement if they engage in an international voyage outside the GMDSS A1 sea area.

11.3 Vessels applying for such exemptions should note that in accordance with the guidelines of MSC.1/Circ.1295, there may be a requirement for the Manager/Owner to submit the voyage plan (and any amendments) or report at specified intervals to not only the Governments where the vessel is proceeding but also Governments of the coast of which the ship might be navigating, subject to those countries being entitled to the information in accordance with the requirements of SOLAS Regulation V/19-1.

11.4 The ship is to provide a copy of the voyage or passage plan for the specific voyage to:

- a. The Recognised Organisation (Class) responsible for issuing the SOLAS Certification.
- b. The Contracting Government within whose jurisdiction the port or place to which the ship is proceeding to is located, and;
- c. To the Contracting Government of the coast of which the ship might be navigating and
- d. Any changes thereto; OR
- e. Report its position at 6-hourly intervals during the voyage, to the aforesaid Contracting Governments.

12. Survey and certification

12.1 The Recognized Organization (RO), taking into consideration the compliance dates in accordance with the provisions of SOLAS Regulation V/19-1.4.1 and the guidance outlined in Sections 8 & 9 of MSC.1/Circ.1307, should ensure that vessels have a valid Conformance Test Report prior to issuing the full term Safety Equipment Certificate during the applicable surveys.

- a. When a vessel is transferring flag (see section 8) and registering with Gabon and is required to test in accordance of this document, the ship-owner shall have made prior arrangements to soonest possible have the LRIT equipment tested.



12.2 For cargo ships of gross tonnage of 300 and above but of less than 500, which have not been issued a Cargo Ship Safety Equipment Certificate, compliance with the LRIT requirements should be verified by having on board a valid Conformance Test Report.

12.3 On satisfactory completion of a conformance test, the Authorized Testing ASP conducting the test will issue a report to the Administration to support and serve as the basis for the Conformance Test Report.

12.4 There is no additional action required from the shipowner once the test has been successfully completed since the test report data is automatically forwarded to the Administration by the Authorized Testing ASP.

12.5 Endorsement and Renewal of the Safety Equipment Certificate – In accordance with the provisions of MSC.1/Circ.1307 with regards to the LRIT equipment, during annual surveys the attending surveyor should endorse the Safety Equipment Certificate provided that the Conformance Test Report is still valid.

13. Conformance Test Reports:

Validity and amendments:

13.1 In accordance with the provisions of Sections 7.2, 7.3 and 10 of MSC.1/Circ.1307, the shipborne equipment is required to undergo a new conformance test and a new Conformance Test Report is required to be issued where:

- there are changes to the LRIT shipborne equipment;
- the LRIT shipborne equipment becomes unserviceable;
- the Administration has been notified by the Recognized ASP that the shipborne equipment is not operating within the parameters of the Conformance Test Report and/or in accordance with the LRIT performance standards;
- the affected vessel has transferred to the Gabon flag and its Conformance Test Report has been issued by an ASP that is not a Gabon Authorized Testing ASP; or
- the vessel is intended to operate outside the sea area noted on the Conformance Test Report, the Administration recommends that the Conformance Test Report be re-issued when changes occur affecting the ship details, particularly if there is a change in the vessel's name.
- Change of Vessel Name: The Shipowner may send a request for an amended Conformance Test Report to Vessel Certificates at email: **admin@intershippingervices.com**. The request should specify the vessel's IMO number, previous name and confirm the vessel's new name.
- Change of Flag.



14. Configuring Shipborne Equipment

14.1 The following guidance is provided to assist shipowners and masters with determining the suitability of existing equipment for LRIT. This information is not intended to be exhaustive of all possible configurations and may contain errors as it is supplied by manufacturers and other third parties.

14.2 For Inmarsat-C shipborne equipment; the make and model of equipment may be determined using the first six digits of the Inmarsat Serial Number (ISN). If the equipment appears to be LRIT capable; the following steps should be taken:

- Contact the manufacturer to confirm that the shipborne equipment has current software/firmware versions; and
- Ensure that Polling & Data Reporting (PDR) functions are enabled; and
- Ensure that Macro Encoded Message 11 (MEM-11) is enabled.
- For IsatM2M and Iridium shipborne equipment. All models listed are suitable for LRIT without further configuration.

*****End of Circular*****