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| **Radiocommunication Study Groups** |  |
|  | ARM8-9.11  Formerly ENAV22-12.1.4 |
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| Received: xx November 2018  Subject: AMRD  Source: | **Document 5B/xxx-E** |
| **Xx November 2018** |
| **English only** |
| International Association of Marine Aids to Navigation and Lighthouse Authorities | |
| DRAFT Liaison Note to ITU-R WORKING pARTY 5B | |
| Autonomous Maritime Radio Devices (AMRD) | |

The ARM Committee is requested to review ENAV22-12.1.4 liaison from IALA to ITU WP5B on AMRD and advise the IALA secretariat of any proposed changes prior to the submission to ITU WP5B, noting the deadline for input to WP 5B is 1600 UTC 29 October, 2018. Please delete this text box when review is complete.

During the last meeting of IALA radiocommunications experts, held [8 – 12 October] 2018, IALA reviewed the liaison provided by ITU WP 5B [20 June 2018 / 5B/538-E].

IALA notes the continuing work on autonomous maritime radio devices (AMRD). As advised previously, IALA has published a recommendation on Mobile Aids to Navigation (MAtoN) (IALA Recommendation R1016) which is available on the IALA website at <http://www.iala-aism.org/product/r1016-mobile-marine-aids-navigation-maton/>

To determine the right numbering scheme for ARMD it should be clear what the difference is between an AtoN, MAtoN and ARMD Group A. IALA recognises the following definitions.

Definitions:

*An AtoN is a device, system or service, external to vessels, designed and operated to enhance safe and efficient navigation of individual vessels and/or vessel traffic. (IALA Dictionary)*

*A MAtoN shall be defined as a non‐fixed or un‐moored AtoN; but does not include a fixed or moored buoy that is adrift from station, temporary or otherwise. (IALA R1016)*

*The term “**enhance safety of navigation” is derived from the International Convention for the Safety of Life at Sea (SOLAS), as amended. Within SOLAS, Chapter V is titled “Safety of navigation” and contains all relevant regulations. Any signal or information originated by an device, which reaches the navigator, may influence the safety of navigation. This includes AIS (signals should be shown on Radar and eventually also on the electronic display and information system) and VHF (working channels and Ch. 70). In any case the navigator has to decide how to proceed. In a positive case the safety of navigation will be enhanced. The term “safety of navigation” is used in SOLAS and other IMO documents, however there is no definition existing. The regulations listed in SOLAS Chapter V are relevant to achieve safety of navigation.*

*An AMRD is a mobile station; operating at sea and transmitting independently of a ship station or a coast station. Two groups of AMRDs are identified (ITU document 5B/411-E November 2017):*

*– Group A: AMRDs that enhance the safety of navigation,*

*– Group B: AMRDs that do not enhance the safety of navigation (AMRDs which deliver signals or information which do not concern the vessel can distract or mislead the navigator and degrade the safety of navigation).*

IALA recommends that the use of MAtoN should be strictly controlled, authorised by a competent authority and only used when risk assessment has determined the requirement and benefit. (IALA R1016)

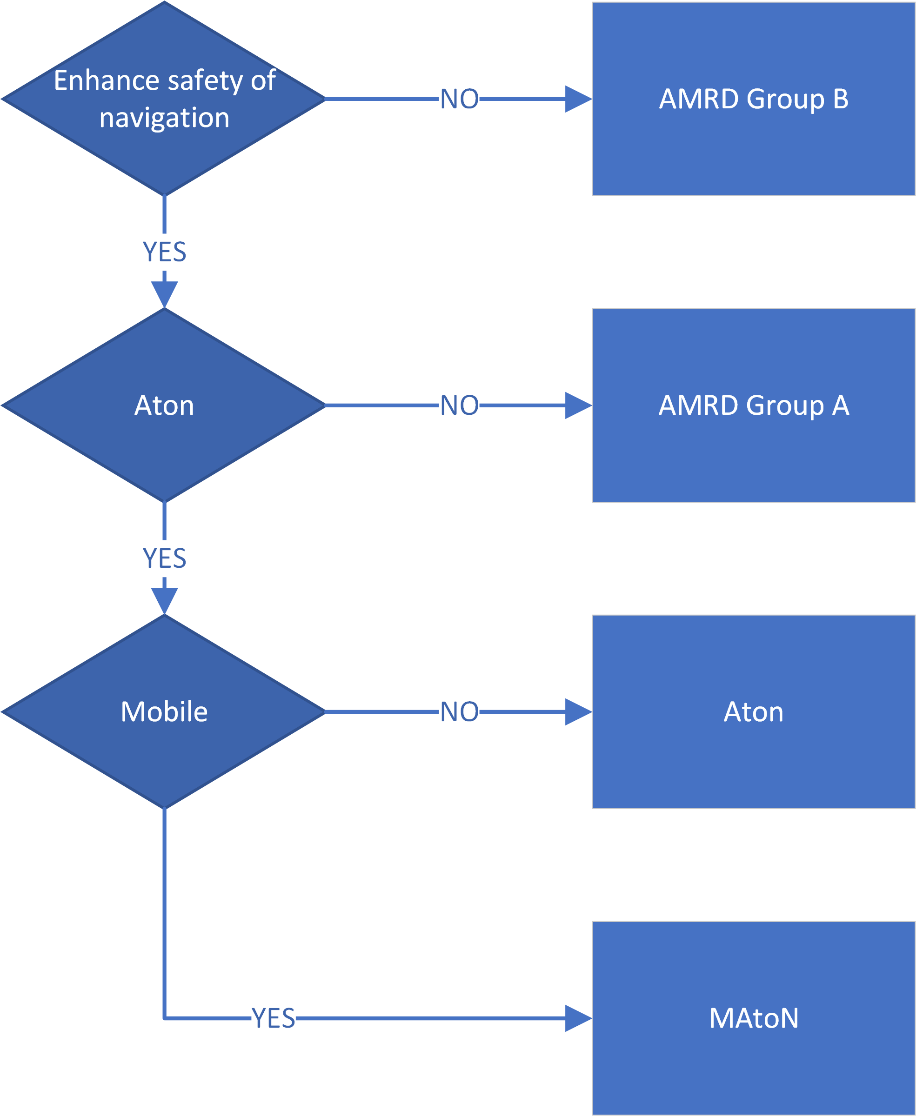
IALA notes that AtoN and MAtoN are not AMRDs, and both AtoN and MAtoN are subject to IALA guidelines and recommendations.

IALA recommends that competent authorities have the discretion to determine if an application enhance safety of navigation.

The diagram below represents the different device classifications.



In order to help competent authorities, determine the correct device classification AtoN / AMRD the following decision tree is provided.



Considering the information provided above IALA presumes that MAtoN will use the same numbering scheme as AtoN (9192M3I4D516X7X8X9 or 9192M3I4D566X7X8X9).

Since AMRD Group A are not AtoN or MAtoN, IALA believes the proposed numbering scheme (919283X4X5Y6Y7Y8Y9) will cause confusion with current AtoN and MAtoN on current installed and operational systems. IALA suggest that a different numbering scheme be used to distinguish AMRD Group A from other AIS devices.

IALA noticed that the type of AIS message sent and received will probably determine the symbol shown on the display equipment.

Issues that may be result include:

1. Having no symbol defined for an AMRD that might result in not displaying the AMRD;
2. Devices and/or applications like Radar and ECDIS that might display AMRD as an AtoN or a vessel;
3. Devices and/or applications might expect an AtoN message from these stations and interpret them accordingly.

IALA suggest to confirm the impact of the chosen numbering scheme for AMRD Group A with the industry.

# Actions requested

IALA kindly asks ITU-R WP 5B to note the comments provided.