Draft CEPT Brief on Agenda item 1.14

1.14 to review the operational procedures and requirements of the Global Maritime Distress and Safety System (GMDSS) and other related provisions of the Radio Regulations, taking into account Resolutions 331 (Rev.WRC-03) and 342 (Rev.WRC-2000) and the continued transition to the GMDSS, the experience since its introduction, and the needs of all classes of ships;

Issue A: to review the operational procedures and requirements of the Global Maritime Distress and Safety System (GMDSS) and other related provisions of the Radio Regulations, taking into account Resolution 331 (Rev.WRC-03) and the continued transition to the GMDSS.

Preliminary CEPT positions

Issue A: ***Transition to the GMDSS***

Part A: Appendix 13 and Resolution 331

Resolution 331 (Rev WRC-03) which provides guidance for the final transition to the GMDSS for all ships, should be updated.

Appendix 13 should be suppressed. However there are elements in Appendix 13 that are necessary to be maintained somewhere else. These elements relate mainly to the initiation of distress, urgency and safety procedures by radiotelephony.

CEPT is of the opinion that the remaining provisions of Appendix 13 should be incorporated in Chapter VII of the Radio Regulations.

WRC-07 should give a strong signal for administrations to implement the shore based facilities for GMDSS and to encourage all categories of ships to be equipped with DSC. This should be considered in connection with an update of Resolution 331.

The Radio Regulations currently contain difficulties and ambiguities regarding the distress procedures, for example regarding acknowledging and relaying distress alerts and distress messages. The Radio Regulations should be revised to solve these difficulties.

The role of the RCC to control the communications needs clarification.

Part B: Appendix 16

Regarding Appendix 16 the CEPT position is that it should be revised in order to shorten the list of documents that ships are required to carry. It is partly based on the 'old' distress and safety system and needs to be revised.

CEPT is of the opinion that Appendix 16 should contain three sets of requirements:

- a complete list of documents for vessels that are subject to the SOLAS Convention or other international agreements that establishes similar carriage requirements;
- a reduced but still comprehensive list for other vessels where a radio installation is required (e.g. national requirements or regional agreements);
- a very short list allowing national deviations for other vessels.

The description of the lists should be done in a way, which allows the use of other documents than ITU publications in conformance with requirements of administrations.

Background

Part A: Appendix 13 and Resolution 331

Provision 23B of Appendix 13 states that listening watch on 2182 kHz is no longer obligatory after 1 February 1999.

A considerable number of vessels are not equipped with DSC facilities and therefore still rely on distress calling on 2182 kHz and VHF channel 16. Some coast stations might therefore still maintain watch on 2182 kHz and VHF channel 16 for the foreseeable future.

The existing provisions on use of VHF channel l6 for distress and safety purposes, combined with Resolution 331(Rev.WRC-03), envisage a phasing out of distress calling on VHF channel 16 at a time appropriate for the individual areas around the world. However, IMO has decided that ships should continue channel 16 watch when practicable for the foreseeable future.

Some of the procedures of Appendix 13 are still needed and should be maintained by WRC-07. The procedures to be maintained relate to the standardised initiation of distress, urgency and safety procedures by radiotelephony. Some consequential changes in Chapter VII are required.

Part B: Appendix 16

The transition to the GMDSS has made it possible to reduce the list of publications that ships are required to carry (see Appendix 16) .

Issue B:

Resolution 342 (Rev.WRC-2000) New technologies to provide improved efficiency in the use of the band 156-174 MHz by stations in the maritime mobile service

Appendix 18

Preliminary CEPT positions

Resolution **342** calls for the review of Appendix **18**, with the goal of accommodating new VHF technology in the 156-174 MHz band. WRC-03 modified Appendix **18**, including the addition of note o), to permit the possible use, on a voluntary basis, of various channels or bands created by the conversion of some duplex channels to simplex channels, for the initial testing and the possible future introduction of new technologies

CEPT continues to support the development and introduction of digital and spectrally efficient analogue technologies to alleviate the channel congestion in the VHF maritime mobile service.

Appendix 18 requires revision, in order to provide more capacity to meet the increasing spectrum demand and responds to the needs of data communications. A possible digital maritime VHF technology should be accepted only after completion of a full study. Such commonly acceptable technology is not likely to be available at the time of WRC-07. While still waiting for a digital maritime VHF to emerge in the future, the Conference should look for an interim analogue solution to alleviate immediate channel needs.

CEPT is proposing some changes in the Appendix 18. The intention of the changes is to facilitate the use of Appendix 18 channels to provide bands for new technologies and to alleviate immediate spectrum needs by allowing the use of 12.5 kHz channel spacing. Also the addition of footnote m) (splitting of duplex channels into simplex channels) to more channels than at present is proposed.

CEPT also considers the possible allocation of 2 additional AIS frequencies in order to adequately respond to an expected additional demand for operational AIS.

Background

Appendix 18

The maritime radio spectrum is under pressure to provide more capacity to meet the increasing demand for radiocommunications. It is unlikely that any new spectrum will be made available for maritime VHF use, given that there are similar demands for additional spectrum to meet the demand in the land mobile sector. Some steps should be taken to maximise the use of the band, if necessary by adopting more spectrum efficient technologies.

The ITU studies on digital technology to meet the requirements of the maritime mobile community into the long term have not yet reached a conclusion and need to be continued. Introduction of new technology should be accepted by the international maritime community only after completion of a full study to identify the future requirements of the maritime mobile service.

WRC-2000 modified Appendix S18 to allow administrations to permit the initial testing and the possible future introduction of new technologies relieve the local congestion.

Actions

CEPT administrations must continue to contribute actively to this work in WP8B, where the development of a single world wide system should take place. Action in ITU-R would also have the effect of gradually building more widespread support for new technologies

Proposals from other regional organisations, countries and other entities

Issue A: ***Transition to the GMDSS***

APT preliminary view

Sufficient experience has been gained from GMDSS, such that appropriate and/or necessary changes to the Radio Regulations could be considered by WRC-07.

The non-GMDSS distress and safety communications provisions should be gradually revised to accommodate interoperability with GMDSS. In particular, Chapter **VII** of the Radio Regulations should be revised. This interoperability is required to maintain Safety-Of-Life At Sea (SOLAS) until the maritime community has fully transitioned to the GMDSS standard. In accordance with IMO recommendations, GMDSS ships continue to keep continuous guard on VHF channel 16 (156.8 MHz) with a view to maintaining communications between SOLAS and Non-SOLAS ships. All vessels should be encouraged to make use of the GMDSS as soon as possible. The IMO has authorized the discontinuance of a 2 182 kHz guard for SOLAS vessels. In recognition of continuing domestic requirements regarding non-SOLAS vessels outside of VHF range in some countries, a 2 182 kHz guard will need to be maintained for some time. Resolution **331 (Rev.WRC-03)** should be modified to reflect the current situation. Rules and procedures for radiotelegraphy can be deleted from Appendix **13** along with relevant changes to Chapter **IX**. VHF public correspondence may be necessary at an appropriate time.

CITEL's preliminary view

CITEL has not formulated yet a common position on the issue.

Canada:

Sufficient experience has been gained from GMDSS, such that appropriate and/or necessary changes to the Radio Regulations can be considered at this Conference.

Canada and U.S.:

The non-GMDSS distress and safety communications provisions should be revised to accommodate interoperability with GMDSS. In particular, Chapter VII of the Radio Regulations should be revised. This interoperability is required to maintain Safety-Of-Life At Sea (SOLAS) until the maritime community has fully transitioned to the GMDSS standard. In accordance with IMO recommendations, GMDSS ships continue to keep continuous guard on VHF channel 16 (156.8 MHz) with a view to maintaining communications between SOLAS and Non-SOLAS ships. All vessels are encouraged to make use of the GMDSS as soon as possible. The IMO has authorized the discontinuance of a 2182 KHz guard for SOLAS

vessels. In recognition of our continuing domestic requirements regarding non-SOLAS vessels outside of VHF range, we will maintain a 2182 kHz guard for the foreseeable future.

Regional Commonwealth in the Field of Communications (RCC)

Some provisions of RR Appendix **13** may be transferred into an appropriate Resolution or Recommendation taking into account that the pleasure sea ships may not be equipped by the GMDSS systems by 2007.

Issue B: ***Appendix 18***

APT preliminary view

It is important that efficient use is made in the maritime VHF band for not only distress and safety communications but other digital communications and the demand for public correspondence. Therefore the introduction of digital systems and rearrangement of channel spacing is needed; but the further introduction of digital systems into this band should be based on adopting suitable technologies into a worldwide interoperable standard and be able to handle the existing system. Consequential revision of Appendix **18** to reflect these requirements and the worldwide decline of VHF public correspondence may be necessary at an appropriate time.

CITEL's preliminary view

CITEL has not formulated yet a common position on the issue.

Canada and U.S.:

With regard to the use of new technologies for the maritime mobile service in the band 156-174 MHz and the consequential revision of Appendix **18** to reflect new technologies, we support and are implementing port and coastal systems in accordance with Recommendation ITU-R M.1371-1 for Automatic Identification System (AIS). The further introduction of digital systems into this band should be based on adopting suitably modified land mobile technology into a worldwide interoperable standard. Appendix **18** should also be modified to reflect the current diminished demand for public correspondence coast stations.

ITU-R WP 8B plans to study the introduction of new technologies in the VHF maritime mobile band and to evaluate the future uses of the currently designated Public Correspondence VHF Channels for other maritime related use, in view of the worldwide decline of VHF public correspondence services.

Regional Commonwealth in the Field of Communications (RCC)

In reviewing RR Appendix 18 it is necessary to study the different options of re-allocation of the frequencies in this band and implementation of new technologies in order to optimize the effective utilization of the band 156-174 MHz by the maritime mobile service systems.