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|  | **Radiocommunication Study Groups** | |  |
| **INTERNATIONAL TELECOMMUNICATION UNION** | |  | |
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| Source: Document 5B/TEMP/51 | | **Annex 33 to  Document 5B/195-E** | |
| **19 December 2016** | |
| **English only** | |
| Annex 33 to Working Party 5B Chairman's Report | | | |
| LIAISON STATEMENT TO INTERNATIONAL MARITIME ORGANIZATION (IMO) AND INTERNATIONAL ASSOCIATION OF MARINE AIDS TO NAVIGATION AND LIGHTHOUSE AUTHORITIES (IALA) | | | |
| Identification and Categorization of autonomous maritime radio devices | | | |

ITU-R Working Party 5B (WP 5B) thanks IMO and IALA for their liaison statements on developments in maritime radio communications topics for WRC-19.

Background

WRC-19 agenda item 1.9.1 will consider, based on the results of ITU-R studies, potential regulatory actions within the frequency band 156-162.05 MHz for autonomous maritime radio devices to protect the GMDSS and automatic identifications system (AIS), in accordance with Resolution **362 (WRC-15)**. Resolution **362 (WRC-15)** invites ITU-R to conduct the necessary studies to categorize the various autonomous maritime radio devices (AMRD) and to conduct sharing and compatibility studies, to ensure that no undue constraints are placed on the GMDSS and AIS.

WP 5B has been assigned as the responsible group under WRC-19 agenda item 1.9.1 and will conduct the necessary studies to determine any potential regulatory actions and appropriate frequencies for autonomous maritime radio devices in the frequency band 156-162.05 MHz.

Resolution **362** *considering b)* considers three categories of autonomous devices developed for safety-related purposes: those using AIS technology, those using DSC technology and those transmitting synthetic voice messages. Resolution **362** *considering a)* identifies several examples of applications of maritime radio devices which operate autonomously, and clarifies that rather than prohibiting their use that there is a need to identify and categorize these applications in order to enhance safety of navigation. One possible means of categorizing these applications would be by defining dynamic navigation markers (e.g. derelict ships, floating ice, diver locating, fishing net buoys, oil spill track buoys, wave-gliders, oceanographic and other drifting buoys). “Man overboard” devices are already accommodated in both Recommendation [ITU-R M.1371](http://www.itu.int/rec/R-REC-M.1371/en) and Recommendation [ITU-R M.493](http://www.itu.int/rec/R-REC-M.493/en).

WP5B has confirmed that AMRD cannot be accommodated within the existing MMSI and Freeform Identity defined in ITU-R M.585-7 and changes to numbering are essential for this WRC‑19 agenda item. WP 5B has started work on a new report to address this issue.

WP 5B will keep IMO and IALA informed of the activities associated with the identification and categorization of autonomous maritime radio devices under WRC-19 agenda item 1.9.1.

Action requested

IMO and IALA are further invited to note that studies under this agenda item regarding thecategorization and identification of the various autonomous maritime radio devices is ongoing, and are further invited to advise accordingly.

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| **Status:** For action | |
| **Deadline:** May 2017, WP 5B meeting | |
| **Contact:** Steve Austin | **E-mail:** [steve.austin@mcga.gov.uk](mailto:steve.austin@mcga.gov.uk) |

*[Note to BR: Document WD towards PDNR[AMRD] should be attached.]*