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# Report of 13th Joint IMO/ITU EG meeting

Note by the IALA representative Stefan Bober

#### BACKGROUND

The 13th meeting of the Joint IMO/ITU Expert Group on Maritime Radiocommunication Matters was held at IMO Headquarters in London from 10th to 14th July 2017. Chairman was Mr. Christian Rissone. IALA is an observer in consultative status and was represented by Stefan Bober for the meeting.

IALA had a specific interest in Maritime mobile service including Global Maritime Distress and Safety System (GMDSS) and radiodetermination service, with particular emphasis on the development of VDES, VDE-SAT, AIS and autonomous radio devices operating in the maritime VHF mobile band.

IALA had submitted one document to IMO providing information on the development of VDES as flows:

* NCSR 4/16/1 - 16 December 2016 “IALA Guideline No.1117 on VHF Data Exchange System (VDES) Overview”

#### Introduction

The meeting of the Joint IMO/ITU Expert group is an annually meeting held at IMO to exchange information on maritime radiocommunication matters between IMO and ITU. The work of this Joint IMO/ITU Expert group (further referred to as the group) is one of the bases for the development of the IMO position on maritime radiocommunication matters at ITU.

The main agenda items of the meeting were:

* Consideration of the outcome of NCSR 4, MSC 97, MSC 98 and other IMO bodies, as appropriate
* Consideration of the outcome of ITU-R WP 4C, WP 5B and other ITU bodies, as appropriate
* Draft IMO position on WRC-19 agenda items concerning matters relating to maritime services
* Revision of SOLAS chapters III and IV for Modernization of the Global Maritime Distress and Safety System (GMDSS), including related and consequential amendments to other existing instruments

#### Related documents

* Draft report of the thirteenth meeting of the joint expert group on maritime radiocommunication matters; IMO/ITU EG 13, 14 July 2017
* Flow diagram of preparation draft IMO position WRC-19

#### issues related to IALA work addressed during the Joint IMO/ITU EG meeting

##### Designating hazardous cargo with shipborne AIS in Recommendation ITU-R M.1371-5 for special categories of ships

A discussion took place with respect to the designation of vessel cargo hazard and pollutants in AIS Message 5 Ship static and voyage related data in Recommendation ITU-R M.1371-5 initiated by the United States. The United States are invited to submit a document to the NCSR Sub-Committee on this matter.

##### Navigational Data for broadcasting maritime safety and security-related information from shore-to-ship in the 500 kHz band (NAVDAT)

WRC-19 Agenda item 1.8 (IMO/ITU EG 13/4/2), contains the development of NAVDAT. In this context, the Group noted the working document towards a preliminary draft revision of ITU-R M.2010-0 on *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* (IMO/ITU EG 13/4/12), prepared at the last meeting of WP 5B.

The Group agreed that the inclusion of possible frequencies to be used for NAVDAT in Appendix 15 to the Radio Regulations should not be considered at WRC-19, but instead at WRC-23.

##### DRAFT IMO POSITION ON WRC-19 AGENDA ITEMS CONCERNING MATTERS RELATING TO MARITIME SERVICES

The Group developed the draft IMO position on WRC-19 Agenda items concerning matters relating to maritime services. Following WRC 19 agenda items with relevance to the IALA work were discussed:

##### Autonomous Maritime Radio Device; WRC 19 agenda item 1.9.1

The group noted the work at ITU regarding the issue Autonomous Maritime Radio Device (AMRD).

The Group also noted the Working documents towards a preliminary draft new Report ITU-R M.[AMRD] (IMO/ITU EG 13/4/7).

The Group noted the need to categorize the different types of devices.

* AMRDs that enhance the safety of navigation (category A) should be integrated in the maritime mobile service. These devices should use the frequencies of the current RR Appendix 18.
* AMRDs that do not enhance the safety of navigation (category B) operating in a maritime environment should not currently be permitted to use the frequencies of the RR Appendix 18.

In this context, the Group noted the information that IALA is developing the concept of Mobile Aids to Navigation within the marine buoyage system. Mobile Aids to Navigation may use AIS Message 21 (AIS Aids to Navigation report). The Group noted further that this equipment should form part of category A and that category B equipment should not use AIS 1 and AIS 2.

The Group further noted that displaying the increasing amount of information was becoming an issue and solutions should be considered to filter the information.

IMO should be actively involved in this discussion given that IMO has primary responsibility for developing the standards for safety.

The Group further noted the Working documents towards a preliminary draft new Report   
ITU-R M.[NEW\_MARNUM] for the assignment of unique identifiers for AMRD (IMO/ITU EG 13/4/8). In this context, it was noted that a future revision to Recommendation ITU-R 585-7 might be needed.

*IALA involvement*

The definition of Mobile Aids to Navigation and their use are not jet fully understood by the group. IALA may provide further information regarding Mobile Aids to Navigation to IMO and ITU.

ITU WP 5B had sent a liaison statement to IALA on AMRD. An answer is expected for the ITU WP 5B meeting in November 2017.

Side discussion at the meeting:

Questions were asked as Mobile Aids to Navigation may be part of the AMRD category A (safety of navigation) however what would distinguish Mobile AtoN from AMRD category A, and how to display them? Bothe my use AIS in the future.

Concerns were raised by some delegates that some examples for typical use of Mobile AtoN might be not clear enough (misleading) as currently described in the draft IALA Recommendation on Mobile AtoN.

The concerns are that some examples of typical uses may lean towards AMRD Category B (non safety related) rather than AMDR Category A or Mobile AtoNs like “Water quality & pollution monitoring”, “Identifying … fishing lines” or “special events (eg. Channel swimming)”. Those examples might be better mark by AMRD Category B devices which are not on AIS1 and AIS2.   
Other examples of typical uses might be covered by existing regulations already, like “Towed applications” covered by COLREGs.

IALA might consider further clarifications or explanations of those typical uses to unambiguously identify the use of Mobile AtoNs.

A harmonised approach of IMO, ITU and IALA on the issue should be aimed.

##### Satellite component of the VDES ; WRC 19 agenda item 1.9.2

The group noted the work at ITU regarding the issue satellite component of the VDES (VDE SAT).

The Group also noted the Working documents towards a preliminary draft new Report ITU-R M.[VDE SAT] (IMO/ITU EG 13/4/12). The Group noted, in particular, that discussions in ITU-R were ongoing with respect to an appropriate power flux density (pfd) mask to protect incumbent terrestrial services.

During the ensuing discussion views were expressed that IMO’s position should provide some more background information on the possible future use of VDES and reflect a more positive attitude towards the future use of the VHF frequency band, including VDES.

Following the discussion, the Group amended the text of the background section and draft IMO position.

*IALA involvement*

IALA is a leading contributor in the development of VDES and is closely related to ITU, IMO and other international bodies for the standardisation of VDES

##### Review and modernisation of the Global Maritime Distress and safety system GMDSS.

An interim report of the correspondence group on the modernisation of the GMDSS on the develop a draft revision of SOLAS Chapters III and IV and a draft work plan for the related and consequential amendments to other existing instruments was presented during the meeting.

The Group noted that this was the start of a 4 year project for which the plan of work was provided in appendix 1 of the Modernization Plan.

The Group further noted that no definite decisions had to be taken at this moment in time on the draft text of revision to SOLAS III and IV. The most important task of the meeting would be to agree on the principles, where possible, and identify the areas which need to be further considered in the upcoming years, in particular, with respect to the work on related and consequential amendments to other existing instruments.

The Group further developed the preliminary draft revision of SOLAS Chapters III and IV and the draft work plan for the related and consequential amendments to other existing instruments

*IALA involvement*

IALA may further observe the development of the modernisation of the Global Maritime Distress and safety system GMDSS

#### IALA IS REQUESTED TO

**Note** the report of 13th Joint IMO/ITU EG meeting