



Maritime Circular No.25

To:

Ship – Owners / Managers / Operators, Registration Officers (RegOffs), Recognised Organisations (ROs), LRIT Approved Service Providers (ASPs), SLMARAD Departments (All)

Subject:

Long – Range Identification and Tracking of Ships (LRIT)

Date:

30th July 2018

References:

IMO Safety of Life at Sea (SOLAS) Convention, Regulation V/19-1 as amended

IMO Safety of Life at Sea (SOLAS) Convention, Regulation IV/2.1.12 as amended

Resolution MSC.263 (84)

Resolution MSC.1/Circ.1307

Maritime Circular No.11

Maritime Circular No.21

Maritime Circular No.27

Maritime Circular No.28

Maritime Circular No.29

Maritime Circular No.30

Purpose

To establish guidelines with regards to the Long – Range Identification and Tracking of Ships (LRIT) as required by SOLAS Regulation V/19-1 and resolution MSC.263(84).

Application

1. LRIT requirements apply to the following ships engaged on international voyages:
 - a. All passenger ships including high speed craft
 - b. Cargo ships, including high speed craft of 300 gross tonnage and above
 - c. Mobile offshore drilling units

2. LRIT Shipborne equipment must be capable of being configured to transmit the following minimum information automatically, at reporting intervals from 15 minutes to 6 hours to the LRIT Data Centre designated by this Administration:
 - a. The identity of the ship
 - b. The position of the ship
 - c. The date and time of the position

3. Pole Star Space Applications Limited is the designated National LRIT Data Centre for Sierra Leone Maritime Administration.

4. The following Service Providers (ASPs) are authorized to carry out the LRIT Conformance test on behalf of this Administration:
 - a. Pole Star Applications Ltd.
 - b. Morsviazspunik
 - c. China Transportation Telecommunication Center
 - d. Arskom Group
 - e. Fulcrum Maritime
 - f. Modotel Ltd
 - g. Kemilinks International Pte Ltd
 - h. Fupe Systems AS

5. The LRIT Conformance Test Report (ref. MSC.1/Circ.1307) shall be submitted to the Administration within a month following the initial registration of the vessel.

6. Ships fitted with Automatic Identification System (AIS) and operate exclusively within sea area A1 are not required to comply with LRIT. Sea area A1 is defined by SOLAS regulation IV/2.1.12.

7. The designated LRIT equipment must be always on and in operational condition. Any problem, which may result in the ceasing of transmission of the ship's position report, such as deactivation of the terminal, log out, power failure etc. must be reported immediately to the Administration and at the same time, immediate actions must be taken to resume operation.

8. Any Sierra Leonean vessel which stops reporting her position via Automatic Identification System (AIS) and/or Long Range Identification and Tracking (LRIT) System, without notifying the Administration, will be considered suspicious, and will be subject to extensive investigations by the Sierra Leone Maritime Administration. In case of involvement in any illegal actions, the Administration will take drastic measures in order to ensure the International peace and security.

9. Recognized Organizations responsible for the issuance of the Cargo Ship Safety Equipment Certificate are reminded to pay extra attention on ensuring the satisfactory condition of the AIS & LRIT equipment onboard the vessels and its compliance with the international standards.

10. Failure to comply with the above guidelines, shall result to the imposition of a fine as per Maritime Circular No.11.

11. The above will enter into effect as of 30th July 2018.

For additional information please contact SLMARAD at info@slmarad.com

Revision Status

Date	Revision	Comments - Changes
11/01/2017	0	Initial – Adopted
30/07/2018	1	Amended to be aligned to MC.21