

Digital Ship Cyprus 2008

5-6 February, St. Raphael Hotel and Resort.

LRIT Conformance Testing

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LRIT Applicability

- The Long-Range Identification and Tracking (LRIT) regulation applies to the following ship types engaged on international voyages:
 - All passenger ships including high speed craft;
 - Cargo ships, including high speed craft of 300 gross tonnage and above, and;
 - Mobile offshore drilling units.

LRIT Requirements

- Ships operating exclusively in coastal Sea Area A1 and fitted with an Automatic Identification System (AIS) will be exempt.
- Ships operating in near-coastal Sea Area A2 not fitted with Inmarsat C GMDSS will be required to fit a compliant terminal.
- All ships operating in Sea Area A3 will require compliant shipborne equipment (the “terminal”).
- Ships operating in polar Sea Area A4 above 70 degrees latitude will require a non-Inmarsat terminal that operates in conjunction with a low-earth orbit Communication Service Provider (CSP) approved by the Flag Administration in conjunction with its appointed Application Service Provider (ASP).

LRIT Requirements continued...

- Compliance with the regulation shall apply to ships constructed on or after 31 December 2008.
- A phased approach to the implementation of the regulation for ships constructed before 31 December 2008 operating in Sea Areas A1, A2 and A3 will allow for compliance not later than the first radio survey after 31 December 2008.
- In the case of ships operating in Sea Area A4 compliance shall not be later than the first radio survey after 1 July 2009; however, these ships must comply with the requirements of existing ships while operating in Sea Areas A1, A2 and A3.

LRIT Requirements continued...

- The terminal must be capable of being configured to transmit the following minimum information set in an Automatic Position Report (APR):
 - The identity of the ship,
 - The position of the ship, and
 - The date and time of the position.
- In addition, the terminal must be able to respond to polling for an on-demand position report and be able to immediately respond to instructions to modify the APR interval to a frequency of a maximum of one every 15 minutes.
- APRs will be transmitted at a minimum 4 times per day to a National, Cooperative or a Regional Data Centre nominated by the Flag (collectively “DCs”).

Flag Obligations

- It is the responsibility of the Flag to implement LRIT. Different Flags may adopt slightly different LRIT implementation strategies.
- The Flag may impose voluntary compliance in advance of the 31 December 2008 compliance date in order to fully test their DC (it is expected that DCs be integrated with the IDE by 1 July 2008).

Data Centre Administrator / ASP Obligations

- The appointed DC Administrator / ASP will undertake in general the following tasks;
 - integration of ship equipment into the designated DC;
 - initial terminal conformance testing and certification in conjunction with the shipowner (or nominated regulatory representatives);
 - management of the DC;
 - connection of the DC to the wider international LRIT network via the International Data Exchange (IDE), and;
 - coordination of Data Centre-to-Data Centre billing arrangements.

Shipowner Obligations

- It is the responsibility of the shipowner to ensure provision of a compliant terminal that should be of a type approved by the Flag and conform to the Performance standards and functional requirements adopted by the IMO as defined in Resolution MSC.210(81).
- Note: terminals do not have to undergo a separate process of regulatory type approval using IEC standards etc, such as that required for GMDSS equipment.

Ad hoc LRIT Group

- First of 3 meetings were held last week to discuss technical and implementation of LRIT
- Practicalities of what equipment will be used to transmit LRIT data
- Equipment conformance testing process and the issuing of vessel LRIT compliance certificates
- Conclusions of the meetings will be submitted to the Maritime & Safety Committee

Equipment Considerations

- Pole Star will be the ASP for the Marshall Islands and Australia and the equipment used to transmit LRIT data will be Inmarsat C
- Initial feedback from the Ad Hoc LRIT group indicates that it is now certain that Inmarsat C will be specified as the main LRIT communication system of choice, as the majority of ships required to comply with the regulation are already fitted with compatible Inmarsat C GMDSS and Mini-C type SSAS systems. By adopting this strategy, no major hardware investment should be required on the part of the shipowner

NOTE: The shipowner should be aware that there is a 20-25% probability of existing Inmarsat C GMDSS terminals not conforming to the Performance Standards and Functional Requirements for a range of operational, physical and technical reasons

Equipment Considerations continued...

- Terminals must be capable of being controlled and programmed by the Flag's DC Administrator / ASP, and because of the serious consequences of non-conformance it is important that equipment performance is as reliable as possible.
- Existing Inmarsat C GMDSS equipment will in most cases be technically compliant. However, full conformance with the Performance Standards and Functional Requirements requires that the correct operational procedures are followed on board the vessel.
- Shipowners are advised to regularly check that they have the latest Flag marine guidance notices in this respect.

Terminal Conformance Testing

- An existing Statutory Certificate e.g. Cargo Ship Safety Radio Certificate, does not confer LRIT compliance on the ship, and LRIT equipment non-conformance does not infer GMDSS non-compliance.
- Consequently, Ship operators will be advised to register their nominated terminals with Pole Star as soon as possible and no later than Q1 2008, or as advised by their Flag.
- Radio surveys undertaken from 31 December 2008 onwards are likely to include a terminal compliance check.
- Australia & Marshall Islands will issue a LRIT certificate to the vessel on the submission of a successful conformance testing report

Terminal Conformance Testing continued...

- Pole Star will manage all aspects of the test including; terminal commissioning, communications regime, terminal de-commissioning and production / distribution of test reports.
- Pole Star's terminal conformance testing program shall commence Q2 2008.
- Each test will last for one (1) month from operational activation and will conclude with the issuance of a formal test report.
- In the event that the conformance testing has determined that the nominated terminal(s) are non-conformant, Pole Star shall at the request of the ship operator provide a quotation for a compliant terminal and if required arrange for the necessary activation, delivery and installation via our global network of agents during Q3

2008

LRIT Conformity Test Overview

