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| **Radiocommunication Study Groups** | **Superceded by ENAV21-11.9.1** |
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| **30 May 2017** |
| **English only** |
| Working Party 5B (WG 5B-3) | |
| DRAFT LIAISON STATEMENT TO INTERNATIONAL MARITIME ORGANIZATION AND INTERNATIONAL ASSOCIATION OF MARINE AIDS TO NAVIGATION AND LIGHTHOUSE ON AUTONOMOUS  MARITIME RADIO DEVICES | |
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ENAV21-11.9

ITU-R Working Party 5B (WP 5B), at its meeting on 22nd May – 2nd June 2017 concluded the work on a definition of autonomous maritime radio devices (AMRDs) and provides it to International Maritime Organization (IMO) and International Association of Marine Aids to Navigation and Lighthouse (IALA).

After considering the answers of the questionnaire Circular letter 5/LCCE/64, WP 5B developed a first attempt at a way to manage these AMRDs.

IMO and IALA are invited to note the implications of AMRDs for the safety of navigation, to review the work and take action as appropriate.

**Annex**: Progress of work by WP 5B on AI 1.9.1 on AMRDs

**Status**: For information and action

**Deadline**: November 2017

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Annex to a draft liaison statement to IMO and IALA on  
Autonomous Maritime Radio Devices

The WRC-19 agenda item 1.9.1 intends to protect GMDSS frequencies and Appendix **18** from use by AMRDs which are not part of the maritime mobile service. The maritime mobile service includes EPIRBs and AIS-SARTs but does not include personal devices, diver devices, fishing equipment indicators, indicating and locating devices for objects which are not vessels as defined in the International Regulations for Preventing Collisions at Sea (COLREGs) or AtoNs.

# 1 Final definition

WP 5B concluded on the final definition of AMRDs and provides it to IMO and IALA:

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:

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).

After considering the answers of the questionnaire, WP 5B elaborated its first thoughts on a method that could manage these AMRDs.

# 2 Study findings

AMRDs that enhance the safety of navigation should preferably be the subject of IMO International Convention for the Safety of Life at Sea (SOLAS) regulations for the presentation of information to the navigators on board vessels.

Studies by WP 5B have shown that AIS (VHF Ch. AIS 1 and AIS 2) is used for applications other than those described or foreseen in Recommendations ITU-R M.1371 and ITU-R M.585.   
The WP 5B view is that this can create confusion for the navigator and VTS.

The confusion results from the transmission of AIS signals which falsely represent objects as vessels and use a maritime identity that does not follow Recommendation ITU-R M.585.   
In addition, some devices which transmit signals indicating the location of an emergency are currently used for unregulated routine purposes.

WP 5B is of the view that;

* some transmissions enhance the safety of navigation because they relate to objects which may be navigational hazards but were not foreseen in the recommendations;
* others are for the benefit of the user only.

The devices used by divers are regarded by WP 5B as AMRD. While WP 5B notes the beneficial use by divers of GMDSS frequencies in an emergency, the use of Appendix **18** frequencies for routine communications is viewed by WP 5B as outside the maritime mobile service.

# 3 Further information

Further information can be found in Annex XX of the Chairman’s Report of WP5 B. (Working Document towards Preliminary Draft Dew Report ITU-R M.[AMRD])

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