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# INTERNATIONAL 12.12.2022

# *ITU*

# Report on IMO/ITU EG 18 5 to 9 December 2022 and ITU-R WP5B meeting 14 to 25 November 2022

Note by the IALA representative Stefan Bober

#### INTRODUCTION

Joint IMO/ITU EG 18 held its meetings from 5 to 9 December 2022 in London and ITU-R Working Party 5B (WP 5B) - Maritime mobile service including Global Maritime Distress and Safety System (GMDSS); aeronautical mobile service and radiodetermination service - in Geneva (14 to 25 November 2022) regarding the agenda items with interest from IALA. Mr. Stefan Bober represented IALA.

#### issues related to IALA work addressed during Joint IMO/ITU EG 18 (5 to 9 December 2022)

First of all the Joint IMO/ITU EG 18 supports both new agenda item for WRC-27, i.e.  digital voice and VDES R-Mode.

##### Draft IMO POSITION ON WRC-23 AGENDA ITEM 10

See Annex 1 in attached document in attached document.

Draft IMO position on digital voice

"IMO supports the introduction of digital technology for voice communication in the maritime mobile service and related changes in Appendix 18 and other relevant parts in the Radio Regulations in the agenda of WRC-27."

A transition scheme has to be developed to guarantee the smooth introduction of digital technology for voice communication and the envisaged entry into force of the amendments between 2035 and 2045.

However, the VHF channels 06, 13, 16, 70, AIS 1 (AIS-SART) and AIS 2 (AIS-SART) are used for GMDSS based on SOLAS and the ITU Radio Regulations and any other relevant channels could retain their current functionality.

Draft IMO position on VDES R-Mode

"IMO supports the ranging mode using the VHF Data Exchange System (VDES R-Mode) as an independent resilient terrestrial PNT system for the back up of GNSS. IMO invites ITU to consider possible changes to the Radio Regulations for implementation of VDES R-Mode as a new maritime radionavigation service in the agenda of WRC-27."

The IALA lunch break presentation by Michael Hoppe was well received and contributed to this success.

However, concerns were raised by some member states regarding the scale of work required to be undertaken within both organizations (i.e. IMO and ITU) to introduce both systems (e.g. relevant amendments to the SOLAS Convention and Radio Regulations, development of performance standards, studies, etc.) and how that could be achieved.

The urgent need for new outputs to initiate the work in IMO on both proposals was highlighted and the Group invited interested Member States and international organizations to submit proposals for relevant new outputs to MSC 107.

##### CONSIDERATION OF MATTERS RELATED TO THE REVISION OF RECOMMENDATION ITU-R M.1371-5

The Group agrees in principle to the interim report of the Correspondence Group on the Revision of Recommendation ITU-R M.1371-5 and provided several comments to the proposed text.

Some tasks would require further consideration by SAR, navigation and communication experts at NCSR 10.

The Group invited the Correspondence Group to take note of the views expressed and submit a final report, including a draft liaison statement to ITU-R Working Party 5B on the revision of Recommendation ITU-R M.1371-5, to NCSR 10, for consideration.

##### c) IALA workshop on digital maritime communication

Information concerning the IALA workshop on "Digital maritime communication", organized in association with the Japan Coast Guard, to be held at the Tokyo University of Marine Science and Technologies, from 20 to 24 February 2023 was provided.

**Other issues with relevance for IALA:**

##### Assignment of manufacturer IDs:

There is a shortage of manufacturer IDs location aid devices using a freeform number identity i.e. AIS-SART (970), MOB (972) and EPIRB-AIS (974)

##### Wireless power transmission:

There is a question regarding possible interference from Wireless power transmission  to maritime safety systems operating from 300 kHz to 2 500 kHz  like NAVTEX, NAVDAT and IALA beacons system

##### Use of Class D DSC VHF radios as coast stations

There is a discussing regarding the use of Class D DSC VHF radios as coast stations

##### MMSI-encoding of EPIRBs carried on craft associated with a parent ship

The Group noted proposed changes to the Cospas-Sarsat ground segment equipment to enable processing of EPIRBs with an MMSI in the format 98MIDXXXX and 974XXYYYY with a November 2023 implementation date

##### Personal Locating Beacon PLB-AIS

A discussion concerning availability and use of personal locating beacons with AIS capability took place. Amendments to Recommendation ITU-R M.585 would be needed.

#### ITU-R WP5B Meeting (14 to 25 November 2022)

##### WRC-23, agenda item 1.11

WP 5B finalized the draft CPM text.

For *resolves* 1 of Resolution 361 (Rev.WRC-19) Global maritime distress and safety system (GMDSS) modernization following issues are proposed:

- removal of narrow band direct printing (NBDP) for distress and safety communications from the GMDSS (NBDP still being used for transmission of Maritime safety information),

- introduction of the NAVDAT frequencies and

- implementation of automatic connection system (ACS) for DSC in MF and HF bands, the

- inclusion of AIS-SARTs as homing equipment for survival craft stations.

An alternative use of 1.6 GHz satellite EPIRBs frequency, which is withdrawn from GMDSS by IMO, has been discussed to permit general maritime communications, on a non-priority basis, to operate in the frequency band 1 645.5 - 1 646.5 MHz.

For resolves 2 of Resolution 361 (Rev.WRC-19), e-navigation,

only one method was drafted, proposing no change to the Radio Regulations except for the suppression of Resolution 361 (Rev.WRC-19).

For Resolves 3 of Resolution 361 (Rev.WRC-19) WP 4C requires an additional meeting to finalize the draft CPM text

##### Recommendation ITU-R M.493-15 – "Digital selective-calling system for use in the maritime mobile service"

The PDR document was updated with the proposals from input contributions.

##### Recommendation ITU-R M.541-10 – "Operational procedures for the use of digital selective-calling equipment in the maritime mobile service".

The working document was modified to delete NBDP and teleprinter-related descriptions to reflect the decision taken by IMO to remove NBDP for distress and safety communications from the GMDSS. The text on ACS using digital selective-calling was updated and improved

##### Recommendation ITU-R M.1371-5 – "Technical characteristics for an automatic identification system using time division multiple access in the VHF maritime mobile frequency band"

WP 5B continued its work on revision to Recommendation ITU-R M.1371-5. The text on channel management was removed because it is not allowed to operate on regional frequencies.

##### Recommendation ITU-R M.2010-1 – "Characteristics of a digital system, named Navigational Data for broadcasting maritime safety and security related information from shore-to-ship in the 500 kHz band".

The list of NAVDAT subject message codes in annex 7 was updated to refer to the IMO document. It was agreed to elevate the working document to a PDR document,.

##### Recommendation ITU-R M.2135-0 – "Technical characteristics of autonomous maritime radio devices operating in the frequency band 156-162.05 MHz"

WP 5B continued its work on revision of Recommendation ITU-R M.2135-0. WP 5B agreed on the numbering and content of four messages used for AMRD Group B devices using AIS technology. Modifications to  annex 3 to regulate the operation of AMRD Group B devices using other technologies to protect AMRD Group B devices using AIS technology operated on the same frequency channel. The It was agreed to elevate the working document to a PDR document

##### Draft new Report ITU-R M.[LED EMI] – "Conditions for the protection of radio receivers installed onboard vessels against electromagnetic interference from light emitting diode lighting systems and other unintended sources"

The only modification to the document is contained within the introduction. This preliminary draft document was elevated to draft document and submitted to SG5 for further consideration.

##### Draft new Report ITU-R M.[DIGITAL-VOICE] – "Digital voice communication in the VHF maritime band"

WP 5B commenced to draft the working document with the structure and substance on the basis of ECC Report 329 "Implementation of digital voice radio telephony in the VHF maritime mobile band". Input contributions were invited to the next WP 5B meeting.

##### EPIRB MMSI encoding for craft associated with a parent ship

A liaison statement from IMO raised the issue that the maritime identity 98MIDXXXX assigned to EPIRBs may not be recognized by the Cospas-Sarsat system because the Cospas-Sarsat system requires EPIRBs to be coded with an MMSI beginning with a three-digit maritime identification number which represents the ship’s flag State. This may lead to EPIRB distress alerts not being passed onto rescue coordination centres in an emergency situation. One reply liaison statement was delivered to IMO and Cospas-Sarsat requesting information and contributions on possible solutions.