



# Technical Circular

No.: 031/2015

Date: 9<sup>th</sup> December 2015

**To Whomsoever it may concern**

**Subject: LRIT Reporting Irregularities / SSAS Testing.**

1. LRIT is mandatory requirement as per SOLAS for vessels of 300 GT and above and the failure of LRIT reporting is viewed as non compliance of statutory requirements.
2. DGS has observed irregularities in LRIT position reporting. Some vessels fail to report their LRIT position reports on their schedule time for one or more consecutive reporting and sometimes even continuously for more than two days.
3. DGS vide circular- NT/LRIT/Circular No. 01/2013; dated 22 February 2013 had instructed Ship owners/ managers to monitor their vessels LRIT reporting and to make a monthly summary of LRIT reporting / non- reporting of their vessels. A copy of the report is required to be placed on the respective vessels.
4. Following decisions have been taken by DGS with respect to LRIT Reporting:-
  - Any failure of LRIT without exemption or valid justification may attract the restriction on vessel's SEQ Certificate. Many cases, vessel's LRIT works with the vessel's SAT-C, which is a part of Safety Radio Certificate (SRC). In such cases, failure of LRIT may even lead to failure of SAT-C, which may attract restriction on vessel's SRC also.
  - If the vessel's LRIT system does not report two consecutive positions, same is required to be reported to the NDC LRIT with reason of failure and its remedy within 18 hours. Immediate action to be taken by the ship owner and alternate reporting system to be established in consultation with NDC LRIT.
  - In case of missing LRIT position reports for more than two consecutive days due to operational issue, NDC LRIT is required to bring the issue to knowledge of the concerned officer in the DGS.

- If the failure of LRIT requires technical assistance / replacement, immediate action shall be taken by the ship owner and if required the necessary exemption be sought from the DGS. If the DGS feels that the failure of LRIT is not justified, the vessel may attract FSI on arrival India.
- The monthly summary of LRIT Reporting will be checked by surveyors to verify that it meets the above DGS LRIT reporting requirements prior endorse / issuance of SEQ and SRC certificates.
- Monitoring of ISPS is requirement of the ship owners and on their request a common 24 x 7 monitoring station (DGCOMM) was established at DGS. Ship owner who fail to pay the fees for operation of DGCOMM, the SSAS test of their vessel will not be tested and this will affect the vessels SEQ certificate. Accordingly the owners are advised to pay the necessary DGCOMM operation fees in a timely manner.

**Enclosure:**

1. [DGS Circular F.No. 48-NT \(2\)/2007-pt Reg Long Range Identification and Tracking \(LRIT\) – Irregular](#)
2. [DGS Circular NT/LRIT/Circular No. 01/2013 dated 22 February 2013](#)

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