



Merchant Shipping Directorate



LONG RANGE IDENTIFICATION AND TRACKING OF SHIPS

Merchant Shipping Notice 77 Rev.1

*Notice to Ship-owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognized Organizations*

The Directorate wishes to draw the attention of all concerned to Chapter V Regulation 19-1 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 relating to Long Range Identification and Tracking of Ships (LRIT).

Regulation 19 introduces the requirement for ships engaged on international voyages as specified hereunder to transmit LRIT information. These include:

- passenger ships, including high speed passenger craft;
- cargo ships, including high speed craft, of 300 gross tonnage and above; and,
- mobile offshore drilling units.

Shipborne equipment

Owners of vessels operating under the Malta flag must ensure provision of compliant shipborne equipment which is type approved by this Administration or a recognised organisation acting on its behalf.

Compliance of the shipborne equipment with the requirements of SOLAS regulation V/19-1.6 may be demonstrated by the equipment being:

1. of a type approved in accordance with the provisions of SOLAS regulation V/19.1 and section 4 of the revised performance standards; or
2. certified as meeting the requirements of SOLAS regulation IV/14 and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in Appendix 1 of MSC.1/Circ.1307/Rev.1, by an authorised testing Application Service Provider (ASP) or by a recognised ASP; or certified as meeting the requirements of IEC 60945(2002-08) and IEC 60945 Corr.1 (2008-04) as amended on Maritime navigation and radiocommunication equipment and systems – General requirements - Methods of testing and required test results and satisfactorily completing a conformance test in accordance with the procedures and provisions set

Malta Transport Centre
Hal Lija LJA 2021, Malta

Tel: +356 2125 0360
Email: lr.it.tm@transport.gov.mt
www.transport.gov.mt/ship-registration



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- out in Appendix 1 of MSC.1/Circ.1307/Rev.1 by a authorised testing ASP or by a recognised ASP; or
3. a ship security alert system complying with the provisions of regulation XI-2/6, 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/Rev.1 by an authorised testing ASP or by a recognised ASP.
 4. Existing shipborne terminals need not undergo a separate process of regulatory type approval using IEC standards such as that required for GMDSS equipment. Compliance with the requirements of SOLAS regulation V/19-1.6 in relation to type approval of shipboard equipment may be demonstrated by conducting a conformance test in accordance with the provisions and procedures set out in Appendix 1 of MSC.1/Circ.1307/Rev.1 and by demonstrating performance of the shipborne equipment that meets the acceptance criteria within the range of the tolerances set out in Appendix 1 of this same circular.

Conformance Test Report

Existing Inmarsat C equipment will in most cases be technically compliant. There might be equipment however, that does not conform with the performance standards and functional requirements referred to above. However, full compliance with the performance standards and functional requirements requires that the correct operational procedures are followed on board the vessel.

On satisfactory completion of a conformance test, the ASP conducting the test will issue a test report on behalf of this Administration in accordance with the model set out in appendix 2 of MSC.1/Circ. 1307/Rev.1.

In order to ensure, a continuous uninterrupted operation, the shipborne conformance test, by one of the authorised testing ASPs should be carried out as soon as possible but prior to the date when the ship needs to demonstrate compliance with the requirements of SOLAS regulation V/19-1. The list of authorised testing ASPs is contained in Merchant Shipping Notice 78, as amended.



Transfer of flag

When a ship transfers to the Malta flag, the conformance test report will be considered as remaining valid if the LRIT equipment is not being replaced and if the testing ASP that conducted the conformance test for the previous flag is an authorised testing ASP for the new flag. Otherwise, a new conformance test should be conducted.

When the original testing ASP is an authorised ASP for the new flag, the conformance test report is to be re-issued by the testing ASP indicating the new particulars of the ship but without retesting or altering the date of completion of the original conformance test.

Survey and certification

Prior to the issue or endorsement of a Passenger Ship Safety Certificate or Cargo Ship Safety Equipment Certificate following an initial, renewal or annual survey, as the case may be, or the amendment of the associated record of equipment, this Administration or the recognised organisation acting on its behalf will verify that the shipborne equipment has satisfactorily completed a conformance test, is supplied from the main and emergency source of electrical power and conforms with the requirements of section 4 of MSC.1/Circ.1307/Rev.1.

During any subsequent annual or renewal survey following initial certification of compliance of a ship with the requirements of regulation V/19.1, the related safety certificate should be issued or endorsed provided the conformance test report is still valid.

Additional information

All enquiries related to LRIT matters and the application of SOLAS regulation V/19-1, shall be addressed to this Directorate on lrit.tm@transport.gov.mt.

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10 July 2024

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