e-NAV10/9/7

Liaison Note to IEC-TC80-AIS WG

# Request for technical clarifications on ITU-R M.1371-4

# Introduction

IALA e-Nav Committee WG 3 thanks IEC TC 80 WG 15 for their Liaison note from 22 March 2011 whith a request for technical clarification on ITU-R M.1371-4. IALA also received an input from Saab Transponder Tech reqarding technical clarification.

IALA e-Nav Committee WG 3 held a intersessional meeting in Koblenz, Germany, during the week of July 4st and disscussed the input papers with following results :

# Item 1 – Regarding position reported by AIS

IALA has discussed the request that the external position be reported in all cases. We do not agree, the reported position should always be the most accurate such that fusion of AIS and other sensor, e.g. radar, are as closely aligned as possible.

# Item 2 - Regarding reporting interval for ‘At Anchor’, ‘Moored’, ‘Aground’, ‘Not under command’

IALA has discussed the request that ‘Aground’ and ‘Not under command’ should report using an interval of 10 seconds as this is an unique condition that requires close monitoring. Section 4.3.1.3 will be updated to remove reference to ‘Aground’, ‘Not under command’ and Table 1 in section 4.2.1 will remain unchanged.

# Item 3 – Regarding maximum number of consecutive slots

IALA has discussed the discrepancy; we agree that ITU 1371-5 should clearly limit consecutive slots to three as recommended by IMO except when the AIS station is able to use FATDMA reservations. All references to the limitation of 5 slots and 20 total slots have been changed to 3 slots and 18 total slots.

# Item 4 – Group Assignment, Message 23 clarification

IALA has discussed the request for clarity regarding “Next Shorter”, “Next Longer”. This operation should always be relative to current operational mode. Table 75 has been updated to “Next shorter reporting interval relative to current operational mode”, and “Next longer reporting interval relative to current operational mode”.

# Item 5 – Management of stored channel management areas

IALA has discussed the request for clarity regarding the management of stored areas. We agree that the decision regarding area to delete should be based upon “most distant” and not “oldest”. If the AIS station does not have position, it should delete the area most distant from the position provided in the channel management command. Paragraph 4.1.8 has been updated accordingly.

# Item 6 – from SAAB input to IALA – Dependency of Message 3 transmission upon the transmission of Message 5

IALA has discussed the request for clarity regarding the transmission of Message 3. We agree that there is no technical need for the dependency between transmission of Message 3 and Message 5, the rule has been removed.

# Item 7 – from SAAB input to IALA – Usage of 12.5kHz and Duplex Channels

IALA has discussed the request that a footnote be added for clarity to administrations stating that these channels, 12.5kHz and Duplex, should not be used as mobile stations will no longer respond. Rather than adding a footnote, we felt that the Channel A/B fields within Message 22 should clarify by stating only Simplex 25kHz channels and simplex operation on duplex channels from ITU-R M.1084, Annex 4. In addition, there were other references to duplex channels regarding regional operating frequencies and repeaters. While we can envision a repeater that may be capable of duplex operation for land based infrastructure communications this operation should not be allowed for mobile operations as it would interfere with ship to ship communications therefore these references were also removed.