



ST KITTS & NEVIS INTERNATIONALSHIP REGISTRY

MARITIME CIRCULAR - MC 161 26

LRIT CONFORMANCE TEST REPORTS (CTR), NEW LRIT DC, AUTHORISED SERVICE PROVIDERS AND ANNUAL

1. Purpose

1.1 This Maritime Circular provides unified, consolidated and updated requirements concerning the Long-Range Identification and Tracking of Ships (LRIT), the issuance and maintenance of LRIT Conformance Test Reports (CTR), recognized Authorized Service Providers (ASP), and the implementation of annual LRIT conformance testing requirements.

2. Applicability

2.1 This Circular applies to all St. Kitts and Nevis flagged vessels subject to the provisions of SOLAS Chapter V, Regulation 19-1 (Long-Range Identification and Tracking of Ships), including:

- Passenger ships engaged on international voyages.
- Cargo ships, including high-speed craft, of 300 GT and above engaged on international voyages.
- Mobile Offshore Drilling Units (MODUs) engaged on international voyages.
- Any other vessel required by SOLAS Chapter V Regulation 19-1 to transmit LRIT information.

3. Legal References and Framework

3.1 The LRIT requirements addressed in this Circular are based on:

- SOLAS Chapter V Regulations 19-1.6 and 19-1.7.
- IMO Resolution MSC.263(84), Revised Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships.
- MSC.1/Circ.1307/Rev.1, Guidance on the Survey and Certification of Compliance of Ships with the Requirement to Transmit LRIT Information.

4. Instructions

4.1 LRIT Conformance Test Report (CTR)

The LRIT Conformance Test Report (CTR) certifies that the shipborne equipment designated to transmit LRIT information complies with:

- SOLAS Chapter V Regulations 19-1.6 and 19-1.7.
- IMO Resolution MSC.263(84), Revised Performance Standards and Functional Requirements for the Long-Range Identification and Tracking of Ships.
- MSC.1/Circ.1307/Rev.1, Guidance on the Survey and Certification of Compliance of Ships with the Requirement to Transmit LRIT Information.

The CTR shall be maintained onboard and made available upon request by Flag State inspectors, Recognized Organizations, Port State Control officers, and other duly authorized officials.

4.2 Authorized Service Providers recognized by Saint Kitts and Nevis International Ship Registry (SKANReg).

LRIT conformance testing shall only be conducted through an Authorized Service Provider recognized by SKANReg.

The current list of recognized Authorized Service Providers may be found on the SKANReg website:

<https://www.skanregistry.com/en/vessels/lrit>

Shipowners and operators should ensure that testing arrangements are made directly with an approved provider and that all reports are submitted in accordance with the Registry's requirements.

For the avoidance of doubt, references in previous circulars to specific commercial arrangements involving Fulcrum Maritime and/or Collected Localization Satellites (CLS) are superseded by this Circular.

4.3 The Saint Kitts and Nevis National Data Centre

This Administration communicates to Ship Owners, Ship Operators, Company Security Officers, Masters, Recognized Organizations and Maritime Registrars that the LRIT conformance testing and reporting shall be performed in accordance with the applicable LRIT Performance Standards, relevant IMO requirements, and any additional requirements established by the Registry.

With effect from 1 August 2026, the Saint Kitts and Nevis Ship registry has established a fully functional National Data Centre which is operated on its behalf by Polestar (www.polestarglobal.com), which is also authorized as the Saint Kitts and Nevis Service Provider (Recognized ASP) to undertake shipborne equipment testing and the issuance of a Conformance Test Report (CTR):

POLE STAR SPACE APPLICATIONS

3rd Floor, the Studio Building, 21 Evesham St.,
London W11 4AJ, United Kingdom
Telephone: + 44 2073137400
Support center: +44 20 7313 740

As above, Pole Star has been nominated by the Administration as the Authorized Service Provider (ASP) for the conduct of LRIT Conformance Testing and the processing of LRIT Conformance

Test Reports (CTRs).

Pole Star shall submit the required conformance testing documentation and reports in a format acceptable to the Administration for the subsequent issuance of the LRIT Conformance Test Certificate (CTR) as per this standard.

4.4 Annual LRIT Conformance Testing

In order to enhance compliance monitoring and ensure the continued reliability of LRIT transmissions, all vessels subject to SOLAS Chapter V Regulation 19-1 shall maintain a valid LRIT Conformance Test Report through annual testing.

Accordingly:

- A new LRIT Conformance Test shall be completed at intervals not exceeding twelve (12) months.
- A valid Conformance Test Report (CTR) shall be retained onboard at all times.
- Any modifications to LRIT hardware, software, communications arrangements, satellite equipment, flag changes, or circumstances affecting LRIT functionality may require a new conformance test before the annual renewal date.

After 1 November 2026, all applicable St. Kitts and Nevis flagged vessels shall complete the new conformance test and hold only LRIT Conformance Test Reports issued in accordance with the new conformance testing standard.

4.5 Transition to the new LRIT conformance testing standard

The Administration has adopted an updated LRIT conformance testing regime consistent with the latest international standards and reporting requirements. Therefore, all vessels subject to SOLAS Chapter V Regulation 19-1 shall obtain a new LRIT Conformance Test Certificate issued under the new standard.

Vessels that completed an LRIT Conformance Test on or before 31 December 2025 shall:

- Complete a new LRIT Conformance Test under the revised standard.
- Obtain a replacement LRIT Conformance Test Report (CTR).
- Complete such testing no later than 31st December 2026.

Vessels that completed an LRIT Conformance Test on or after 1st January 2026 shall renew and complete the Conformance Test 12 months after the previous date when the conformance test was completed; therefore, a new Conformance Test Certificate should be issued by the Administration.

Failure to comply may result in the vessel being considered non-compliant with Flag State LRIT requirements and standards.

4.6 Operational Status, Monitoring and Enforcement Measures

- a. Owners, Operators, Company Security Officers, and Masters are reminded that the Long-Range Identification and Tracking (LRIT) equipment required under SOLAS Chapter V, Regulation 19-1 is to remain operational at all times, except in exceptional circumstances approved by the Administration.
- b. Where LRIT equipment is deactivated or becomes inoperative, the Master shall notify by email our Technical Department about the unforeseen situation without undue delay and record the reasons for the interruption, together with the period of inactivity, in the vessel's Official Log Book.
Appropriate corrective action shall be taken to restore LRIT functionality as soon as practicable. At least one position per day, should be send by email reflecting the vessel location, speed, course and general description of the vessels condition.
- c. Subject to prior notification to, or authorization by, the Administration, LRIT equipment may be deactivated in the following circumstances:
 - i. The vessel is in dry dock for repairs, modifications, surveys, or conversion works;
 - ii. The vessel is in a laid-up condition;
 - iii. The vessel is operating under circumstances where LRIT transmission is demonstrably unavailable due to technical limitations beyond the control of the vessel; or
 - iv. Other exceptional circumstances considered and approved by the Administration on a case-by-case basis.
- d. LRIT equipment shall not be intentionally switched off to conceal a vessel's identity, location, movements, ownership, operational activities, cargo operations, or trading patterns.

Particular attention is drawn to recent IMO initiatives, Flag State compliance measures, and enhanced Port State Control (PSC) inspections targeting vessels engaged in deceptive shipping practices, including the deliberate disabling or manipulation of tracking systems. Masters and operators should ensure that LRIT equipment, AIS, and other mandatory reporting systems remain fully operational in accordance with SOLAS requirements, unless expressly permitted by the Administration.
- e. LRIT equipment shall not be switched off prior to entering, or while transiting through, areas identified as presenting elevated security, safety, sanctions, or compliance risks, except where specifically authorized by the Administration or required by the coastal State concerned.
- f. Any unauthorized interruption, deactivation, manipulation, falsification, tampering with, or misuse of LRIT transmissions may be considered evidence of non-compliance with SOLAS Chapter V, Regulation 19-1, IMO Resolution MSC.263(84), as amended, MSC.1/Circ.1307/Rev.1, the International Safety Management (ISM) Code, applicable St. Kitts and Nevis International Ship Registry requirements, Port State Control inspection procedures, and relevant IMO measures intended to combat deceptive shipping practices, identity concealment, sanctions evasion, unlawful ship-to-ship

transfer activities, and other activities associated with so-called "shadow fleet" operations. Such non-compliance may result in enhanced Flag State oversight, additional inspections, mandatory corrective actions, enhanced Port State Control scrutiny, the recording of deficiencies, detention of the vessel, suspension or withdrawal of statutory certification recommendations where appropriate, and any other enforcement measures deemed necessary.

- g. Owners, operators, managers, Designated Persons Ashore (DPA), Company Security Officers (CSO), and Masters shall establish and maintain effective procedures within the vessel's Safety Management System (SMS) to ensure the continuous operation, monitoring, maintenance, testing, and verification of LRIT equipment.

Such procedures shall include reporting and corrective action processes for equipment failures, maintenance of relevant records, periodic verification of LRIT reporting performance, and measures to prevent the unauthorized deactivation or manipulation of tracking equipment. Documentary evidence of compliance shall be maintained on board and made available upon request during Flag State inspections, Recognized Organization audits, ISM audits, Port State Control examinations, or any other verification activity conducted on behalf of the Administration.

The Saint Kitts and Nevis Ships Registry may require the submission of LRIT transmission records, Conformance Test Reports (CTR), equipment maintenance records, logbook entries, SMS procedures, or any other information considered necessary to verify continuous compliance with LRIT requirements and to support international efforts aimed at enhancing maritime transparency, safety, security, environmental protection, and effective regulatory oversight.

4.7 Responsibilities of Shipowners and Operators

Shipowners and operators shall ensure that:

- LRIT equipment remains operational at all times, except where otherwise permitted by the Administration;
- Testing is arranged before certificate expiry;
- Updated CTRs are maintained onboard;
- Any equipment modifications affecting LRIT functionality are reported promptly; and
- LRIT performance deficiencies are corrected without delay.

5. Further Instructions and Assistance

5.1 If you have any questions or require clarification on LRIT requirements or conformance testing procedures, please contact the Administration at lrit@skanregistry.com.

6. Validity and Supersession

This Circular enters into force as from August 15th, 2026

This Circular supersedes MC 116 22 and MC 97 20

7. Control of MC Changes

Document Version	Date	Details of Change
00	24/07/2026	Initial issue