



Input paper for the following Committee(s):

- ARM ENG PAP
 ENAV VTS

Purpose of paper:

- Input
 Information

Agenda item

9. International organizations

Author(s) / Submitter(s)

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Report on the 14th Joint IMO/ITU Experts Group on Maritime Communications Matters

1. BACKGROUND

The 14th meeting of the Joint IMO/ITU Expert Group on Maritime Radiocommunication Matters was held at IMO Headquarters in London from 3rd to 7th September 2018. Chairman was Mr. Christian Rissone. IALA is an observer in consultative status and was represented by Mr. Stefan Bober for the meeting.

IALA has a specific interest in maritime mobile services including Global Maritime Distress and Safety System (GMDSS) and radiodetermination service, with particular emphasis on the development of VDES, VDE-SAT, AIS and autonomous radio devices (AMRD) operating in the maritime VHF mobile band.

IALA had submitted one document to the meeting providing information on the new IALA Recommendation R1016 Mobile Marine Aids to Navigation (MAtoN):

- IMO/ITU EG 14/3/8 – 24 August 2018 “Information on Mobile Marine Aids to Navigation”

2. INTRODUCTION

The meeting of the Joint IMO/ITU Expert group is an annually meeting held at IMO to exchange information on maritime radiocommunication matters between IMO and ITU. The work of this Joint IMO/ITU Expert group (further referred to as the group) is one of the bases for the development of the IMO position on maritime radiocommunication matters at ITU.

The main agenda items of the meeting were:

- Consideration of the outcome of relevant IMO and ITU bodies, as appropriate
- Draft IMO position on WRC-19 agenda items concerning matters relating to maritime services for submission to CPM
- Consideration of matters related to the revision of performance standard for EPIRBs
- Consideration of the need for protection of L-band maritime satellite communications
- Revision of SOLAS chapters III and IV for Modernization of the Global Maritime Distress and Safety System (GMDSS), including related and consequential amendments to other existing instruments

3. RELATED DOCUMENTS

Draft report of the fourteenth meeting of the joint expert group on maritime radiocommunication matters; IMO/ITU EG 14, 07 September 2018



4. ISSUES RELATED TO IALA WORK ADDRESSED DURING THE JOINT IMO/ITU EG MEETING

4.1. Revision of performance standard for EPIRB

A discussion took place with respect to the revision of performance standard for EPIRB to supplement the EPIRB with a GNSS receiver for position fixes and an AIS search and rescue transmitter for position reporting as locating signal. The "Cospas-Sarsat beacon 15 HEX-ID" in the AIS message 14, alternating with the text "EPIRB ACTIVE" should be transmitted. A reduced duty cycle of the 121.5 MHz homing signal was discussed.

4.2. Draft IMO position on WRC-19 Agenda items concerning matters relating to maritime services

The Group developed the draft IMO position on WRC-19 Agenda items concerning matters relating to maritime services. Following WRC 19 agenda items with relevance to the IALA work were discussed:

4.2.1 [GMDSS modernization; WRC-19 agenda item 1.8](#)

IMO is in the process of GMDSS modernization. The modernization plan of the GMDSS has been endorsed by NCSR 4 and approved by MSC 98. Some new technologies are introduced for consideration in the modernization plan of the GMDSS, such as MF/HF NAVDAT. At ITU an allocation of the 500 kHz band for MF NAVDAT was identified.

IMO has not yet decided to include NAVDAT in GMDSS but the group support the development at ITU without any commitment.

4.2.2 [Autonomous Maritime Radio Device; WRC 19 agenda item 1.9.1](#)

The group noted the work at ITU regarding the issue Autonomous Maritime Radio Device (AMRD).

The Group dealt with a Liaison Statement from ITU to IMO concerning categorize of AMRD and considerations of regulation on these devices (IMO/ITU EG 14/6/1).

The liaison statement addresses two main issues;

- a) formulate a definitive list of applications that should be accepted as AMRD Group A relate;
- b) consider working document PDN Report ITU-R M.[AMRD] and revision of Rec ITU-R M.1371-5 (AIS) and Rec ITU-R M.585-7 (maritime identities) regarding numbering scheme for AMRD Group A.

a) The Group was not in a position to conclude on a definitive list of applications of Group A at this time. It was noted that the evaluation of some applications of AMRD might be subject to the environment and/or the location where an AMRD would operate. The Group invited NCSR 6 to further consider this matter with the involvement of navigational experts.

b) It was noted that before the proposed numbering scheme for AMRD Group A (9₁9₂8₃X₄Y₆Y₇Y₈Y₉) could be supported, clarification is needed on how manufacturers have implemented the numbering scheme for aids to navigation (9₁9₂M₃l₄D₅X₆X₇X₈X₉). It was confirmed that proposals for numbering AMRD Group A would not affect the current 97XXXXXXX free form identities (Rec ITU-R M.585-7 Annex 2, Section 2).

The group highlighted that

1. the integrity of AIS and the GMDSS should be protected;
2. AMRD Group A (devices which enhance the safety of navigation) should be regulated for the use of frequencies and identities of the maritime mobile service; and
3. AMRD Group B (devices which do not enhance the safety of navigation) additional spectrum allocation within the frequency band 156-162.05 MHz and a new numbering scheme which is different from those in the existing maritime mobile service should be considered.

IALA involvement

The Group noted the information provided by IALA on Recommendation R1016 on Mobile Marine Aids to Navigation (MAtoN). The Group noted, in particular, an overlap of the definitions contained in IALA R1016 with



the ongoing work at ITU and IMO on AMRD and was of the view that the development of contradicting or diverging regulatory measures should to be avoided.

The definition of MAtON, their use and their relation to AMRD seems not yet to be fully understood by the group. Questions were asked how and what distinguish the use of MAtON from other occurrences/events to be marked with AMRD Group A (safety related). IALA may consider providing further information regarding the use of MAtON to IMO and ITU.

Note:

ITU WP 5B sent the same liaison statement on AMRD also to IALA. An answer is expected for the ITU WP 5B meeting in November 2018.

4.2.3 [Satellite component of the VDES; WRC 19 agenda item 1.9.2](#)

The group noted the work at ITU regarding the issue satellite component of the VDES (VDE-SAT).

Norway gave a presentation on NorSat-2 VHF Data Exchange System (VDE-SAT) field tests, measurements and service demonstrations. The presentation concluded the satellite component of VDES will not be available unless frequencies are allocated at WRC-19 in November 2019. The satellite component paves the way for truly global coverage, and is a much-needed complement to the terrestrial component of VDES. Furthermore, as VDES can become an important element in the digitalization of the maritime industry, which will improve the safety and efficiency, IMO should support allocation of frequencies to VDE-SAT at WRC-19.

The Group supports the availability of VDES including both terrestrial and satellite components, recognizing that the VDES satellite component should not bring any harmful interference

IALA involvement

IALA is a leading contributor in the development of VDES and is closely related to ITU, IMO and other international bodies for the standardisation of VDES.

4.2.4 [WRC-19 agenda item 10: Proposal for agenda items for WRC-23](#)

A short discussion about possible new agenda items for WRC-23 on maritime issues took place. No input where received prior the meeting.

IALA involvement

During the discussion two possible future items from the IALA ENAV WG3 intersessional meeting in July where raised:

- a) Digital communication systems: Provide a means to accommodate digital systems in the VHF maritime mobile band. Transition from analog to digital voice communication system in the VHF maritime mobile band, based on existing standards, to enhance the efficient use of radio spectrum.
- b) Radionavigation service: Provide a radionavigation allocation for VDES R-Mode R-Mode via VDES is being considered at IALA ENAV and ING Committees. VDES is now only allowed to be used in maritime mobile service, not in radionavigation service.

The chair of IMO/ITU EG responded that ITU will welcome an input from IALA on this matter; he recommended bringing the proposals to the attention of IMO NCSR 6 also.

IALA is requested to send their proposal for possible new agenda items for WRC-23 to both ITU WP 5B and IMO NCSR 6.

4.3. [Review and modernisation of the Global Maritime Distress and safety system GMDSS](#)

GMDSS modernization the SOLAS convention will be revised, which is preliminarily planned to be finalized by June 2022 and to enter into force in 2024.

An interim report of the correspondence group on the modernisation of the GMDSS on the develop a draft revision of SOLAS Chapters III and IV and a draft work plan for the related and consequential amendments to other existing instruments was presented during the meeting.



The Group noted that no definite decisions had to be taken at this moment in time on the draft text of revision to SOLAS III and IV. The most important task of the meeting would be to agree on the principles, where possible, and identify the areas which need to be further considered in the upcoming years, in particular, with respect to the work on related and consequential amendments to other existing instruments.

The Group further developed the preliminary draft revision of SOLAS Chapters III and IV and the draft work plan for the related and consequential amendments to other existing instruments

IALA involvement

IALA may further observe the development of the modernisation of the Global Maritime Distress and safety system GMDSS.

5. IALA IS REQUESTED TO

Note the report of 14th Joint IMO/ITU EG meeting.