

Draft CEPT Brief on agenda item 1.16

1.16 to consider the regulatory and operational provisions for Maritime Mobile Service Identities (MMSIs) for equipment other than shipborne mobile equipment, taking into account Resolutions 344 (Rev.WRC-03) and 353 (WRC-03)

Issue A

There is a need:

- to manage the allotment and distribution of the maritime identification digits (MIDs) resource within the Maritime Mobile Service Identities (MMSI) numbering format.

Issue B

There is a need:

- to assign MMSIs to search and rescue (SAR) aircraft and aids to navigation in accordance with Recommendation ITU-R M.1371, and
- to develop a provision for the assignment of MMSIs to SAR aircraft and aids to navigation.

Preliminary CEPT position

CEPT should support:

- the assignment of MMSIs to SAR aircraft and aids to navigation.
- the development of a unique and entirely different format for the MMSIs assigned to SAR aircraft and aids to navigation, and
- the registration of MMSIs assigned to SAR aircraft and aids to navigation in the Maritime Mobile Access and Retrieval System (MARS).
- the modification of Recommendation ITU-R M.585-3 and Article 19 of the Radio Regulations to allow for the assignment of MMSIs to SAR aircrafts, aids to navigation and crafts associated with another vessel.

Background

Issue A

MMSIs are required for many shipborne communications equipment (e.g. Digital Selective Calling-DSC, mobile earth stations). The MMSI (Article 19) is a 9-digit number to uniquely identify ship stations, group ship stations, coast stations and group coast stations. Three of the nine MMSI digits are the MIDs. MIDs represent the territory or geographical area of administrations and are assigned by the ITU.

Although the resource of MIDs is limited, it is anticipated to be sufficient to meet the needs of the maritime community for the foreseeable future. However, this situation may change rapidly with the increased transition to the Global Maritime Distress and Safety System (GMDSS), the

widespread use of MMSIs with three trailing zeros, and the ever-increasing number of installed ship earth stations. On the other hand, future generations of mobile-satellite systems offering access to public telecommunication networks and participating in the GMDSS will employ a free-form numbering system that need not include any part of the MMSI.

As a result, during WRC-03 Nos. 19.35, 19.36, 19.48, 19.96A, 19.101, 19.112 and 19.114 were modified, 19.35.1, 19.109, 19.115 and 19.116 were suppressed and three new provisions (19.31A, 19.36.1 and 19.108A) were added, in order to better manage MIDs. Resolution 344 (Rev. WRC-03) was revised in order to introduce the concept of free-form numbering format and to give the responsibility of management of the MID and MMSI resources and the allotment and distribution of the MID resource within the MMSI numbering format to the Director of the BR. The Director of the BR will monitor the status of the MMSI numbering resource and will report to WRC-07 regarding the anticipated reserve capacity and expected exhaustion of the resource. ITU-R will keep under review the Recommendations for assigning MMSIs, with a view to improve the management of the MID and MMSI resources and to identify alternative resources, including concepts such as re-use of suppressed MMSIs, if there is an indication of rapid exhaustion of these resources.

Furthermore, a new class of radios is now being installed on ships, which require MMSIs, known as Automatic Identification Systems (AIS). In the case of a ship the same MMSI is used by the DSC and the AIS. It is anticipated that AIS, as well as DSC, will be used on platforms which are not ships, such as SAR aircraft and aids to navigation.

No urgent need for improving the management of the MID and MMSI resources has been identified.

Issue B

The issue of MMSIs for aircraft stations that require communications to ship stations for search and rescue operations was discussed at WRC-03. CITEL proposed the allocation of MMSIs to SAR aircraft by modifying Nos. 19.30, 19.99, 19.100 and 19.103, and by adding Nos 19.103.1 and 19.132. A number of countries in APT, which were also seeking AIS to be equipped on SAR aircraft, supported CITEL's proposal during WRC-03. The MMSIs assigned to SAR aircraft and aids to navigation had been discussed on many occasions in the past, including the CPM02. However, it had been rejected because many administrations expressed the belief that changing the RR during WRC-03 was premature; some ITU-R studies would be required to ensure that there would be no incompatibility issues with the existing systems. Some administrations at present have a national requirement to operate AIS equipment on board SAR aircraft and aids to navigation.

It is believed that MMSIs assigned to SAR aircraft and aids to navigation should be entirely different from MMSIs assigned to ships or coast stations.

ITU-R will review the MMSIs operational and procedural requirements and will develop an appropriate format, which cannot be confused with the format used for ship and coast stations. WRC07 will consider necessary changes to the Radio Regulations to allow MMSIs for use on SAR aircraft and aids to navigation.

The identification system for aircraft needs to take into account that MMSIs clearly indicate whether the call comes from a ship or an aircraft. It is envisioned that ITU-R studies should result in developing a new ITU-R Recommendation on this issue.

Recommendation ITU-R M.585-3 and the Radio Regulations do not address the assignment and use of MMSIs for SAR aircraft and aids to navigation. Therefore, it may be necessary to modify ITU-R M.585-3 and Article 19 to allow for assignment of MMSIs to SAR aircraft and aids to navigation. The modifications to ITU-R M.585-3 may consider the potential exhaustion of MIDs and MMSIs, and compatibility with the existing system.

The Director of the BR will have to consider the possibility of making provision in MARS for the registration of MMSIs assigned to SAR aircraft and aids to navigation, preferably without changing either the database format or the content of the paper publications.

Furthermore, it is considered by CEPT as a necessity to allow administrations to assign MMSIs to DSC on SAR aircraft, as it is certain that this will further improve safety at sea.

List of relevant documents

- Resolution 344 (Rev WRC-03) Management of the maritime mobile service identity numbering resource
- Resolution 353 (WRC-03) Maritime mobile service identities (MMSI) for equipment, other than shipborne mobile equipment
- Radio Regulations Article 19, Identification of Stations
- Recommendation ITU-R M.585-3 Assignment and use of maritime mobile service identities (2003)
- Recommendation ITU-T E.217 Maritime Communications – Ship station identity (05/2002)
- Recommendation ITU-T E.164.3 Principles, criteria and procedures for the assignment and reclamation of E.164 country codes and associated identification codes for groups of countries (09/2001)
- Recommendation ITU-T E.190 Principles and responsibilities for the management, assignment and reclamation of E-series international numbering resources (05/1997)
- Document 8B/36-E Chairman's Report of the 14th meeting of Working Party 8B, 25 November - 2 December 2003, Geneva
- Document 8B/98-E Chairman's Report of the 15th meeting of Working Party 8B, 7 - 16 September 2004, Geneva
- Document IMO/ITU EG 1/4 Preliminary Draft IMO's Position on WRC-07 Agenda Items Concerning Matters Related to Maritime Services, Joint IMO/ITU Experts Group on

- Preparation to WRC-07, 1st Session, Agenda Item 4, 23 - 24 June 2004, London
- Document CCP.II-RADIO/403/04 Canadian Preliminary Views for WRC-07 Agenda Items 1.14 And 1.16, III Meeting of Permanent Consultative Committee II, 19 - 22 July 2004, Orlando, Florida
 - Document CCP.II-RADIO/410/04 USA Preliminary Views for WRC-07 Agenda Items 1.14 And 1.16, III Meeting of Permanent Consultative Committee II, 19 - 22 July 2004, Orlando, Florida
 - Document APG2007-2/81 (Rev.2) Report of WP 5 Meetings (Agenda Items 1.13, 1.14, 1.15 & 1.16), 2nd Meeting of the APT Conference Preparatory Group for WRC-2007 (APG2007-2), 28 February – 3 March 2005, Bangkok, Thailand
 - Document 8B/182-E Chairman’s Report of the 16th meeting of Working Party 8B, 11 - 15 April 2005, Geneva
 - Document CPG07/PT4(05) Infodoc01 Summary of RCC positions
 - Document 8B/300-E Chairman’s Report of the 17th meeting of Working Party 8B, 20 - 27 September 2005, Geneva
 - Document CCP.II-RAD/796/05 Draft Preliminary Proposal for WRC-07 Agenda Item 1.16, VI Meeting of Permanent Consultative Committee II, 25 - 28 October 2005, San José, Costa Rica
 - Document ECC/CPG07(2006)012 ICAO position for the ITU WRC-2007, 17-20 January 2006, Puerto de la Cruz
 - Document 8B/441-E Chairman’s Report of the 18th meeting of Working Party 8B, 22 - 31 March 2006, Geneva
 - Document ECC/CPG07(2006)032 Report from meeting between CEPT and Arab Group, 11 – 14 July 2006, Gdansk
 - Document ECC/CPG07(2006)044r1 Organization of the Permanent Consultative Committee II (PCC.II): Radiocommunication including Broadcasting, Status of Preparations for WRC-07, 11 – 14 July 2006, Gdansk
 - Document 8B/559-E Chairman’s Report of the 19th meeting of Working Party 8B, 5 - 13 September 2006, Geneva
 - Document R07-CPM-R-0001 Provisional Report of the CPM to WRC-07, 19 February - 2 March 2007, Geneva

Actions to be taken

- Contribute actively to the work of WP8B, and support CEPT position

Proposals from outside CEPT

European Union

Regional telecommunication organisations

APT (January 2007)

APG Preliminary View

APT members support Method B in section 5/1.16/3.2 of the draft CPM Report and also support the suggested modifications for associated regulatory provisions of the Radio Regulations in the draft CPM Report as reached by ITU-R Study Groups. The Method revises Article 19 by incorporating Recommendation 585-3 by reference.

- The assignments of MMSIs to SAR aircraft and Aids to Navigation are supported. However, a unique and entirely different format for these MMSIs should be developed and not impact on the MMSI numbers available for ship stations and coast stations.
- The registration of MMSIs assigned to SAR aircrafts and Aids to Navigation in the Maritime Mobile Access and Retrieval System (MARS) is also supported.
- ITU-R Recommendation M.**585-3** and RR Article **19** are to be revised in order to permit to assign MMSIs to SAR aircrafts and Aids to Navigation.
- Support is also given to continue and complete ITU-R studies to satisfy the requirements of Resolution **353 (WRC-03)**.
- With this view, future introduction of new MMSI requirements is facilitated without the need for a dedicated WRC agenda item; revisions to Recommendation ITU-R M.585 can be approved during a study period and the standing WRC Agenda Item 2 provides the mechanism for each WRC to decide whether or not to update the corresponding reference in the Radio Regulations.
- Provisions for MMSI in Article 19 can be simplified and focused on regulatory aspects versus procedural considerations.

ATU (date of proposal)

Arab Group (3-4 April 2006)

The 8th Arab Preparatory meeting for WRC-07 took place in Damascus, Syria from 21 to 25 August 2005.

CEPT and the Arab group met on 3-4 April 2006 in Tunis to exchange views on the WRC-07 preparations.

Progress on issue: The structure for the WRC-07 preparatory work was established and the agenda item coordinators were appointed. The Arab group expressed its support for the CEPT position.

Next meeting: The 9th Arab Preparatory meeting for WRC-07 will take place in Egypt, Cairo from 13 to 18 January 2007.

CITEL (October 2006)

Preliminary Views:

Brazil, Canada and the United States of America have the point of view that Recommendation ITU-R M.585 should be reviewed and modified prior to WRC-07 to take into account the potential exhaustion of maritime identification digits (MIDs) and MMSIs, and compatibility with current uses of MMSIs. This review may lead to recommendations for changes to the Radio Regulations. RR Article 19 should be modified to allow for assignment of MMSIs to aeronautical stations involved in maritime SAR and to aids to navigation.

The United States of America and other Administrations are currently studying, and in some cases implementing, replacement of existing RACON transponders with AIS transponders that require the use of MMSI's as an enhancement to maritime safety. The use of AIS transponders will permit detection and identification of aids-to-navigation at greater ranges.

Uruguay shares the view that Recommendation UIT-R M.585 should be examined and modified before the WRC-07 to take into account the possible depletion of maritime identification digits and the MMSI and the compatibility with the current uses of the MMSI. This examination could eventually lead to the proposal of changes to the Radiocommunications Regulations. Furthermore, Article 19 of the RR should be amended to make it possible to allocate MMSI to the aeronautical stations that are engaged in maritime search and rescue operations and navigation assistance.

RCC (6 -7 September 2005)

Regional Commonwealth in the Field of Communications (RCC) supports ITU-R studies on the MMSI formats for use by SAR aircraft and aids to navigation, which are compatible with MMSI formats for maritime stations.

International organisations

ITU (19 February – 2 March 2007)

ITU-R Working Party 8B considered WRC-07 Agenda Item 1.16 during its 19th meeting, which took place in Geneva from 5 to 13 September 2006. CPM07 had its 2nd meeting in Geneva from 19 February to 2 March 2007

Responsible ITU-R Group: Working Party 8B - Maritime mobile service including GMDSS, aeronautical mobile service and radio determination service

Progress of studies: It was noted that the regulatory and procedural aspects of this Agenda Item could be achieved through the modifications to Article 19 and revisions to Recommendation ITU-R M.585-3. After detailed consideration a preliminary draft revision of Recommendation ITU-R M.585-3 was produced (WP 8B Chairman's Report, ITU Document 8B/559-E).

The CPM text prepared by WP 8B was approved with no changes at the CPM07-2. The CPM Report proposes two methods to satisfy the agenda item. Method A (CEPT proposal) proposes the revision of Article 19, taking into account Recommendation ITU-R M.585. Method B (Canadian proposal) proposes the revision of Article 19, incorporating Recommendation ITU-R M.585 by reference.

Next meeting WP 8B: Geneva, 13 – 21 June 2007.

ICAO (17 – 20 January 2006)

ICAO supports measures aimed at improving the use of MMSIs on board SAR aircraft. Changes to the Radio Regulations should be made on the condition that these are compatible with ICAO Standards and Recommended Practices (SARPs).

IMO (23 - 24 June 2004)

IMO's preliminary position is that ITU should modify Recommendation ITU-R M.585-3 and the Radio Regulations to provide a single MMSI structure for use by SAR aircraft which will accommodate 1000 aircraft per MID. ITU should further be encouraged to provide an MMSI structure which will accommodate 10,000 aids to navigation per MID.

NATO (date of proposal)

SFCG (date of proposal)

Regional organisations

ESA (date of proposal)

Eumetnet (date of proposal)

Eurocontrol (date of proposal)