



भारत सरकार / GOVERNMENT OF INDIA

पोत परिवहन, मंत्रालय

MINISTRY OF SHIPPING,

नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING

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F.No. 48-NT(2)/2007-pt

Dated:- 01/12/2015.

To,

1. The Shipping Corporation of India, Mumbai.
2. Dredging Corporation of India, Visakhapatnam.
3. Ocean Sparkle Ltd. Mumbai
4. Great Offshore Ltd. Mumbai
5. Albatross Marine Services. Mumbai
6. Glory Ship Management Pvt. Ltd. Mumbai
7. Kei Rsos Maritime Ltd. Kakinada
8. TAG Offshore Ltd. Mumbai
9. Tolani Shipping Co. Ltd. Mumbai
10. KNK Ship Management, Mumbai
11. Hind Offshore Pvt Ltd. Mumbai

**Sub: Long Range Identification and Tracking ( LRIT ) – Irregular.**

Sir,

This has reference to our letter of even number dated 7<sup>th</sup> Oct 2015 on the above mentioned subject.

Enclosed herewith please find a copy of meeting discussion/directive – LRIT/SSAS for your information and necessary action.

Yours faithfully,

(B. C. Sharma)

Sr. Radio Surveyor.

Encl: As above.

- c.c. PO, MMD, Mumbai, Kolkata, Chennai, Kochi & Kandla.  
c.c. Indian National Shipowners' Association (INSA),  
c.c. The ICC Shipping Association (ICCSA),  
c.c. Indian Register of Shipping, Mumbai.  
c.c. All RO's.

## MEETING DISCUSSION/DIRECTIVE - LRIT/SSAS

A meeting was convened at 1500hrs on 20<sup>th</sup> October 2015, in the conference hall of Directorate, under the chairmanship of Nautical Advisor to GOI. After discussions on the subject matter with shipowners/INSA/IRS the following decisions have been taken by the Directorate:-


1. LRIT which is required as per, SOLAS should operate without any failure. Any failure without exemption or valid justification may attract the restriction on vessels SEQ certificate. Many cases vessel's LRIT works with the vessel's SAT C, which is a part of SRC. Such cases failure of LRIT may even lead to failure of SAT-C, which may attract restrictions on vessel's SRC also.

2. All shipping companies have been provided with LRIT monitoring facility for their vessels. Since the ships cannot view the performance of their LRIT system. The ship owners may please make monitoring of their vessels compulsory. If vessels LRIT system does not report two consecutive position, and then the vessels position becomes the cause of concern. Non-reporting of two consecutive position reports shall be reported to the NDC LRIT with reason of failure and its remedy within 18 hours. NDC will analyze the justification given by the ship owner/manager and in case of missing position reports for more than two consecutive days due to operational issue NDC LRIT is to bring the issue to knowledge of the concerned officer in the Directorate. When the vessel is not reporting due to technical issues then the ship owners is to obtain exemption from the Directorate with justification.

3. Maintaining vessels LRIT is very important as failure of the system makes known to other country whose standing order is open and if the vessel happens to be within their coverage area. The Directorate does not like any such failure which may be the cause of concern for safety. Any single failure in position reporting must be viewed seriously by the ship owner. To overcome the failure immediate action shall be taken by the ship owner, and alternate reporting system shall be established in consultation with NDC LRIT. If the failure of system requires technician assistance/replacement, immediate action shall be taken by the ship owner and if required the necessary exemption shall be sought from the Directorate. If the Directorate feel that the failure of LRIT is not justified then the vessel may attract FSI on arrival India.

4. Monitoring of ISPS was the requirement of the ship owners. In the earlier meeting it was decided that instead of establishing individual monitoring station by the shipowners the requested for installing a 24x7 monitoring station at the Directorate. Accordingly the expenses were to be borne by the shipowners. But it is perceived that some shipowners fail to pay the fees for operation of DGCOMM. In such cases the SSAS test of the vessel will not be tested and accordingly this will affect the vessels SEQ certificate.

Based on above the Directorate advises all the MMD's/RO's to verify the monthly report of vessels LRIT which shall be available on board as per circular NT/RADIO/01/2013 and shall meet above mentioned reporting/acceptable justification prior endorse/ issuance of SEQ and SRC certificates.

  
01.12.2015