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## Long Range Identification & Tracking (LRIT)

Notice to ship owners, managers, Masters, Approved Nautical Inspectors, Recognised Organisations and surveyors

*This Notice supersedes BMA Information Bulletin No.111*

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### 1. Purpose

- 1.1. This Marine Notice provides the Bahamas Maritime Authority (BMA) position on Long Range Identification and Tracking (LRIT) of ships, as required by Regulation 19-1 of Chapter V of the International Convention for the Safety of Life at Sea, 1974, as amended (SOLAS).
- 1.2. This Marine Notice should be read in conjunction with BMA Information Notice 10.

### 2. Application

- 2.1. The requirement to fit LRIT equipment is applicable to the following Bahamian ships engaged on international voyages, unless the vessel is operating exclusively in a Global Maritime Distress and Safety System (GMDSS) Sea Area A1 and is fitted with an Automatic Identification System (AIS):
  - i. Cargo ships, including high speed craft, of 300 gross tonnage and above;
  - ii. All passenger ships, including high speed passenger craft;
  - iii. Mobile Offshore Drilling Units (MODUs) that are propelled by mechanical means;
  - iv. Offshore support vessels, Special Purpose Ships and Mobile Offshore Units (MOUs) of 300 gross tonnage and above that are propelled by mechanical means;
  - v. Commercial yachts of 300 gross tonnage and above.

### 3. Definitions

- 3.1. For the purpose of The Bahamas requirements for LRIT, and notwithstanding the definitions provided in the SOLAS regulations and International Maritime Organisation (IMO) guidelines, the following terms apply:

- **Company** is the entity responsible for the management of the ship in accordance with the ISM Code. For ships which the ISM Code is not applicable, the Company is the Managing Owner in accordance with Section 52 of the Merchant Shipping Act;
- **Conformance test result** is the document that is issued by the Authorised Testing ASP outlining the results of the conformance test. This document is provided to the BMA in order to obtain a Conformance Test Report (CTR);
- **Conformance Test Report (CTR)** is the document issued by the BMA to certify that the LRIT equipment has successfully completed a conformance test;
- **Gross tonnage** is the tonnage measured in accordance with the International Convention on Tonnage Measurement of Ships 1969;
- **GMDSS** is the Global Maritime Distress and Safety System;
- **International voyage** is a voyage that is outside the territorial waters of The Bahamas and between two or more countries, which may include a voyage between a port/location in The Bahamas and another country;
- **Recognised ASP** means an Application Service Provider which has been recognised by The Bahamas in accordance with the provisions of paragraphs 5.1.1 and 5.1.2 of IMO Maritime Safety Committee (MSC) Resolution MSC.263(84) Revised performance standards and functional requirements for the long range identification and tracking of ships;
- **Ship** means any ship, unit or vessel registered under the Merchant Shipping Act.

#### **4. The Bahamas LRIT Data Centre**

- 4.1. The Bahamas national data centre is managed on behalf of the BMA by CLS UK ([uk.groupcls.com](http://uk.groupcls.com)). CLS UK is also authorised as The Bahamas Recognised Application Service Provider (Recognised ASP) to perform the functions in accordance with the current LRIT performance standards and functional requirements.
- 4.2. All applicable Bahamian ships will be integrated into The Bahamas LRIT Data Centre, subject to a satisfactory conformance test of the shipborne LRIT equipment.
- 4.3. The BMA will notify the Company of any failure of the Recognised ASP, Communication Service Provider (CSP), Bahamas LRIT Data Centre or any other circumstances that will affect the transmission of LRIT information from the ship. The Master shall record such notifications in the ship's Official Log Book.

#### **5. Shipborne LRIT Equipment & Requirement for Conformance Testing**

- 5.1. Companies may utilise any equipment to transmit LRIT information, provided that the equipment:
  - i. demonstrates compliance with the requirements of Regulations 19-1.6 and 19-1.7 of SOLAS Chapter V, and the revised performance standards as referenced in IMO

- MSC Circular MSC.1/Circ.1307 Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information; and
- ii. has undergone a satisfactory conformance test.
- 5.2 A conformance test is required for all shipborne LRIT equipment in order to ensure that the equipment, as fitted on board, complies with the provisions of Regulation 19-1.6 of SOLAS Chapter V and the current LRIT performance standards and functional requirements.
- 5.3 The conformance test shall be conducted by one of the Bahamas authorised Testing Application Service Provider (Testing ASP) as outlined in BMA Information Notice 10.
- 5.4 The conformance test shall be conducted taking into consideration the criteria noted in paragraph 5.2 and in accordance with the provisions of Regulation 19-1.4.1 of SOLAS Chapter V.
- 5.5 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.
- 5.6 Where existing GMDSS equipment is used for the purpose of transmitting LRIT information and where, for the purpose of complying with the requirements of Regulation 15.6 of SOLAS Chapter IV in relation to availability, duplicated equipment is provided, only one of the sets of duplicated equipment should be used for transmitting LRIT information.
- 5.7 Notwithstanding 5.6 above, if a ship is fitted with more than one set of shipborne equipment that is intended to be utilised for LRIT purposes and integrated into The Bahamas LRIT Data Centre, a satisfactory conformance test must be carried out and Conformance Test Report issued for each set of equipment.
- 5.8 The Conformance Test Report will be annotated to reflect that the LRIT equipment satisfies the applicable type approval and/or certification in accordance with the applicable requirements of:
- IEC 60945/IEC 60945 Corr.1; and, if applicable
  - SOLAS IV/14 (i.e. where a terminal is approved for GMDSS functions); and, if applicable
  - SOLAS XI-2/6 (i.e. where a terminal is approved for SSAS functions).
- 5.9 Notwithstanding BMA Marine Notice 90, the Recognised Organisation shall advise the BMA of any other equipment that they have type approved in accordance with the

provisions of SOLAS V/19-1.4 where the equipment has not been type approved as noted above.

## **6. Conformance Test reports – validity and amendments**

- 6.1. In accordance with the provisions of Sections 7.2, 7.3 and 10 of MSC.1/Circ.1307, the shipborne equipment is required to undergo a conformance test and a new Conformance Test Report is required to be issued where:
- i. There are changes to the LRIT shipborne equipment;
  - ii. The LRIT shipborne equipment becomes unserviceable;
  - iii. The Bahamas has withdrawn authorisation to the Testing ASP that conducted the conformance test;
  - iv. The BMA has been notified by the Recognised 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;
  - v. The affected ship has transferred to the Bahamas flag and its Conformance Test Report has been issued by an ASP that is neither a Bahamas Recognised ASP nor a Bahamas Testing ASP;
  - vi. The ship is intended to operate outside the sea area noted on the Conformance Test Report.
- 6.2 The Conformance Test Report will also have to be re-issued where there are changes to the following information on the report:
- i. Ship's details. Owners should note that any name change can only be affected after the authorisation by the Registrar in accordance with BMA registration requirements;
  - ii. Testing ASP.
- 6.3 The Testing ASP should submit the relevant information on conformance testing in the format specified by the BMA in accordance with conditions outlined in the agreement with the Testing ASP.

## **7. Survey and Certification**

- 7.1. The Recognised Organisation shall ensure that ships/units have a valid conformance testing document on board during applicable surveys.
- 7.2. Where a Conformance Test Report is not available, the Recognised Organisation shall issue a condition or short term certificate valid for one (1) month pending provision of a valid Conformance Test Report.

For cargo ships of gross tonnage of 300 and above but of less than 500, compliance with the LRIT requirements should be verified by confirming that a valid Conformance Test Report is on board at annual surveys.

- 7.3. Where the radio related survey is carried out for an LRIT applicable ship and there is no Conformance Test Report on board, but the ship has a copy of the results of a satisfactory conformance test carried out by a Bahamas authorised Testing ASP, the Recognised Organisation shall issue a full term radio related certificate.
- 7.4. In the event that the radio related survey is carried out for an LRIT applicable ship and there is no Conformance Test Report on board, the existing radio related certificate should remain valid to the end of the survey window. If there is no documentary evidence to attest that efforts were made to carry out the conformance test, the Recognised Organisation should notify the body that issued the ISM Safety Management Certificate and the BMA.
- 7.5. In the event that the radio related survey is carried out for an LRIT applicable ship at the end of the survey window and there is no valid Conformance Test Report on board, the Recognised Organisation shall liaise with the BMA in order to determine the course of action.
- 7.6. The Testing ASP should submit the relevant information on conformance testing in accordance with conditions outlined in the Testing ASP agreement.
- 7.7. On completion of conformance testing, the Company should use the form contained in Appendix 1 to submit an application with:
  - i. a copy of the ship's certificate related to the radio related survey;
  - ii. ship radio licence (or application on Bahamas form R108); and
  - iii. applicable fee for the Conformance Test Report (and Ship Radio Licence if applicable) (see paragraph 15 below).
- 7.8. The BMA will issue the Conformance Test Report document which will be sent to the Company for forwarding to the ship.

## **8. Exemptions and Equivalent Arrangements**

- 8.1. Ships that are operating exclusively in a GMDSS A1 sea area and are fitted with AIS are not required to install LRIT equipment; in such circumstances no exemption is required even where the vessel is engaged in International Voyages. However, such ships will require an exemption or equivalent arrangement if they engage in an international voyage outside the GMDSS A1 sea area.



- 8.2. Ships specified in paragraphs 2.2 and 8.1 above which are not normally engaged in international voyages but are required to undertake a single international voyage, or which are re-positioning from a GMDSS sea area A1, should apply to the Recognised Organisation that issued the affected safety certificate for consideration of exemption or equivalence in accordance with the provisions of SOLAS regulations I/4, IV/3.1, IV/3.2 and V/3.
- 8.3. Any application for exemption or equivalence should include details of the proposed voyage including dates, length of voyage, port/place of departure and port/location of destination.
- 8.4. The Recognised Organisation will liaise with the BMA and if the exemption is granted or equivalent arrangement accepted, the BMA will authorise the Recognised Organisation accordingly and advise of any applicable conditions in order that the affected certificate can be duly annotated.
- 8.5. Ships applying for exemptions should note that, in accordance with MSC.1/Circ. 1295 Guidance for certain ship types which are required to transmit LRIT info on exemptions, equivalents and certain operational matters, there may be a requirement for the Company to submit the voyage plan (and any amendments) and/or to report at specified intervals to not only the government(s) of the State(s) where the ship is proceeding but also the government(s) of the coastal State(s) in whose waters the ship might be navigating, subject to those countries being entitled to the information in accordance with the requirements of SOLAS V/19-1. Details of all countries that are entitled to receive LRIT information, and the relevant point of contact, may be obtained from the BMA.
- 8.6. Applications for permanent exemptions for offshore units operating in a fixed location, such as FPSOs, are to be made direct to the BMA ([lrir@bahamasmaritime.com](mailto:lrir@bahamasmaritime.com)). The exemption request should state the position of the unit (latitude/longitude) and the period of time that the unit will remain at the specified location. Where no period of time is stated, the exemption will be valid until the expiry date of the radio related certificate. A fee will be charged for the issue or reissue of each exemption (see paragraph 14).

## **9. Change of flag and ships being taken permanently out of service**

- 9.1. Recognising the need to ensure a timely integration of a ship to The Bahamas data centre, companies intending to transfer a LRIT applicable ship to The Bahamas should provide the BMA with the following information:
  - i. Ship IMO number;
  - ii. current flag;

- iii. the proposed date of transfer; and
  - iv. a copy of the existing Conformance Test Report.
- 9.2. If the Testing ASP for the current flag is also authorised by The Bahamas, the company should instruct the Testing ASP to forward the LRIT conformance test results, in the required format, to CLS UK (see paragraph 4) as the manager of The Bahamas LRIT Data Centre, in order to enable effective integration.
- 9.3. Companies should note that a change of flag may require a ship to undergo a new conformance test of the LRIT shipborne equipment where the Testing ASP is not authorized by The Bahamas. It should be noted that the time period for such conformance testing may be 48 hours and the ship does not have to be in port at the time of the test.
- 9.4. Where a ship is to be transferred from The Bahamas flag or will be permanently taken out of service, the company should promptly notify the BMA and settle all outstanding and pending matters in order to enable the timely deletion of the LRIT shipborne equipment from The Bahamas LRIT Data Centre.
- 9.5. As a ship has to be integrated to the Data Centre in order to transmit the required LRIT information, companies should note that the integration/decommissioning of LRIT shipborne equipment is critical to ensuring that affected ships are not delayed for failing to transmit LRIT information and/or transmitting incorrect information.
- 10. Self-propelled and non-self-propelled Mobile Offshore Units, offshore support vessels and Special Purpose Ships**
- 10.1. The Bahamas will be guided by the principles outlined in MSC.1/Circ.1295 in determining the application of the LRIT requirements for the following ships/units:
  - i. Self-propelled and non-self-propelled mobile offshore units, including Floating Liquefied Natural Gas Units (FLNG), Floating Storage and Regasification Units (FSRU), Floating Production, Storage & Offloading units (FPSO), Floating Storage Units (FSU), Single Buoy Moorings (SBM) and units issued with Bahamas Mobile Offshore Unit (MOU) certificates;
  - ii. Special Purpose Ships;
  - iii. Offshore Support vessels.
- 10.2. These ships/units should comply with the LRIT requirements if they are 300 gross tonnage or above, propelled by mechanical means, engaged on international voyages outside GMDSS sea area A1 or not fitted with AIS and engaged in voyages within GMDSS sea area A1.

- 10.3. Self-propelled and non-self-propelled units which are operating solely within the territorial waters of a country other than The Bahamas should liaise with the government of that country in order to provide information (position and expected time in location) on the ship/unit.
- 10.4. Self-propelled and non-self-propelled units which are fitted with LRIT equipment should notify the BMA when they are moored on site and the expected period that the unit will be moored, as the frequency of LRIT data may be reduced by the BMA. The BMA should then be notified when the unit is to undertake a voyage from the moored location. All notifications shall be recorded in the unit's Official Log Book.

## **11. Failure of the LRIT Equipment**

- 11.1. The Master or CSO shall notify the BMA, Recognised Organisation and, if applicable, the port or coastal State authorities of any failure of the LRIT equipment.
- 11.2. In such cases, the notification shall be recorded in the ship's Official Log Book and all applicable parties shall be advised when the LRIT equipment has been restored to fully operational condition.
- 11.3. The BMA shall be advised when the LRIT equipment has been repaired in order that it can be re-integrated into the Bahamas LRIT Data Centre. Note that a new conformance test may be required.
- 11.4. The BMA and its Recognised ASP routinely monitor all LRIT transmissions. When the LRIT equipment on a ship is not reporting correctly, the BMA or its Recognised ASP will contact the Company to request investigation into the reasons. The BMA and its Recognised ASP can provide limited assistance with fault finding; however in some cases a service engineer visit or replacement of the LRIT equipment may be required. A new conformance test may also be required.
- 11.5. Persistent failure of the Company to rectify a situation where the LRIT equipment is not reporting correctly, after having been advised by the BMA or its Recognised ASP, may be regarded as an ISM non-conformity and may lead to additional audits.

## **12. Suspension of transmission of LRIT information**

- 12.1. The Master or CSO shall notify the BMA in writing (lrit@bahamasmaritime.com) of the following circumstances that may warrant the LRIT equipment being switched off and reporting suspended:
  - i. ship is undergoing repairs, modifications or conversions in dry-dock/repair yard;
  - ii. ship is in port or is laid up for a period exceeding 7 days;
  - iii. circumstances where the ship is without electrical power for longer than 12 hours.



- 12.2. In such cases, the notification to the BMA ([lrit@bahamasmaritime.com](mailto:lrit@bahamasmaritime.com)) shall include the estimated time that the equipment will be switched off and reporting suspended. Reporting will be automatically un-suspended at the Data Centre after the period specified in the initial notification, unless the BMA is advised otherwise.
- 12.3. The notification and subsequent agreement by the BMA shall be recorded in the ship's Official Log Book.
- 12.4. The BMA shall be advised when the LRIT equipment is switched on in order that it can be re-integrated into the Bahamas LRIT Data Centre.
- 12.5. LRIT equipment must not be turned off either before entry into an area of risk or during transit of such an area. To ensure that Bahamian ships are implementing Best Management Practice, the BMA and the military forces use LRIT data to monitor compliance with the reporting schemes and verification of ship's position.

### **13. Ceasing or reducing the frequency of distribution of LRIT information by the Bahamas Maritime Authority**

- 13.1. The BMA will advise the relevant parties if it intends to cease the distribution of LRIT information and/or reduce the frequency or temporarily stop transmitting LRIT Information. The Master shall record such notification in the ship's Official Log Book.

### **14. Fees**

- 14.1. Please refer to [Marine Notice 50](#).

### **15. Queries**

- 15.1. Any queries related to this Notice should be referred to [lrit@bahamasmaritime.com](mailto:lrit@bahamasmaritime.com) or any BMA office.

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