

[DRAFT] EUROPEAN COMMON PROPOSAL

Proposal submitted by the following administrations
[.....]

Agenda Item 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.

Introduction

The implementation of the GMDSS was expected to lead to the suppression of Appendix 13. So far, some parts of Appendix 13 have been considered necessary and therefore this Appendix has not been suppressed in previous Conferences. In WRC-07 CEPT is proposing suppression of Appendix 13 and the transfer of the still necessary parts to Chapter VII. After this change the transition to GMDSS can be considered completed.

Nevertheless, several ships are not yet fitted with basic equipment like GMDSS.

Revision of Resolution 331 is required to urge Administrations to have their ships fitted with DSC and to manage the aural watch keeping on Channel 16.

Proposal
MOD**RESOLUTION 331 (Rev.WRC-07)****Transition to the Global Maritime Distress and Safety System (GMDSS)**

The World Radiocommunication Conference (Geneva, 2003~~7~~),

noting

that all ships subject to the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, are required to be fitted for the Global Maritime Distress and Safety System (GMDSS),

noting further

a) that a number of administrations have taken steps to implement the GMDSS also for classes of vessels not subject to SOLAS, 1974, as amended;

b) that an increasing number of vessels not subject to SOLAS, 1974, as amended, are making use of the techniques and frequencies of the GMDSS prescribed in Chapter VII;

c) that this Conference has amended Chapter VII to provide for maintaining interoperability between ships fitted for the GMDSS and ships not yet fully equipped for GMDSS;

d) that there may be a need to maintain existing shore-based distress and safety services for reception of distress, urgency and safety calling by voice on VHF channel 16 for some years after this Conference so that vessels not subject to SOLAS, 1974, as amended and not yet using the techniques and frequencies of the GMDSS will be able to attract attention and obtain assistance from these services until such time as they are able to participate in the GMDSS;

e) that the International Maritime Organization (IMO) is of the view that listening watch on VHF channel 16 by SOLAS ships, while at sea, should be required and kept for a foreseeable future with a view to providing:

– a distress alerting and communication channel for non-SOLAS ships; and

– bridge-to-bridge communications;

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e)

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Deleted: f) that the International Maritime Organization (IMO) has decided that on board SOLAS ships:¶
– listening watch on 2 182 kHz is no longer mandatory after 1 February 1999;¶
– listening watch on VHF channel 16 shall continue with a view to maintaining communication between SOLAS ships and vessels not fitted for the GMDSS;¶
– the required watch on VHF channel 16 will be reviewed prior to 2005;¶

- ~~f)~~ that IMO has urged administrations to require all seagoing vessels under national legislation, and encourage all vessels voluntarily carrying VHF radio equipment to be fitted with facilities for transmitting and receiving distress alerts by DSC on VHF channel 70;
- ~~g)~~ that the Radio Regulations require GMDSS ships to keep watch on the appropriate digital selective calling (DSC) distress frequencies;
- ~~h)~~ that separate provisions in the existing Radio Regulations designate VHF channel 16 as the international channel for general calling by radiotelephony;
- ~~i)~~ that several administrations have established Vessel Traffic Service (VTS) systems and require their vessels to keep watch on local VTS channels;
- ~~j)~~ that ships that are required by SOLAS to carry a radio station have been equipped with DSC, and many vessels subject to national carriage requirements are also being equipped with DSC, but many vessels that carry a radio station on a voluntary basis might not yet have DSC equipment;
- ~~k)~~ that similarly, many administrations have established distress and safety service based on DSC watchkeeping, but the majority of port stations, pilot stations and other operational coast stations might not yet have been equipped with DSC facilities;
- ~~l)~~ that provisions 52.190 to 52.192 and 52.232 to 52.234 allow 2 182 kHz and channel 16 to be used for call and reply.

recognizing

- ~~a)~~ that as indicated in *noting further a), b), f) j) and k)* above stations in the maritime mobile service are increasingly making use of the frequencies and techniques of the GMDSS;
- ~~b)~~ that this conference has adopted provisions for distress, urgency and safety calling by radiotelephony on VHF channel 16 and requiring ships, where practicable, to maintain watch on VHF channel 16;
- ~~c)~~ the need to maintain existing shore-based distress and safety services for reception of distress, urgency and safety calling by voice on VHF channel 16 for some years after this Conference so that vessels not subject to SOLAS, 1974, as amended and not yet using the techniques and frequencies of the GMDSS will be able to attract attention and obtain assistance from these services until such time as they are able to participate in the GMDSS;
- ~~d)~~ the need indicated in *noting further d)* above for maintaining existing shore-based distress, urgency and safety services on VHF channel 16.

resolves

- 1 to retain the provisions permitting use of VHF channel 16 and the frequency 2 182 kHz for general voice-calling;
- 2 to urge all administrations to assist in enhancing safety at sea by:
 - encouraging all vessels to finalize the transition to the GMDSS as soon as possible;
 - encouraging, where appropriate, establishment of suitable shore-based facilities for GMDSS, either on an individual basis or in cooperation with other relevant parties in the area;
 - encouraging all vessels carrying maritime VHF equipment to be fitted with DSC on VHF channel 70 as soon as possible, taking into account the relevant decisions of IMO;
 - encouraging vessels to limit their use of VHF channel 16 and the frequency 2 182 kHz for calling to the minimum necessary, noting the provisions of No. 52.239;
- 3 coast stations forming part of shore-based arrangements in the area concerned for reception of distress calling by radiotelephony on VHF channel 16 should maintain an efficient watch on VHF channel 16. Such watch should be indicated in the List of Coast stations,
 - ~~43~~ that administrations may release their ship stations and coast stations from the obligations described in Appendix 13 concerning listening watch on VHF channel 16 or 2182 kHz or both, in respect of distress, urgency and safety calling by voice, in accordance with relevant decisions of IMO and ITU on aural watch keeping requirements on channel 16, taking into account of all aspects involved, such as: the GMDSS radio systems available in the area concerned.
 - ~~— decisions by IMO and ITU on aural watch on 2182 kHz and VHF channel 16;~~
 - ~~— the GMDSS radio systems available in the area concerned;~~
 - ~~— the compatibility problems mentioned in considering a) and b) above;~~
 - ~~— the density and classes of vessels normally in the area;~~
 - the geographical nature of the area and general navigational conditions within the area;

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Deleted: h) that listening watch by coast stations on 2 182 kHz is no longer mandatory; ¶
i)

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Deleted: k) that the Radio Regulations establish that ship stations should, when practicable, keep watch on VHF channel 13; ¶
l)

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considering ¶
a) that the operation of the GMDSS described in Chapter VII and the distress and safety system described in Appendix 13 differ in many crucial aspects, such as means and methods of alerting, communication facilities available, announcement and transmission of maritime safety information, etc.; ¶
b) that operation of the two systems in parallel for a long period would cause ever-increasing difficulties and incompatibilities between vessels operating in the two different systems and may thus seriously degrade safety at sea in general; ¶
c) that the GMDSS overcomes the deficiencies of the aural watch-keeping on maritime distress and calling frequencies on which the distress and safety system described in Appendix 13 relies, by replacing these watch (... [1]

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~~other adequate measures taken to ensure safety communications for vessels sailing in the area, when the development on transition to the GMDSS and the prevailing conditions in the area makes it reasonable to do so.~~

when doing so, administrations should:

- inform IMO of their decisions and submit to IMO details on the area concerned;
- inform the Secretary-General on the necessary details for inclusion in the List of Coast Stations.

instructs the ITU-R

to monitor the development and changes to the GMDSS, in particular

~~- watchkeeping requirements;~~

~~- distress alerting; carriage requirements;~~

and report to a future world radiocommunication conference on when further rationalization of Chapter VII should be considered.

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resolves further

that the Secretary-General should ensure that such arrangements and details regarding the area concerned be indicated in relevant maritime publications,

instructs the Secretary-General

to bring this Resolution to the attention of IMO, the International Civil Aviation Organization (ICAO) and the International Organization of Marine Aids to Navigation and Lighthouse Authorities.

o) that for the reasons in *noting further m)* and *n)* listed above, it will be necessary for some stations in the maritime mobile service to continue for some years to call each other by radiotelephony in certain situations,

considering

a) that the operation of the GMDSS described in Chapter **VII** and the distress and safety system described in Appendix **13** differ in many crucial aspects, such as means and methods of alerting, communication facilities available, announcement and transmission of maritime safety information, etc.;

b) that operation of the two systems in parallel for a long period would cause ever-increasing difficulties and incompatibilities between vessels operating in the two different systems and may thus seriously degrade safety at sea in general;

c) that the GMDSS overcomes the deficiencies of the aural watch-keeping on maritime distress and calling frequencies on which the distress and safety system described in Appendix **13** relies, by replacing these watches by automatic watch, i.e. digital selective calling and satellite communication systems;

d) that the listening watch on 2 182 kHz on board SOLAS ships and at some coast stations has ceased in accordance with the decisions of IMO mentioned in *noting further f)* above,

that administrations may release their ship stations and coast stations from the obligations described in Appendix **13** concerning listening watch on VHF channel 16 or 2 182 kHz or both, taking account of all aspects involved, such as:

- decisions by IMO and ITU on aural watch on 2 182 kHz and VHF channel 16;
- the GMDSS radio systems available in the area concerned;
- the compatibility problems mentioned in *considering a)* and *b)* above;
- the density and classes of vessels normally in the area;
- the geographical nature of the area and general navigational conditions within the area;
- other adequate measures taken to ensure safety communications for vessels sailing in the area,

when the development on transition to the GMDSS and the prevailing conditions in the area makes it reasonable to do so;

when doing so, administrations should:

- inform IMO of their decisions and submit to IMO details on the area concerned;
- inform the Secretary-General on the necessary details for inclusion in the List of Coast Stations,