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Circular N.º 46

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Subject:	**Long Range Identification and Tracking of Ships (LRIT) - application, certification, surveys, change of flag, certain kind of ships**
To:	Shipowners, Companies, Operators, Recognized Organizations, SBM entities, Masters of Portuguese Flagged Vessels

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References: *SOLAS Convention V/19-1, long range identification and tracking of ships - LRIT; Resolution MSC.263(84), Revised Performance Standards and Functional Requirements for LRIT, as amended by Resolutions MSC.330(90) and MSC.400(95); Resolution A.694(17), General Requirements for shipborne Radio Equipment forming part of the Global Maritime and Distress Safety System (GMDSS); Resolution A.813(19), General Requirements for Electromagnetic Compatibility of all Electrical and Electronic Ship's Equipment; Circular MSC.1/Circ.1290 as amended, Unified Interpretation of the Term "First Survey"; Circular MSC.1/Circ. 1295, Guidance in Relation to Certain Types of Ships which are Required to Transmit LRIT Information on Exemptions and Equivalences and on Certain operational Matters; MSC.1/Circ.1307, Guidance on the Survey and Certification of Compliance of Ships with the Requirement to transmit LRIT Information; Directive 2002/59/CE of the European Parliament and the Council*[1]*, as amended, establishing a Community Vessel Traffic Monitoring and Information System; Decree-Law n.º 180/2004, of 27 July, as amended*[2]*,*

[1] Directive 2002/59/EC of the European Parliament and the Council, of 27 June 2002, was consecutively amended by the following Directives: 2009/17/EC and 2009/18/EC of the European Parliament and the Council, of 23 April, 2011/15/EU of the Commission, of 23 February, and 2014/100/UE of the Commission, of 28 October.

[2] Decree-Law n.º 180/204, of 27 July made the transposition of Directive 2002/59/EC, having been successively amended by the following Decrees-Law: 236/2004, of 18 December, 51/2005, of 25 February, 263/2009, of 28 September, 52/2012, of 7 March, 121/2012, of 19 June and 3/2016, of 12 January.

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transposing Directive 2002/59/CE; Decree-Law n.º 106/2004, of 8 May, which applies the SOLAS Convention, its protocol and the current amendments to national vessels.

1. OBJECTIVE

This Circular is intended to give a general overview of the LRIT System as well as some clarification of some requirements that Portuguese flagged vessels have to comply, and also some information for those who intend to register their vessels under the Portuguese flag. Upon the publication of this Circular, both Circulars n.º 1 and n.º 4, first published in June 2008 and on May 2009 respectively, will be repealed. It is also intended to do an update of the previous published information, not only for the matters relating to the authorized ASPs by the Portuguese Maritime Administration on behalf of the Government of Portugal to perform the Conformance Tests and issue the related Conformance Test Reports, but also on relevant matters associated with the registration of new vessels in the Portuguese Flag and the information needed to populate the EU CDC LRIT Ship Database which Portugal is part of and also the requirements related with the compliance with the European and National legislation related with the need of transmitting LRIT information.

2. INTRODUCTION

SOLAS Regulation V/19-1 on Long Range Identification and Tracking of Ships (LRIT) is in force since January 1st 2008. Under the regulation either shipowner/owner or the company, have to ensure the shipborne equipment installed on board complies with the IMO regulation, functional requirements, performance standards and technical specifications[3]. Furthermore, the equipment should be of a type approved by the Administration.

[3] Further to the documentation referred in Referencies, there are other also related with the technical speciications and the performance standards: Resolution MSC.216(82) - Adoption of the Amendments to SOLAS Convention as amended; Resolution MSC.221(82) - Adoption of the amendments to HSC Code 1994; Resolution MSC.222 (82) - Adoption of the amendments to the International HSC Safety Code 2000.

3. OVERVIEW OF THE SYSTEM

3.1 SOLAS regulation provides that Contracting Governments (CG) are entitled to receive LRIT information from ships (identification, position and time) as follows:

3.1.1 From their own registered ships wherever they may be located;

3.1.2 From ships that have declared the intention to enter a port facility of a CG wherever they are as long as they are not located within the waters landward of the baselines, established in accordance with international law, of another CG;

3.1.3 From ships that are passing within 1000 nautical miles of the coastline of a CG, as long as they are not located within the waters landward of the baselines, established in accordance with international law, of another CG; and

3.1.4 From ships in an area where a SAR[4] operation is underway.

3.2 The LRIT system consists of the following components, sketched in figure 1:

3.2.1 The shipborne LRIT information transmitting equipment;

3.2.2 The Communication Service Provider(s) (CSP);

3.2.3 The Application Service Provider(s) (ASP);

3.2.4 The Data Centre(s) (DC), including any related Vessel Monitoring System(s) (VTS);

3.2.5 The LRIT Data Distribution Plan server (DDP);

3.2.6 The International Data Exchange (IDE); and

3.2.7 The LRIT Data Users.

3.3 Contracting Governments and SAR services shall receive the information they are entitled to receive, upon request, through a system of National (NDC), Regional (RDC) and Cooperative (CDC) Data Centers using the International LRIT Data Exchange. Each Administration should decide to which LRIT Data Centre ships entitled to fly its flag are required to transmit LRIT information. Portuguese flagged vessels shall transmit LRIT information to the EU LRIT Cooperative Data Centre, at EMSA. The Portuguese Administration provides the EU LRIT CDC with the following mandatory data from its ships:

3.3.1 Name of the ship;

[4] Refer to Guidance to search and rescue services in relation to requesting and receiving LRIT information (MSC.1/Circ.1308). SOLAS V/2.5 also defines the term "search and rescue service".

3.3.2 IMO number;

3.3.3 Call Sign (from the international series of call signs);

3.3.4 MMSI; and

3.3.5 Type of ship.

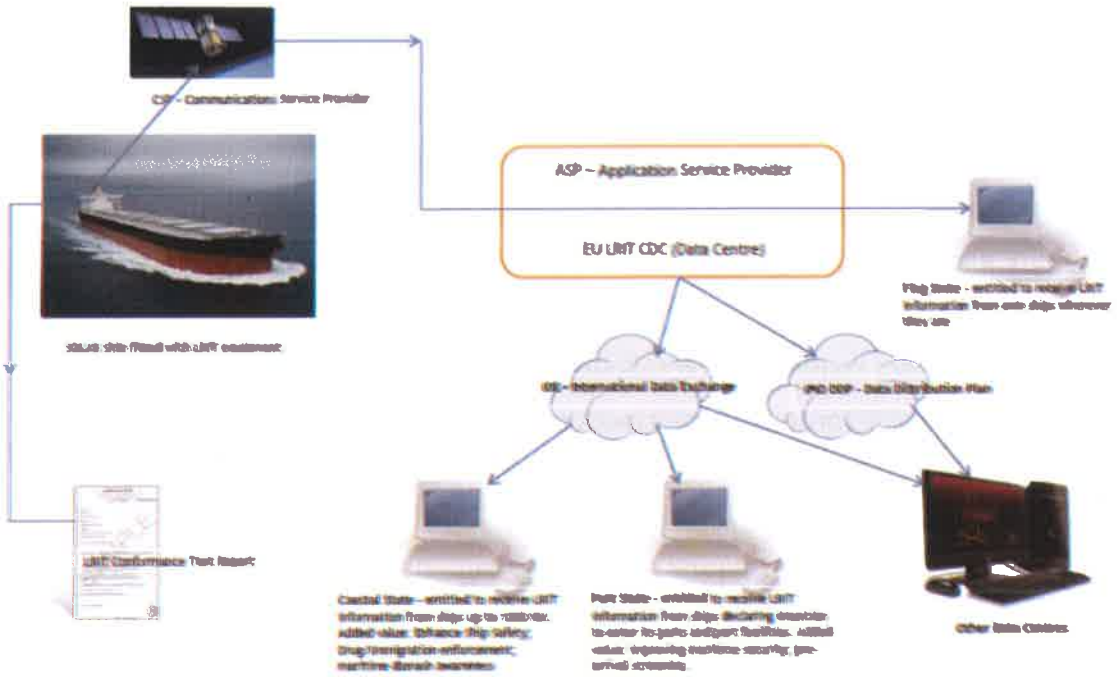


Figure 1 - LRIT System Architecture

3.4 LRIT shipborne equipment should comply with the following minimum requirements:

3.4.1 Be capable of automatically and without human intervention on board the ship transmitting the ship's LRIT information at 6-hour intervals to an LRIT Data Centre;

3.4.2 Be capable of being configured remotely to transmit LRIT information at variable intervals;

3.4.3 Be capable of transmitting LRIT information following receipt of polling commands; and

3.4.4 Interface directly to the shipborne global navigation satellite system equipment, or have internal positioning capability;

3.4.5 Be supplied with energy from the main and emergency source of electrical power; and

3.4.6 Be tested for electromagnetic compatibility taking into account the recommendations developed by the Organization[5].

3.5 In addition to the above requirements, ships shall automatically transmit the following LRIT information:

3.5.1 The identity of the ship (the identifier used by the shipborne equipment);

3.5.2 The position of the ship (latitude and longitude - GNSS position based on WGS84 datum); and

3.5.3 The date and time of the position provided.

4. APPLICATION

4.1 SOLAS Regulation V/19-1 applies to the following Portuguese Flagged vessels, when in international voyages:

4.1.1 All passenger vessels, including high speed passenger craft, of any gross tonnage;

4.1.2 Cargo vessels, including high speed craft, of 300 gross tonnage[6] and upwards;

4.1.3 Mobile Offshore Drilling Units (MODUs) propelled by mechanical means, and not on location;

4.1.4 Offshore Supply Vessels[7] (OSVs), Special Purpose Ships[8] and Mobile Offshore Units (MOUs) of 300 gross tonnage and upwards that are propelled by mechanical means;

4.1.5 Commercial Yachts[9] of 300 gross tonnage and upwards;

4.1.6 All Portuguese flagged vessels, on voyages between the ports of mainland Portugal and of the autonomous regions of the Azores and Madeira Islands, and

[5] Organization - The International Maritime Organization, in London.

[6] The gross tonnage to be used for determining whether a cargo ship or high-speed craft is required to comply with the provisions of SOLAS V/19-1 shall be that determined under the provisions of the International Convention on Tonnage Measurement of Ships, 1969, irrespective of the date on which the ship or high-speed craft has been or is being constructed.

[7] Offshore Supply Vessel - a vessel as defined in paragraph 1.1.2 of the Guidelines for the design and construction of offshore supply vessels, 2006 adopted by Resolution MSC.235(82).

[8] Special Purpose Ship - a ship as defined in paragraph 1.3.12 of the Code of Safety for Special Purpose Ships, 2008 adopted by Resolution MSC.266(84).

[9] Commercial Yacht - a pleasure yacht routinely engaged in trade, commerce or charter, carrying no more than 12 passengers (excluding the crew) for hire and that is not a private yacht.

between the ports of these regions, of 300 gross tonnage and upwards.

4.2 SOLAS Regulation V/19-1 does not apply to Portuguese Flagged vessels trading exclusively in sea area A1 as defined by SOLAS IV/2 and fitted with an operational equipment of the Automatic Identification System (AIS) equipment fully operational. Notwithstanding, the Administration may, upon request, and for those shipowners with port state control (PSC) concerns, consider authorizing the issuance of a statement of equivalence describing the ship's operating area and the conditions applicable to the statement.

4.3 The Portuguese Maritime Administration (DGRM), hereafter the Administration, considers that a tow service designed as a dedicated and integrated pushing tug and associated pushed barge, shall be regarded as a single ship for the purpose of the application of SOLAS V/19-1.

5. EUROPEAN LRIT COOPERATIVE DATA CENTRE

5.1 *Definitions*

In order to give some clarification with some of the terms used in this Circular, and notwithstanding the definitions provided not only by SOLAS Regulations and IMO guidelines but also by the European and national legislation applicable to the vessels mentioned in 3. above, the following will be considered:

5.1.1 Company - the entity responsible for the management of the vessel as defined by SOLAS IX/1.2, the EC Regulation n.º 336/2006, the ISM Code and the national legislation which applies, and who is responsible for the good working order of LRIT shipborne equipment;

5.1.2 Authorized testing ASP - an Application Service Provider, which has been authorized by the Portuguese Maritime Administration, on behalf of the Government of Portugal, to conduct conformance tests and issue the correspondent reports in accordance with MSC.1/Circ.1307 and for which related information has been communicated to the Organization;

5.1.3 Conformance Test Report (CTR) - the document issued upon satisfactory completion of a conformance test, by the ASP authorized by the Administration to

conduct the test on behalf of the Government of Portugal. The CTR should be in accordance with the model set out in annex 1 of MSC.1/Circ.1307;

5.1.4 National Competent Authority for LRIT (LRIT NCA) - the person(s) appointed by the Administration having access to the Data Centre, performing several operations such as determining which users have access to the system, which role are they assigned, register and maintain the ship's database of vessels under Portuguese flag in the EU LRIT database, which is also the National LRIT contact person;

5.1.5 GMDSS - the Global Maritime Distress and Safety System;

5.1.6 International Voyage[10] - means a voyage from a country to which the SOLAS Convention applies to a port outside such country, or conversely.

5.2 *The EU Cooperative Data Centre*

The EU LRIT Data Centre (EU LRIT CDC) is managed by the European Commission, in cooperation with the Member States through EMSA, the European Maritime Safety Agency. The Agency is in charge of the Cooperative Data Centre's technical development, operation, and maintenance, and interacts with users on an operational basis. Each Contracting Government participating in the EU LRIT CDC appoints a National Competent Authority for LRIT (LRIT NCA).

5.3 Integration of Portuguese Flagged Vessels in the EU LRIT CDC

All Portuguese Flagged Vessels for which LRIT is mandatory will be integrated into the EU LRIT CDC (Data Centre), subject to a satisfactory conformance test of the shipborne LRIT equipment. The type of data uploaded in EMSA's LRIT Ship Database is shown in ANNEX II to this Circular. Considering the size of the Portuguese LRIT fleet, and in order to meet the best performance and a good monitoring of all our vessels, the Administration has delegated this monitoring of its fleet to EMSA. In case of any failure that may affect the integration of the LRIT equipment/terminal in the Data Centre, the Administration will notify the vessel's Company through the LRIT NCA, so that all the necessary steps will be performed and

[10] Attention should be also drawn to Decree-Law n.º 106/2004, of 8 May, which regulates and applies the SOLAS Convention 1974, its Protocol and the amendments into the national legal order, applying the Annex to the Convention to all cargo vessels of 500 GT and above which do voyages between Portugal mainland and the Azores and Madeira Islands, and between these Islands.

arranged to ensure the integration of the ship in the Data Centre. After the integration and the reception of the first LRIT report, corresponding to the first position received, in case of any failure from the ship's equipment/terminal that may affect the subsequent reception of LRIT information by the Data Centre, the EU LRIT CDC Administrator (EMSA) will notify the vessel's Company through the email noreply@emsa.europa.eu. The current message used for this purpose is:

QUOTE
Subject:
[EU LRIT CDC PRODUCTION] - Ship with IMO=1234567 has stopped reporting
Content:
Dear Ship Contact Person or EU LRIT DC user,
Your National LRIT Ship Database Manager or NCA has enabled you to receive this email to inform you that the ship with IMO=1234567 has stopped reporting.
To start the ship reporting again, could you please ensure that the following actions are done on board this ship:

- Switch off the terminal transmitting LRIT positions;
- Wait 30 minutes;
- Switch on the terminal.

Once these actions are done, please report to your National LRIT Contact Person.
Regards,
EU LRIT CDC Administrator
UNQUOTE

For any contact with the National LRIT contact person the following email may be used: lrit@dgrm.mm.gov.pt.

6. LRIT SHIPBORNE EQUIPMENT - REQUIREMENTS AND CONFORMANCE TESTING

6.1 *Requirements for LRIT shipborne equipment*

6.1.1 The equipment used to transmit LRIT information, may be any, provided that:

6.1.1.1 It demonstrates compliance with the requirements of SOLAS V/19-1.6 and V/19-1.7, and of section 4 of the *Revised Performance Standards and Functional*

Requirements (Resolution MSC.263(84), as amended) and LRIT technical documentation (part I) (MSC.1/Circ.1259/Rev.5) as referenced in MSC.1/Circ.1307 *Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information*; and

6.1.1.2 It has undergone a satisfactory conformance test, in accordance with MSC.1/Circ.1307.

6.1.2 Where the LRIT 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. When the existing GMDSS equipment is simultaneously used for both GMDSS purposes and transmitting LRIT information, for the purpose of complying with the requirements of SOLAS IV/15.6 in relation to availability duplicated equipment is provided, only one of the sets of duplicated equipment should be used for transmitting LRIT information.

6.2. *Conformance Testing of LRIT shipborne equipment*

6.2.1 All LRIT shipborne equipment are required to perform a conformance test in order to ensure their compliance with the provisions of SOLAS V/19-1.6 and the current LRIT performance standards and functional requirements. This testing program lasts, in general, from 30 to 48 hours from operational activation. The conformance test shall be conducted by one of the Portuguese authorised Testing Application Service Provider (Testing ASP) taking into consideration the above mentioned criteria and in accordance with the provisions of SOLAS V/19-1.4.1.

6.2.2 Pursuant to the provisions of paragraph 6.1 to 6.3 of MSC.1/Circ.1307, the Portuguese Maritime Administration has appointed Pole Star, Transas, CLS and Fulcrum to act on behalf of the Government of Portugal as authorized testing ASPs. The particulars of these 4 companies are shown in ANNEX I to this Circular.

6.2.3 Upon satisfactory completion of a shipborne conformance test, the ASP issues the LRIT conformance test results to the shipowner/company, and the required LRIT Conformance test report (CTR) has to be requested from the testing ASP.

6.2.4 The original LRIT CTR shall be placed on board with copies provided to the ship's Designated Person (DP) and the Administration for record keeping and database entry, as

stated in the letter of acceptance of the testing ASPs by the Portuguese Maritime Administration.

6.2.5 The original LRIT CTR must remain with the ship's documents for as long as the shipborne LRIT equipment is deemed compliant, because it will remain valid until such time the LRIT conformance test has to be repeated and the correspondent CTR reissued. This may happen in result of, but not limited to:

6.2.5.1 There is a change in the shipborne equipment used to transmit LRIT information. This may be due to terminal upgrading or replacing or transfer from one ship to another;

6.2.5.2 The ship is transferred to the flag of another Contracting Government. For this case please see recital 8.*Transfer of Flag* below;

6.2.5.3 The ASP which has issued the CTR has notified the Administration or the Recognized Organization (RO) who, acting on behalf of the Administration, has issued the ship's certificates, that is no longer in a position to attest the validity of the report;

6.2.5.4 The Administration has withdrawn the recognition or authorization of the ASP which conducted the conformance test. However, in such cases the Administration concerned my decide that the CTR, issued either prior to the date of withdrawal of such recognition or authorization or prior a date determined by the Administration, remain valid subject to these being considered as being the responsibility of the Administration.

6.2.6 Notwithstanding the provisions of regulations I/11 and V/16, the CTR should also be considered as no longer remaining valid when the shipborne equipment used to transmit LRIT information becomes unserviceable. The Portuguese Maritime Administration considers that the unserviceability of the shipborne equipment becomes effective in the following cases:

6.2.6.1 When the ship's LRIT equipment stops transmitting LRIT information to the Data Centre for more than 24 hours, an alert from EU LRIT CDC Administrator is forwarded to the ship's DP by the LRIT NCA and there is an objective evidence that the shipborne equipment used to transmit LRIT information needs to be or has been repaired.

6.2.7 The CTR will also become invalid whenever ship's details are changed, e.g., due to a change of name of the vessel or a change in the ASP. Owners and/or Companies should have in due note that any name change will affect the data transmitted to the Data Centre. Also a change or interruption in transmissions by the ASP will stop the reception of information by the Data Centre.

6.2.8 As previously mentioned, the CTR is the Report of the Conformance Test performed by the ASP on behalf of the Contracting Government, Portugal, and should not be mistaken for the conformance test results (in 5.2.3 above). The ROs that have signed an agreement with the Portuguese Maritime Administration are not to issue a full term Safety Equipment Certificate on the basis of the conformance test results.

7. RENEWAL AND ANNUAL SURVEY AFTER THE INITIAL CERTIFICATION OF COMPLIANCE

7.1 During any renewal or annual surveys following the initial certification of compliance of a ship with the requirements of SOLAS V/19-1, the related certificate should be issued or endorsed, as the case may be, provided the CTR is still valid taking in due consideration 5.2.5 and 5.2.6 above.

7.2 *Ship Safety Radio Survey and Safety Equipment Certification*

7.2.1 For ships constructed on or after 31 December 2008, the initial Safety Radio Survey is to be considered the *first survey* [11] and the shipborne equipment of those ships, prior to the issue of a certificate, should satisfactorily complete a conformance test and comply with the requirement to transmit LRIT information before they are put into service. For this purpose, a change of flag is not to be considered the first radio survey of the installation.

7.2.2 Ship Safety Radio Surveys will include a shipborne LRIT equipment compliance check before an initial, periodical or renewal survey of the relevant Certificate. This verification will not affect or limit the issue or endorsement of a full term Safety Radio

[11] MSC.1/Circ.1290 provides that unless indicated otherwise, when the term "first survey" is referenced by a regulation in the 1974 SOLAS Convention, as amended, it means the first annual survey, the first periodical survey or the first renewal survey whichever is due first after the date specified in the relevant regulation or any other survey if the Administration deems it to be reasonable and practicable.

Certificate, as long as the ship radio installation is, in all aspects, in compliance with SOLAS IV requirements for that vessel.

7.2.3 Likewise, prior to the issue, endorsement or renewal of a Passenger Ship Safety Certificate, or a Cargo Ship Safety Equipment Certificate, or a Cargo Ship Safety Certificate, following an initial, annual, periodical or renewal survey, the Administration or the RO that have signed an agreement with the Portuguese Maritime Administration shall:

7.2.3.1 Examine the LRIT CTR to verify its validity;

7.2.3.2 Obtain information confirming the shipborne LRIT equipment is fully operational and transmitting LRIT information to the EU CDC - European Cooperative Data Centre. This information may be obtained through the NCA for LRIT.

7.2.4 For several times difficulties have been experienced in conducting conformance testing in some parts of the world or in certain situations, e.g. when a ship is in a shipyard during construction or undergoing dry-dock or repairs or modifications. Flag State surveyors and ROs are advised that in these circumstances the inability to complete the conformance testing and the delivery of the correspondent CTR in time for the *first survey* should not be either considered as making the ship unseaworthy or a reason for delaying the ship until the conformance testing is completed with success and the CTR delivered, as long as suitable arrangements are provided to the satisfaction of the Administration.

7.2.5 For those cases where the LRIT conformance testing has not been completed and/or the CTR has not been delivered on board by the time of the *first survey* of the radio installation after 31 December 2008, the Administration may authorize the issue of a 30 day Short Term Equipment Certificate to the ship in order to allow for the shipborne LRIT equipment to complete the conformance testing and/or the delivery of the CTR, under the following conditions:

7.2.5.1 The Company produces objective evidence that efforts have already started to arrange shipborne LRIT equipment conformance testing;

7.2.5.2 The Company produces objective evidence of successful shipborne LRIT equipment conformance testing and application of the CTR;

7.2.5.3 When found necessary under newbuilding delivery circumstances;

7.2.5.4 When a ship is in shipyard undergoing dry-docking or repairs or modifications when the first survey becomes due.

7.2.6 For Portuguese flagged ships registered in the Madeira international ship registry, the Administration may authorize the ROs that have signed an agreement with the Portuguese Maritime Administration to issue a 30 day Short Term Equipment Certificate according to 7.2.5 above, under the normal request procedure for exemptions, waivers and equivalencies described in Circular 33, by sending Form 1 to that circular properly fulfilled.

7.2.7 When deemed to be considered necessary, the authorization described in 7.2.5 and 7.2.6 above may be granted to encompass initial installation of terminals, upgrades or new acquisitions and to avoid any problems with the commercial activity of the vessel during the 30 days of validity of the Short Term Certificate described previously. In view of this, SOLAS I/14(e) shall apply in the following manner:

7.2.7.1 If a ship at the time when the Short Term Safety Equipment Certificate expires is not in a port in which it is to be surveyed, the Administration or the RO that have signed an agreement with the Portuguese Maritime Administration may extend the period of validity of the certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so; and

7.2.7.2 A ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new Full Term Safety Equipment Certificate endorsed, indicating LRIT compliance or accompanied by a CTR, whichever applies.

8. TRANSFER OF FLAG

8.1 When a ship, which has a valid LRIT CTR, is transferring flag to the Portuguese Flag, the CTR shall be considered as remaining valid if the ASP which conducted the last conformance test was any of the authorized testing ASPs by the Portuguese Maritime Administration on behalf of the Government of Portugal and described in ANNEX I. However the ASP concerned has to reissue the CTR on behalf of the Administration indicating the new particulars of the ship but without requiring retesting or altering the date of completion of the original

conformance test.

8.2 In cases where the Conformance test report is deemed to be no longer valid, due to no recognition by the Administration of the original issuing ASP, a new conformance test should be conducted along with the issuance of a new CTR, by any authorized testing ASP as listed in ANNEX I, prior to the issue of a Full Term Safety Equipment Certificate. For special situations refer to 7.2.4 to 7.2.7 above.

8.3 In order to populate and do a pre-registration on the EU LRIT CDC ship database of the vessel intending to register under the Portuguese flag, shipowners/companies are invited to provide the following information to the NCA LRIT (lrit@dgrm.mm.gov.pt):

8.3.1 Name of the ship;

8.3.2 IMO ship identification number;

8.3.3 Call Sign (assigned by the Portuguese Administration);

8.3.4 Maritime Mobile Service Identity (MMSI) (assigned by the Portuguese Administration);

8.3.5 Ship type[12];

8.3.6 The provisional date of transfer;

8.3.7 Company's email contact for LRIT purposes (DP or CSO); and

8.3.8 Copy of the valid LRIT CTR of the loosing flag.

9. SPECIFIC PROVISIONS IN RELATION TO CERTAIN TYPES OF SHIPS

9.1 *Mobile Offshore Drilling Units*

As the 1979 MODU Code and the Mobile Offshore Drilling Unit Safety Certificate and the Mobile Offshore Drilling Unit Safety Certificate, 1989 are not accompanied by a record of equipment, mobile offshore drilling units should be considered as meeting the requirements when:

9.1.1 The provisions of recitals 5 and 6 above are met;

9.1.2 There is on board a valid Mobile Offshore Drilling Unit Safety Certificate or a

[12] For population the LRIT ship database, "Ship Type" may be one of the following: Passenger Ship, Cargo Ship, Tanker, Mobile Offshore Drilling Unit and Other Ship.

valid Mobile Offshore Drilling Unit Safety Certificate, 1989; and

9.1.3 There is on board a valid LRIT CTR.

9.2 *Floating Production Storage and Offloading Units (FPSOs), Floating Storage Units (FSUs)*

FPSOs and FSUs not propelled by mechanical means are not required to transmit LRIT information when on location or in transit under tow on an international voyage.

FPSOs and FSUs propelled by mechanical means of 300 GT and above fitted with AIS and operating exclusively within sea area A1, are not be required to transmit LRIT information when in transit and engaged on international voyages.

FPSOs and FSUs propelled by mechanical means of 300 GT and above engaged on international voyages beyond sea area A1 are required to transmit LRIT information. Where the Record of Equipment associated with the safety certificates issued to Floating Production Storage and Offloading Units (FPSOs), Floating Storage Units (FSUs) does not include any provision for documenting compliance with the requirement to transmit LRIT information, these ships shall carry on board a valid LRIT CTR issued in accordance with the provisions of MSC.1/Circ.1307.

9.3 *Offshore Supply Vessels (OSVs)*

OSVs of 300 GT and above when engaged on international voyages fitted with an AIS and operating exclusively within sea area A1, are not be required to transmit LRIT information.

OSVs of 300 GT and above engaged on international voyages beyond sea area A1 are required to transmit LRIT information. Where the Record of Equipment associated with the safety certificates issued to Offshore Supply Vessels (OSVs) does not include any provision for documenting compliance with the requirement to transmit LRIT information, these ships shall carry on board a valid LRIT CTR issued in accordance with the provisions of MSC.1/Circ.1307.

OSVs constructed before 31 December 2008, in case they are not required to comply with the provisions of SOLAS IV, are required to transmit LRIT information in accordance with the provisions of SOLAS V/19-1 as from 31 December 2009.

9.4 *Special Purpose Ships (SPSs)*

SPSs of 300 GT and above when engaged on international voyages fitted with an AIS and operating exclusively within sea area A1, are not be required to transmit LRIT information.

SPSs of 300 GT and above engaged on international voyages beyond sea area A1 are required

to transmit LRIT information. Where the Record of Equipment associated with the safety certificates issued to Special Purpose Ships (SPSs) does not include any provision for documenting compliance with the requirement to transmit LRIT information, these ships shall carry on board a valid LRIT CTR issued in accordance with the provisions of MSC.1/Circ.1307.

9.5 A.494(XII)-ships

A.494(XII)-ships[13] when engaged on international voyages fitted with an AIS and operating exclusively within sea area A1, are not be required to transmit LRIT information. A.494(XII)-ships of 300 GT and above engaged on international voyages beyond sea area A1 are required to transmit LRIT information. Where the Record of Equipment associated with the safety certificates issued to A.494(XII) ships does not include any provision for documenting compliance with the requirement to transmit LRIT information, these ships shall carry on board a valid LRIT CTR issued in accordance with the provisions of MSC.1/Circ.1307.

9.6 *Cargo ships of gross tonnage of 300 and above but of less than 500 and Commercial Yachts*

Cargo ships of gross tonnage of 300 and above but of less than 500 and Commercial Yachts are not required to hold a valid Cargo Ship Safety Equipment Certificate and thus there will be no Record of Equipment. The compliance of these cargo vessels and of commercial yachts with the obligation to transmit LRIT information should be documented as follows:

9.6.1 In case they are issued a Cargo Ship Safety Certificate, by completing the relevant entry in section 5 of the Record of Equipment; or

9.6.2 By having on board a valid LRIT CTR.

10. SHIPS NOT TRANSMITTING DUE TO OUTSIDE FAILURE OF THE LRIT SYSTEM

10.1 No sanctions should be imposed on the ships whenever the LRIT information cannot be received by those entitled to receive such information, due to a failure or a situation outside the control of the ship, e.g.:

[13] A.494(XII)-ship - a ship the keel of which was laid before 18 July 1994 and which in accordance with the provisions of the "revised interim scheme for tonnage measurement for certain ships" set out in paragraph 3 of IMO Resolution A.494(XII), was allowed to use the gross tonnage determined in accordance with national rule in determining whether it is required to comply with the provisions of SOLAS IV.

10.1.1 Due to a failure of the CSP or the ASP or of the LRIT Data Centre; or

10.1.2 Because the Administration has not made the/any necessary arrangements; or

10.1.3 Because the LRIT Data Centre to which the ship is transmitting LRIT information is declining to provide the requested LRIT information to the LRIT Data Centre it is requesting them due to their financial disputes.

10.2 As matters are beyond the control of the ship, no grounds arise for either delaying or detaining the ship pursuant to the provisions of SOLAS Regulations I/19 and V/16 as long as the CTR and the related Radio Certificate are valid. A Contracting Government, e.g. as a port state, that is unaware of the circumstances, may decide to impose control measures pursuant of regulation XI-2/9. Shipowners and/or companies are kindly reminded that upon change of flag and whenever data are changed, they should, without undue delay, inform the Administration via the LRIT NCA. See recital *8. Transfer of Flag* for guidance.

11. DUPLICATION OF EQUIPMENT

11.1 Ships engaged on international voyages in sea areas A1, A2 and A3 or A1, A2, A3 and A4, which are using, for the purpose of transmitting LRIT information, the radiocommunication equipment fitted on board for the purpose of complying with the requirements of SOLAS IV and which, to insure compliance with the requirements of SOLAS IV/15.6 in relation to availability, are provided with duplicated equipment, should be required to use only one of the sets of duplicated equipment fitted on board to transmit LRIT information.

11.2 The Portuguese Maritime Administration is of the view that, a duplicate terminal may be tested for LRIT compliance and used as a ready backup system, in case the primary one gets unserviceable, as per 6.2.6. If shipowners and/or companies choose this option, the CTR of this backup system should also be sent to the Administration via the LRIT NCA, pointing out this situation.

12. SSAS

12.1 The primary purpose of SSAS is compliance with SOLAS XI-2/6, *Security*, even though this

equipment is used many times to comply with SOLAS V/19-1, *Safety*. SSAS is a "covert system" in contrast with LRIT which is, on this perspective, an "open system". SSAS programming and data use are solely under the control of the associated equipment supplier/ASP and the CSO. On the opposite side, and due to the performance standards and functional requirements, LRIT is remotely controlled and programmed, and both SOLAS CG (as Flag State, or Coastal Sate or Port State) and the ASP have access to the equipment. In view of the above, the Portuguese Maritime Administration encourages shipowners and/or companies to have separate equipment for SSAS and LRIT.

This Circular revokes circulars n.º1 and 4 of the 18th and 19th December 2012.

Done in Lisbon, 23 June 2017
The General Director of DGRM

For further information please contact:
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Fax: (+351) 213 035 702
Linha Azul: (+351) 213 035 703
www.dgrm.mm.gov.pt
E-mail: lrit@dgrm.mm.gov.pt

NOTICE: up to the date of publication of this circular all contacts are considered correct.

ANNEX I

Particulars of Authorized Testing ASPs of the Flag

1. Pole Star Space Applications Ltd (Pole Star)
   2nd Floor, The Yellow Building, 1 Nicholas Road,
   London, W11 4AN, UK
   Tel: +44 (0)20 7313 7400
   Web: http://lrit.com
   LRIT testing: lrittesting@polestarglobal.com
   LRIT certification: lritcert@polestarglobal.com

2. Transas Telematics Limited (Transas) / Livewire Connections LTD
   Unit 41, Barwell Business Park, Leatherhead Road
   Chessington Surrey KT9 2NY, UK
   Tel: +44 (0)20 8974 0900
   Fax: +44 (0)20 8974 0949
   Web: www.transas.com
   LRIT general enquiries: lrit@livewire-connections.com
   LRIT customer support: lrit.support@livewire-connections.com

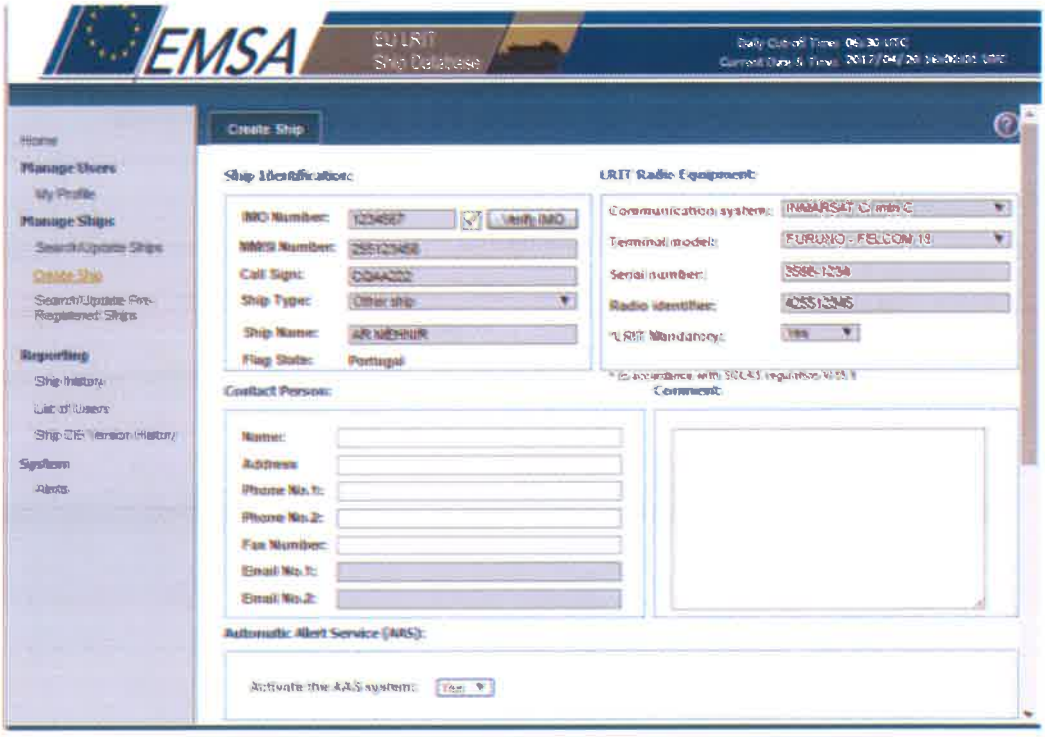
3. Collécte Localisation Satellites (CLS) -Maritime Security
   8 - 10 Rue Hermès, Parc Technologique du Canal
   31250 Ramonville St Agne - France
   Tel: +33 (0)5 61 39 37 02
   Fax: +33 (0)5 61 39 47 97
   Web: www.cls.fr
   LRIT issues: lrit.testing@cls.fr

4. Fulcrum Maritime Systems Ltd. (Fulcrum)
   Unit 3 Park Mews, 15 Park Lane,
   Hornchurch, Essex RM11 1BB, UK
   Tel: +44 (0)17 0878 8400
   Fax: +44 (0)17 0878 8402
   Web: http://www.fulcrum-maritime.com
   LRIT issues: lrit.admin@fulccrum-maritime.com

ANNEX II

SHIP CREATION AND UPDATING

In the ***Create Ship*** window of the EU LRIT Ship DB, we can find different boxes with fields that we have to fill in. The blue fields are mandatory, and if we don't fill them in is not possible to create the ship.



Once we tick with a Yes to activate the AAS system, we have to fill in email no.1 and no.2. One of them is the email of the alternate LRIT NCA; the other one is either the email of the DP of the ship's Company or of the CSO of the ship.

The *Start of Service* date corresponds to the date after which the ship is registered in the Portuguese flag and starts transmitting LRIT information to the EU CDC Data Centre with the flag of Portugal. This date can be a date in the future, if, for instance, a ship is still in the shipyard and it has not yet been delivered.

If the vessel is coming from another flag, we should choose which flag it is coming from.

The Portuguese Maritime Administration does not approve any shipborne equipment, nor accept any specific type approval. We use the prerogative of MSC.1/Circ.1307 with the completion of a Conformance Test as stated by this same IMO Circular.

