



REPUBLIC OF THE UNION OF MYANMAR
MINISTRY OF TRANSPORT AND COMMUNICATIONS
DEPARTMENT OF MARINE ADMINISTRATION

NO. 363/421, CORNER OF MERCHANT & THEINBYU ROAD,
BOTATAUNG TOWNSHIP, YANGON, MYANMAR

P.O. BOX 194, Fax: +95 1 397641

E-mail: dma.myan@gmail.com
dgdma@myanmar.com.mm

Date: 5 May 2009

Shipping Circular (7 / 2009)

**GUIDANCE ON THE PROPER PROCEDURE FOR SURVEY AND
CERTIFICATION OF COMPLIANCE OF SHIPS WITH THE
REQUIREMENT TO TRANSMIT LONG RANGE
IDENTIFICATION AND TRACKING (LRIT) INFORMATION**

1. Applicable to :

OWNERS, MANAGERS OR OPERATORS OF MYANMAR FLAGGED SHIPS
AND THEIR AGENTS;

MASTERS OF MYANMAR FLAGGED SHIPS;

2. Introduction:

- 2.1 According to Conference Resolution 10, adopted on 12 December 2002 "Early implementation of long-range ship's identification and tracking" and Chapter V (Safety of Navigation) Regulation 19-1 of the International Convention for the safety of life at sea, 1974, as amended (hereinafter referred to as "SOLAS convention"), establishes provisions to enable Contracting Governments to undertake the long-range identification and tracking of ships (hereinafter referred to as "LRIT") system.
- 2.2 This note provides guidance to Contracting Governments in relation to the survey and certification of the compliance of ships, high-speed craft and mobile offshore drilling units entitled to fly their flag with the obligation to transmit LRIT information.
- 2.3 In addition, this note provides salient information which would enable companies operating ships, owners and operators of high-speed craft and owners and operators of mobile offshore drilling units which are required to comply with the obligation to

transmit LRIT information to ensure the survey and certification of their compliance in a timely manner.

3. Related documents:

3.1 The provisions relating to the survey and certification of compliance of ships with the obligation to transmit LRIT information are set out in or governed by:

- .1 Regulation V/19-1 on LRIT of ships;
- .2 Revised performance standards and functional requirements for LRIT of ships adopted by resolution MSC.263(84) (the Revised performance standards);
- .3 Resolution A.694(17) on Recommendations on general requirements for ship borne radio equipment forming part of the global maritime distress and safety system (GMDSS) and for electronic navigational aids;
- .4 Resolution A.813(19) on General requirements for electromagnetic compatibility of all electrical and electronic ship's equipment;
- .5 Resolution MSC.216(82) on Adoption of amendments to the SOLAS convention, which sets out in annex 1 amendments (amendments 50 to 52) inserting in the Record of Equipment for the Passenger Ship Safety Certificate (Form P), the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) and the Record of Equipment for the Cargo Ship Safety Certificate (Form C) an entry to indicate compliance with LRIT systems;
- .6 Resolution MSC.221(82) on Adoption of amendments to the International Code of Safety for High-Speed Craft (1994 HSC Code) which sets out in the annex an amendment (amendment 9) inserting in the Record of Equipment for High-Speed Craft Safety Certificate an entry to indicate compliance with LRIT systems;
- .7 Resolution MSC.222(82) on Adoption of Amendments to the International Code of Safety for High-Speed Craft, 2000, which sets out in the annex an amendment (amendment 148) inserting in the Record of Equipment for High-Speed Craft Safety Certificate an entry to indicate compliance with LRIT systems; and
- .8 Resolution MSC.227(82) on Adoption of amendments to the Protocol of 1988 relating to the SOLAS Convention, which sets out in annex amendments (amendments 1 to 3) inserting in the Record of Equipment for the Passenger Ship Safety Certificate (Form P), the Record of Equipment for the Cargo Ship Safety Equipment Certificate (Form E) and the Record of Equipment for the

Cargo Ship Safety Certificate (Form C) an entry to indicate compliance with LRIT systems;

3.2 Terms used in this guidance not otherwise defined have the meaning assigned to them in chapters I, IV and V or in the Revised performance standards.

4. Ship borne equipment to be of a type approved by the Administration:

4.1 Regulation V/19-1.6 specifies that the shipboard equipment to be used to transmit LRIT information (ship borne equipment) shall be of a type approved by the Administration.

4.2 Compliance of the ship borne equipment with the requirements of regulation V/19-1.6 and V/19-1.7 and of section 4 of the Revised performance standards should be demonstrated by the equipment being:

- .1 of a type approved by the Administration in accordance with the provisions of regulation V/19-1; or
- .2 of a type approved by the Administration in accordance with the provisions of regulation IV/14 and satisfactorily completing a conformance test in accordance with the procedures and provisions set out in appendix 1 of MSC.1/Circ. 1307.

5. Conformance Test:

5.1 The conformance test should be conducted either by a recognized ASP or by an authorized testing Application Service Provider (hereinafter referred as "ASP").

5.2 The conformance test should be conducted using a communication system which provides coverage in all sea areas for which the ship is certified to operate. The results of the conformance test are not in any way prejudiced by the location or whereabouts of the ship when the conformance test is conducted. For ships constructed before 31 December 2008 and certified to operate in sea areas A1, A2, A3 and A4, the conformance test for sea area A4 may be conducted separately taking into account the provisions of regulation V/19-4.1.3.

5.3 For ships constructed on or after 31 December 2008, the conformance test should be the guidance of Annex to the MSC.1/Circ. 1307- paragraph 5.3.

5.4 For ships constructed before 31 December 2008, the conformance test should be the guidance of Annex to the MSC.1/Circ. 1307- paragraphs 5.4 to 5.6.

6. Communication of information in relation to ASPs:

- 6.1 Unless the Administration concerned informs the Organization otherwise, recognized ASPs should be automatically considered as being authorized by the Administration concerned to conduct conformance tests in accordance with the provisions of this guidance.
 - 6.2 Administrations should provide to the Organization a list with the names and contact details of the authorized testing ASPs (guidance of MSC.1/Circ.1298) together with any associated conditions of authorization and thereafter should, without undue delay, update the Organization as changes occur.
 - 6.3 The Organization should communicate the information it receives pursuant to the provisions of paragraph 5.2 of the Revised performance standards and the information it receives pursuant to paragraphs 6.1 and 6.2 to all Contracting Governments, international Organizations and non-governmental organizations with consultative status.
7. **Conformance test report**
 - 7.1 A conformance test report should be issued, on satisfactory completion of a conformance test, by the Administration or the ASP who conducted the test acting on behalf of the Administration and should be in accordance with the model set out in appendix 2 of MSC.1/Circ.1307.
 - 7.2 The conformance test report should be considered as no longer remaining valid if; accordance to the guidance of paragraphs 7.2 and 7.3 of Annex to the MSC.1/Circ.1307.
 - 7.3 Administrations choosing to use the services of authorized testing ASPs should ensure that the recognized ASPs are able to integrate into the LRIT system the ships to which an authorized testing ASP has issued Conformance Test reports.
8. **Initial certification of compliance on or after 31 December 2008:**
 - 8.1 The conformance test has been designed also to demonstrate compliance of the ship borne equipment with the functional requirements of V/19-1.5 and section 4 of the Revised performance standards.
 - 8.2 The detail guidance upon initial certification of compliance on or after 31 December 2008 and for ships constructed before 31 December 2008 are in accordance with the paragraphs 8.2 to 8.6.1 of the Annex to the MSC.1/Circ 1307.
9. **Renewal and annual survey after the initial certification of compliance:**

- 9.1 During any renewal or annual survey following the initial certification of compliance of a ship with the requirements of regulation V/19-1, the related certificate should be issued or endorsed, as the case may be, provided the Conformance test report is still valid taking into account the provision of paragraphs 7.2 and 7.3 of the Annex to the MSC.1/Circ.1307.
10. Transfer of flag:
- 10.1 When a ship is transferred to the flag of another Contracting Government, the Conformance test report should be considered as remaining valid if the ASP which conducted the conformance test is also either a recognized ASP or an authorized testing ASP by the Contracting Government to whose flag the ship is transferred.
- 10.2 In such cases the ASP concerned should reissue the Conformance test report on behalf of the Administration concerned henceforth indicating the new particulars of the ship but without altering the date of completion of the conformance test.
- 10.3 In cases where the conformance test report is deemed to be no longer valid, due to the transfer of the flag to another Contracting Government, a new conformance test should be conducted, prior to the issue of a certificate, by either a recognized ASP or an authorized testing ASP acting on behalf of the Administration concerned.
11. Difficulties in conducting conformance testing:
- 11.1 Those who have engaged in conformance testing have advised that they have encountered difficulties when attempting to conduct conformance testing in certain parts of the world or in certain situations.
- 11.2 Administrations are advised that in such circumstances the inability to complete the conformance testing should be not be considered as making the ship unseaworthy or as a reason for delaying the ship in port until the conformance testing is satisfactorily completed, provide suitable arrangements are made, to the satisfaction of the Administration concerned as soon as is practically.
- 11.3 Administrations have to report to the Organization the areas where, and/or the circumstances under which, conformance testing cannot be conducted as these have an impact on the functioning of the LRIT system.
12. General :

- 12.1 Guidance and procedures regarding the specific provisions in relation to mobile offshore drilling units, cargo ships of gross tonnage of 300 and above but less than 500 and units and ships addressed by MSC.1/Circ.1295 are in accordance with the Annex to the MSC.1/Circ.1307.
- 12.2 Ship borne equipment requirements testing matrix the model of Conformance test report are in accordance with the Appendix 1 and Appendix 2 of the Annex to the MSC.1/Circ.1307.



Director General

Department of Marine Administration