



G-B INTERNATIONAL

INTERNATIONAL SHIPS REGISTRY OF GUINEA-BISSAU

Marine Circular

Marine Circular Nr. 09/ 2022, 17/10/2022

Subject: “Compliance with Long-Range Identification and Tracking of Ships (LRIT) for Vessels Registered with the G-B I.S.R.”

Ref.: (a) SOLAS, Consolidated Edition 2014, as amended.

(b) 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.

To: Ship Owners and/or Operators of Cargo Vessels, Powered Barges, Tugs, Utility Vessels & Dredgers over 300 GT; Deputy Registrars, Recognized Organizations, Company and Ship Security Officers and Other Interested Parties.

Summary: The current Marine Circular informs all concerned parties, on the requirements and procedures to **comply with the LRIT as required by SOLAS Chapter V Regulation 19-1**, as amended, bearing in mind that Contracting Governments must be able to receive Long- Range Identification and Tracking information (LRIT) about ships for Security, Search & Rescue and Marine Environment Protection & Marine Safety Purposes.

Background

1. The International Maritime Organization (IMO) adopted an amendment to Chapter V of the International Convention for the Safety of Life at Sea 1974 (SOLAS) that introduces new mandatory position reporting obligations for SOLAS ships. SOLAS Chapter V, Regulation 19-1, on Long Range Identification and Tracking (LRIT) refers to a system that requires vessels to automatically transmit their identity, position and date/time of the reported position. The IMO Performance Standards for LRIT (MSC.263(84)) further states that the onboard LRIT system should be capable of automatically and without human intervention transmitting the ship's LRIT information at 6-hour intervals.
2. Long Range Identification & Tracking (LRIT) is a system that requires applicable ships to transmit their identity and position every 6 hours. It is a secure, satellite-based system which means that ships can be tracked globally and will never be out of range of the system. LRIT's primary purposes are to aid the co-ordination of search and rescue operations and enhance maritime security and environmental protection.
3. The LRIT system design is based on a multitiered receiving system of data centres comprising of distributed data centres that report to a central international data exchange (IDE). Receiving systems are referred to as LRIT data centres and can be as simple as a small database connected to a satellite service provider and the International Date Exchange (IDE) enabling the receipt and transmission of position reports. LRIT allows G-B I.S.R. to receive position reports from vessels flying the Guinea-Bissau flag from anywhere in the world. This also allows national governments an overview of vessels in their territorial waters and off their coastlines.

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Guidance to Vessel Operators with the G-B I.S.R.

4. All vessels falling within the LRIT applicability requirements as per. par. 7 below, shall be fitted with compliant shipborne equipment and must be capable of being configured to transmit through their terminal in an automatic position report, the identity, the position of the ship and the date and time of the position. 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.
5. 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.
6. All shipborne LRIT equipment must be tested by an Authorized Testing Application Service Provider and has to successfully pass the conformance test. Shipborne LRIT Equipment that fails the test will have to be replaced or upgraded accordingly. 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. The Conformance Test Report can be issued directly by the Application Service Provider, who has to be approved and authorized from the G-B I.S.R.

Applicability and Requirements

7. The LRIT regulation applies to the following ships engaged on international voyages:
- Passenger Ships, including high-speed passenger craft of any gross tonnage.
 - Cargo ships including high-speed craft of 300 GRT and upwards.
 - Mobile offshore drilling units that are propelled by mechanical means and not on location.
 - Offshore Support Vessels, Special Purpose Ships and Mobile Offshore Units GT 300 GRT propelled by mechanical means.
 - Commercial Yachts of 300 GRT and above.
8. The LRIT will not apply to the following vessels:
- Ships irrespective of their construction date, which are fitted with AIS (Automatic Identification System) and are navigating exclusively within GMDSS A1 sea area.
 - Vessels of less than 300 GRT.

Exemptions and Equivalent Arrangements

9. Vessels mentioned in the above section, par.8 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 G-B I.S.R. 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.
10. Exemptions will be considered/granted upon receipt of:
- Voyage information including dates, port of departure, port of arrival and estimated duration of the voyage.



b. Application for Exemption Certificate duly filled (see attached Application Form for Granting Exemption/ Waiver/ Extensions).

Shipborne LRIT Equipment

11. LRIT equipment on board ships must be capable of being configured to transmit the following minimum information set in an automatically generated position report (APR):

- the identity of the ship;
- the latitude and longitude of the ship; and
- the date and time of the position.

In addition, ship LRIT equipment must be able to respond to poll requests for an on-demand position report and be able immediately to respond to instructions to modify the APR interval to a frequency of a maximum of one every 15 minutes. APRs will be transmitted as a minimum 4 times per day (every 6 hours).

12. 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. (see par. 6 above). All shipborne LRIT equipment must be tested by an Authorized Testing Application Service Provider and has to successfully pass the conformance test. Shipborne LRIT Equipment that fails the test will have to be replaced or upgraded accordingly.

LRIT Conformance Test Report

13. 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. The Conformance Test Report can be issued directly by the Application Service Provider. 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.

14. The LRIT Conformance test report will become invalid, when:

- a. There are changes to the LRIT equipment on board.
- b. The LRIT equipment becomes unserviceable.
- c. The G-B I.S.R. has withdrawn the Authorization of the Service Provider that conducted the conformance test.
- d. The G-B I.S.R. has been notified by the service provider that the LRIT equipment is not operating within the parameters as required by the LRIT Performance Standards.
- e. The ship is extending its area of operation beyond that which is stated on the existing conformance test report.

Appointment of Application Service Provider

15. Pole Star Space Applications Limited ('Pole Star') has been appointed by the G-B I.S.R. as the recognized Application Service Provider working with the National LRIT Data Center and as such provides and coordinates the dedicated Data Centre for the Guinea-Bissau International Ships Registry. Their contact details can be found in Appendix 1. All vessels under the Guinea-Bissau flag shall have their LRIT Tested only by the ASP approved by the G-B I.S.R.



Authorised Testing Application Service Providers ('ASPs')

16. ASPs are authorized to conduct conformance tests and issue conformance test reports and certificates on behalf of the Administrations. The G-B I.S.R. has authorized Pole Star Space Applications Limited ('Pole Star') to act on their behalf as testing Application Service Provider.

National Data Centre

17. Pole Star Space Applications Limited ('Pole Star') is contracted to manage the National Data Centre on behalf of the G-B I.S.R. All vessels registered with G.B. I.S.R. that successfully complete the Conformance Test will be integrated into the National Data Centre.

Required Action by Owners/Operators with G-B I.S.R.

18. As indicated above G-B I.S.R. has appointed Pole Star Space Applications Limited (Pole Star) as an Authorized Testing Application Service Provider (ASP) to undertake shipborne equipment testing and the issuance of a Conformance Test Report. Shipowners / Shipmanagers are invited to contact Pole Star, the official authorized ASP, for having the LRIT Conformance Test conducted. Upon successful completion, a test certificate will be issued. All vessels must hold such a certificate to comply with SOLAS V/19-1.

Change of Flag to Guinea-Bissau – LRIT Compliance

19. All vessels registered to the Guinea-Bissau flag need to have a conformance test report issued by the approved Authorized Application Service Provider by G-B I.S.R. The competent Recognized Organization shall ensure that ships/units have a valid conformance testing document on board, prior to issuing any safety certificate and/or endorsing any record of equipment, related to the LRIT function. In case the Conformance Test is not onboard, the G-B I.S.R. – Technical Department shall be contacted for further instructions.

Change of Vessel Particulars

20. In case a vessel changes particulars such as but not limited to name, gross tonnage, sea areas operation etc., while registered under the Guinea-Bissau Flag will have to have the LRIT Conformance Test re-issued in order to show the proper particulars of the vessel in the certificate, as per applicable section of the Guinea-Bissau International Ships Registry Code of operation section (Part 2, Section 36, Registration of Particulars).

Temporarily Suspension of Transmission or Reducing the Frequency of Distribution of the LRIT System

21. For vessels registered with the G-B I.S.R. LRIT transmissions may be temporarily stopped or reduced in exceptional circumstances. Such circumstances are limited to the following:

- a. When the ship is in dry-dock or undergoing modification in a shipyard or port for a period where frequent interruption of the system would cause undue problems;
- b. When the ship is to be placed in lay-up for a long period; or
- c. When the Master determines that the transmission of LRIT information compromises the safety or security their ship. Transmissions must be switched back on as soon as the threat as passed and G-B I.S.R.- Technical Department (tech@gbi-lb.org) should be informed of the occurrence without undue delay.

22. A vessel that, temporarily, will not be in service, is allowed to turn off the LRIT System or reduce the frequency of distribution of the LRIT information, upon agreement by the G.B. I.S.R. The



G-B INTERNATIONAL INTERNATIONAL SHIPS REGISTRY OF GUINEA-BISSAU

owner/manager, master, or CSO shall notify at least 72 hours in advance, in writing the G.B. I.S.R. (tech@gbi-lb.org) 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 time period. The G-B I.S.R. will consider the request and in the affirmative case will consent the ship to switch off their shipborne LRIT equipment or reduce the frequency of distribution of the LRIT information for a specific period.

23. Once the vessel returns to service, the owner, manager, master or CSO, should notify the G.B. I.S.R. that the LRIT system is back in service. The G-B I.S.R. will verify that the LRIT position report is functioning as required. The notification and subsequent agreement by the G-B I.S.R. shall be recorded in the ship's official log book.

Monitoring the LRIT functionality

24. A vessel that is registered with G-B I.S.R. and has provided LRIT Conformance Test but is which is not transmitting its position as required will:

- Be issued with a first warning notification informing that the vessel is not transmitting the LRIT position asking for an explanation and advising the vessel to restart transmitting its position.
- If the LRIT unit continues to be non-compliant with the reporting requirements and without acceptable grounds for non-compliance, penalties may be applied accordingly.

Penalties and sanctions for non-compliance of LRIT

25. For vessels not transmitting their position and without having consent from the G-B I.S.R. as per paragraph 22 of the current Marine Circular, a penalty fee up to USD 10,000 may be imposed by decision of the G-B I.S.R. General Ships Registrar, as per applicable section of the Code of Operation.

Applicability

The current Marine Circular applies to all vessels registered with the International Ship Registry of Guinea-Bissau, as per applicable provisions of par. 7 above. Shipowners, ship managers, ship operators, and ship masters of vessels registered under the G-B I.S.R. and R.O.s are requested to take note of the information stated above and act accordingly.

Effective Date

The current Maritime Circular has immediate effect as per the day of issuance.

Queries

Any queries on this Notice may be submitted to G-B I.S.R. / Technical Department (E-mail: tech@gbi-lb.org, Tel. : +30 210 4537950, +30 210 4537914).

For the Guinea-Bissau International Ships Registry

Authorized Signatory:

Office of the General Ships Registrar



Attached

- [Appendix I](#)
- [Application Form for granting Exemption/Waiver/Extension \(p.1\)](#)

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