

Palau International Ship Registry



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MARINE NOTICE 129.3

To: SHIPOWNERS, MANAGERS, OPERATORS, COMPANY SECURITY OFFICERS, SHIP SECURITY OFFICERS, MASTERS, DEPUTY REGISTRARS, FLAG STATE INSPECTORS AND RECOGNIZED ORGANIZATIONS

Subject: COMPLIANCE WITH LONG-RANGE IDENTIFICATION AND TRACKING (LRIT)

1. Reference

- 1.1 SOLAS, Consolidated Edition 2014, as amended
- 1.2 IMO Resolution MSC.263(84), *Revised Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships*, adopted on May 16th, 2008, as amended by IMO Resolution MSC.330(90), adopted on May 25th, 2012 and MSC.400(95), adopted June 8th, 2015.
- 1.3 IMO Circular MSC.1/Circ.1295, *Guidance in Relation to Certain Types of Ships which are Required to Transmit LRIT Information on Exemptions and Equivalents and on Certain Operational Matters*, issued on December 8th, 2008
- 1.4 IMO Circular MSC.1/Circ. 1307, *Guidance on the Survey and Certification of Compliance of Ships with the Requirement to Transmit LRIT Information*, issued June 9th, 2009
- 1.5 IMO Circular MSC.1/Circ.1298, *Guidance on the Implementation of the LRIT System*, issued December 8th, 2008
- 1.6 The Palau Maritime Regulations Section 4.4

2. Purpose

- 2.1 The purpose of this marine notice, is to provide information on the requirements and procedures to comply with the LRIT as required by SOLAS Chapter V Regulation 19-1, as amended. Contracting Governments must be able to receive long-range identification and tracking information about ships for security, search and rescue, marine environment protection and marine safety purposes.



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3. General Requirements

- 3.1 All ships shall be fitted with compliant shipborne equipment and must be capable of being configured to transmit through their terminal the following information in an automatic position report:
 - a. The identity of the ship
 - b. The position of the ship
 - c. The date and time of the position
- 3.2 A ship must be able to send minimum four position reports per day (every 6-hour period) to the LRIT Data Centre (DC) and also to be able to respond to instructions to increase the position reports to a maximum of one every fifteen minutes.
- 3.3 The Long-Range Identification and Tracking of Ships (LRIT) is in force since January 1st, 2008. All ships regardless of their year of construction, should comply with the LRIT as of July 1st, 2009.

4. Applicability

- 4.1 The LRIT applies to the following types of ships engaged on international voyages:
 - a. Passenger ships, including high speed passenger craft of any gross tonnage;
 - b. Cargo ships including high speed craft of 300 GRT and upwards;
 - c. Mobile Offshore Drilling Units (MODUs) that are propelled by mechanical means and not on location;
 - d. Offshore Support Vessels, Special Purpose Ships and Mobile Offshore Units (MOUs) of 300 GRT and upwards that are propelled by mechanical means;
 - f. Commercial Yachts of 300 GRT and upwards.
- 4.2 The LRIT will not apply to the following vessels:
 - a. Ships irrespective of their construction date, which are fitted with AIS (Automatic Identification System) and are navigating exclusively within GMDSS A1 sea area.
 - b. Vessels of less than 300 GRT.



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5. Exemptions and Equivalent Arrangements

5.1 Vessels mentioned in section 4.2 which are not normally engaged in international voyages, but are required to undertake one single international voyage outside the GMDSS A1 sea area, can apply to the Palau Ship Registry Administrator for consideration of an exemption or equivalence in accordance with the provisions of SOLAS regulations I/4, IV/3.1, IV/3.2 and V/3.

5.2 Exemptions will be considered/granted upon receipt of:

- a. Voyage information including dates, port of departure, port of arrival and estimated duration of the voyage
- b. Application for Exemption Certificate duly filled.

6. Shipborne LRIT Equipment

6.1 Owners may utilize any equipment needed for LRIT information provided that such equipment is in compliance with the requirements of SOLAS Regulation V/19-1.6 and V/19-1.7, the revised performance standards and functional requirements for the LRIT of ships adopted by Resolution MSC.263(84) as amended, and the revised performance standards as referenced in IMO MSC Circular MSC.1/Circ.1307.

6.2 All shipborne LRIT equipment must be tested by an Authorized Testing Application Service Provider and has to successfully pass the conformance test. List of Authorized Service Providers are given in Annex I.

6.3 Shipborne LRIT Equipment that fails the test will have to be replaced or upgraded accordingly.



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7. Conformance Test Report

- 7.1 A Conformance test report is required to be provided on board the vessels, in order to ensure that the equipment as fitted on board, complies with the provisions of SOLAS V/19-1.6 and the current LRIT performance standards and functional requirements.
- 7.2 The Conformance Test Report can be issued directly by the Application Service Provider.
- 7.3 The Conformance Test Report should be issued in accordance with the LRIT Requirements and should include the ASP, Equipment Details, Vessels Details and Date of Testing.

8. Validity of the LRIT Conformance Test Report

- 8.1 The LRIT Conformance Test Report will become invalid if:
 - a. There are changes to the LRIT shipborne equipment;
 - b. The LRIT equipment becomes unserviceable;
 - c. the Palau Ship Registry Administrator has withdrawn authorization to the testing ASP that conducted the conformance test;
 - d. the Palau Ship Registry Administrator has been notified by the authorized 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;
 - e. The ship is extending its area of operation beyond that which is stated on the existing Conformance Test Report.

9. Appointment of Activation Service Providers:

- 9.1 The list of the Approved Activation Service Providers can be found [here](#). All vessels under the Palau Flag shall have their LRIT Tested only by those ASP approved by the Palau Flag. Any test carried out onboard a vessel registered under the Palau Flag by an ASP that is not approved by the Palau Ship Registry Administrator will not be accepted.



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10. National Data Centre

10.1 Pole Star is contracted to manage the National Data Centre on behalf of the Palau Ship Registry Administrator. All vessels registered under the Palau Flag that successfully complete the Conformance Test will be integrated into the National Data Centre.

11. Duplicate Equipment

11.1 Ships engaged on international voyages in sea areas A1, A2, A3 and/or 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 Chapter IV and which, for the purpose of complying with the requirements of SOLAS Chapter IV, Regulation 15.6 in relation to availability, are provided with duplicated equipment, shall use only one of the terminals as the primary terminal for LRIT. A duplicate terminal "may" be tested for compliance and used by the shipowner as a ready backup should the primary terminal develop problems.

12. Change of flag to Palau

12.1 All vessels that registered to the Palau Flag need to have a conformance test report issued by one of the approved Authorized Service Providers (ASPs), as listed [here](#).

12.2 The Recognized Organization shall ensure that ships/units have a valid conformance testing document on board, prior to issue any safety certificate and/or endorse any record of equipment, related to the LRIT function.

12.3 In case that the Conformance Test is not onboard, the Palau Ship Registry Administrator shall be contacted for further instructions.

13. Change of Particulars

13.1 A vessel changing particulars such as but not limited to name, gross tonnage, sea areas operation etc., while registered under the Palau Flag will have to have the LRIT



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Conformance Test re-issued in order to show the proper particulars of the vessel in the certificate.

14. Temporarily Suspension of transmission or reducing the frequency of distribution of the LRIT System

14.1 A vessel which, temporarily, will not be in service, is allowed to turn off the LRIT System or reducing the frequency of distribution of the LRIT information, upon agreement by the Palau Ship Registry Administrator.

The owner/manager, master or CSO shall notify at least 72 hours in advance, in writing the Palau Ship Registry Administrator (lrir@palaureg.com) of such event and provide information regarding the specific reason of suspension of service or reducing the frequency of the LRIT system, for a specific period of time. The Palau Ship Registry Administrator will consider the request and in affirmative case will consent the ship to switch off their shipborne LRIT equipment or reducing the frequency of distribution of the LRIT information for a specific period.

14.2 Once the vessel returns to service, the owner, manager, master or CSO, should notify the Palau Ship Registry Administrator that the LRIT system is back in service. the Palau Ship Registry Administrator will verify that the LRIT position report is functioning as required.

14.3 The notification and subsequent agreement by the Palau Ship Registry Administrator shall be recorded in the ship's official log book.

14.4 LRIT equipment must be operative at all times.

15. Monitoring the LRIT functionality

15.1 A vessel that is registered with Palau Flag and has provided LRIT Conformance Test but is which is not transmitting its position as required will:

a. The Palau Ship Registry Administrator will issue a first warning letter informing that the vessel is not transmitting the LRIT position asking for an explanation and advising for the vessel to restart transmitting its position within 72 hours from the date of issuance.



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b. After 72 hours if no compliance will be succeeded and without providing ground for non-compliance, penalties may apply accordingly.

16. Penalties and sanctions for non-compliance of LRIT

16.1 For vessels that for a period of 72 hours have not been transmitting their position report and without having the consent from the Palau Ship Registry Administrator as per 14.1, a penalty fee of USD 5000.00 may be imposed followed by a USD 50.00 daily penalty fee for every subsequent day for which the LRIT is not transmitting.

17. Contact

17.1 Any inquiries concerning the subject for this Marine Notice should be directed to the Head Office of the Palau Ship Registry Administrator at info@palaureg.com

****This Marine Notice supersedes
Marine Notice 129.2**

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Notices

