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| **Radiocommunication Study Groups** |  |
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| Received: 22 June 2023  Subject: Revision of Recommendation ITU-R M.1371-5 on Technical characteristics for an automatic identification system using time-division multiple access in the VHF maritime mobile band | **Document 5B/755-E** |
| **22 June 2023** |
| **English only** |
| International Maritime Organization (IMO) | |
| LIAISON STATEMENT TO ITU-R WORKING PARTY 5B | |
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1 IMO’s Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) would like to thank ITU-R Working Party 5B (WP 5B) for their liaison statements to IMO (i.e. Doc. [5B/225](https://www.itu.int/md/R19-WP5B-C-0225/en), Annexes 44 and 481, Annex 37) relating to the proposed revisions of Recommendation [ITU-R M.1371-5](https://www.itu.int/rec/R-REC-M.1371/en).

2 In addition to its liaison statements to ITU-R WP 5B from 4 July 2022 (i.e. Doc. [5B/607](https://www.itu.int/md/R19-WP5B-C-0607/en)), NCSR 10, held from 10 to 19 May 2023, would like to provide the following information on the subject.

3 After considering the proposed revisions to Recommendation ITU-R M.1371-5, NCSR 10 was of the view on specific items that:

**Navigational Status**

1 in AIS messages 1, 2, 3, the Navigational Status parameter should read as follows:

"0 = under way ";

"3 = restricted manoeuvrability";

"8 = under way under sail only ";

"9 = reserved for future use ";

"10 = reserved for future use ";

"14 = active AIS-SART, active MOB-AIS or active EPIRB-AIS"; and

"15 = undefined = default (also used by AIS-SART under test, MOB-AIS under test or EPIRB-AIS under test)",

all other navigational status parameters should be kept unchanged.

**Autonomous maritime radio devices (AMRD)**

***Mobile AtoN in AIS AtoN report***

2 Mobile AtoN could be included as another type of aids to navigation (AtoN) in message 21 – AIS AtoN report.

Following aspects should be considered by revising Message 21:

1 amend code 2 in Table 72 with MAtoN: "RACON or MAtoN" and add in parameter field "AtoN status";

2 delete "off-shore" in code 3 in Table 72 to read: "Fixed structures such as oil platforms, wind farms. (Note 1 – This code should identify an obstruction that is fitted with an AIS AtoN station;

3 amend code 31 in Table 72 , to read: "Light Vessel/LANBY/Rigs. NOTE: This code should be used only when the Light Vessel/LANBY/Rigs is moored and functioning as an AtoN (this includes when off station flag is triggered)"; and

4 amend descriptive text of the parameter "Name of Aid-to-Navigation Extension" in Table 71 as follows:

"This parameter of up to 14 additional 6-bit-ASCII characters for a 2-slot message may be combined with the parameter "Name of Aid-to-Navigation" at the end of that parameter, when more than 20 characters are needed for the name of the AtoN or to just provide for the AtoN designation. When used for the later, the parameter should start with “@@@/###/???” and the characters that follow are the AtoN designation, e.g. LB1, to denote Lighted Buoy 1. This may be portrayed itself or as an extension of the AIS AtoN Name when it is being portrayed. This parameter should be omitted when no more than 20 characters for the name of the A-to-N are needed in total. Only the required number of characters should be transmitted, i.e. no @-character should be used.".

***Single slot AtoN report***

3 A new single slot AtoN report could be created. The channel access scheme should include CSTDMA, FATDMA and RATDMA.

The transmission of further detailed information, as proposed by IALA, should await the final outcome of IHO S-124 & S-125. An overlap with existing reporting schemes should be avoided.

The technical solution for the implementation of such a message could be left to ITU-R Working Party 5B.

**Safety related text message for AIS-SART, MOB-AIS, EPIRB-AIS**

4 when manually deactivated, a safety related text message stating "SART OFF", "MOB OFF" and "EPIRB OFF" should be broadcast from such a device. If a cancel function is provided and activated, the following safety related text message should be broadcast~~ed~~: "MOB CANCEL" or "EPIRB CANCEL".

**Ship type identifier**

5 NCSR 10 came to the view to maintaining the existing list of ship types in Message 5 and, at the same time, did not support the use of new AIS Message 29 to indicate the ship type information as an additional message. Further amendments to the existing list of ship type identifiers in table 53 of Recommendation ITU-R M.1371-5 may be considered by the NCSR Sub-Committee, at its eleventh session, based on contributions to be received on the matter.

**VDES capability indicator**

6 The VDES capability indicator will be considered after IMO has progressed the work on the introduction of VDES. The NCSR Sub-Committee has two sessions to finalize the work on VDES Performance standards starting from NCSR 10 where after IMO will advise accordingly.

**Number of persons onboard**

7 Information on number of persons onboard can be obtained using other information channels (i.e. according to the GMDSS and FAL requirements). Therefore, this proposed change is not considered necessary.

**Message 29: Extended ship data report**

8 Until use cases for the proposed new AIS Message 29 are determined and justified, this proposed change is not considered necessary.

4 IMO invites the ITU-R WP 5B to consider the information provided and take action, as appropriate.

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