

SUB-COMMITTEE ON NAVIGATION,
COMMUNICATIONS AND SEARCH AND
RESCUE
6th session
Agenda item 12

NCSR 6/12/8
22 November 2018
Original: ENGLISH

**RESPONSE TO MATTERS RELATED TO THE RADIOCOMMUNICATION ITU R STUDY
GROUP AND ITU WORLD RADIOCOMMUNICATION CONFERENCE**

Liaison statement from ITU-R WP 5B

**Revision of Recommendation ITU-R M.1371-5 –
Technical characteristics for an automatic identification system using time division
multiple access in the VHF maritime mobile frequency band**

Note by the Secretariat

SUMMARY

Executive summary: This document contains in the annex a liaison statement from ITU-R Working Party 5B (5 to 16 November 2018) requesting information with respect to the work towards the revision of Recommendation ITU-R M.1371-5 on technical characteristics for an automatic identification system using time division multiple access in the VHF maritime mobile frequency band

Strategic direction, if applicable: 2

Output: 2.1

Action to be taken: Paragraph 4

Related documents: None

Introduction

1 This document is submitted in accordance with the provisions of paragraph 6.12.5 of the *Organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.1) and provides comments on document NCSR 6/12.

2 This document contains in the annex a liaison statement from ITU-R Working Party 5B (5 to 16 November 2018) requesting information with respect to the work towards the revision of Recommendation ITU-R M.1371-5.

3 In the liaison statement, a reference is made to the document containing the preliminary draft revision of Recommendation ITU-R M.1371-5, which is available on the ITU website. Delegates who do not have access to ITU documents could obtain an electronic copy of the document (English ONLY) through the Secretariat using the following email address: ncsr@imo.org

Action requested of the Sub-Committee

4 The Sub-Committee is invited to note the information provided and take action, as appropriate.

ANNEX

Radiocommunication Study Groups



Source: Document 5B/TEMP/267

Subject: Revision of Rec. ITU-R M.1371-5

20 November 2018
English only

Working Party 5B

**LIAISON STATEMENT TO INTERNATIONAL MARITIME ORGANISATION
AND COMITÉ INTERNATIONAL RADIO-MARITIME ON THE REVISION OF
RECOMMENDATION ITU-R M.1371-5**

**Technical characteristics for an automatic identification system using time
division multiple access in the VHF maritime mobile frequency band**

ITU-R Working Party 5B (WP 5B), at its meeting on 5th November - 16th November 2018 continued working towards the revision of Recommendation ITU-R M.1371-5. During that work, the following discussions took place.

1 Discussion

Issue A

One of the parameters provided in AIS message 1, 2, 3 is 'navigational status'. The enumeration for this parameter includes such items as: 'under way using engine', 'at anchor' and 'moored'.

ITU-R M.1371-5 includes the following reserved items for the 'navigational status' parameter:

...

9 = reserved for future amendment of navigational status for ships carrying DG, HS, or MP, or IMO hazard or pollutant category C, high speed craft (HSC),

10 = reserved for future amendment of navigational status for ships carrying dangerous goods (DG), harmful substances (HS) or marine pollutants (MP), or IMO hazard or pollutant category A, wing in ground (WIG);

13 = reserved for use

...

The revision of ITU-R M.1371-5 provides an opportunity to use these numbers for other purposes.

WP 5B seeks clarification on whether the reservation of ‘navigational status’ information for numbers 9, 10 and 13 is still required and if not, what would be the most appropriate use for these items. If there is no request, the numbers will be “reserved for future use”. WP 5B also received a request to assign number 13 for regional use.

Issue B

One of the parameters provided in AIS message 5 is ‘Type of electronic position fixing device’. The enumeration for this parameter includes such electronic position fixing devices (EPFD) as: ‘GPS’, ‘GLONASS’ and ‘combined GNSS’.

ITU-R M.1371-5 includes the following items in the enumeration of the ‘Type of electronic position fixing device’ parameter:

...
4 = ‘Loran C’
5 = ‘Chayka’
...

WP 5B seeks clarification on whether ‘Loran C’ and ‘Chayka’ are still in use for position determination of maritime vessels. If these EPFDs are no longer in use then the numbers will be set to “reserved for future use”.

Issue C

Since the beginning of ITU-R M.1371, in several cases, 2-slot AIS messages have been in use for complex issues. Due to the overloading of the VHF data link (VDL), WP 5B considered the benefits of changing the 2-slot message to two 1-slot messages. At this time, WP 5B assumes that message 24A would be useable in most cases for static object data. The second part of the message would have to be developed for each specific case.

Recommendation ITU-R M.1371 provides a means for Search and Rescue (SAR) aircraft to use AIS for identification and position reporting in SAR operations.

AIS SAR aircraft station may use AIS message 5: ‘Ship static and voyage related data’ to provide information on the ‘Name’ of the SAR aircraft and its ‘Overall dimension/reference for position’ amongst other information.

As its name indicates, message 5 is primarily intended to provide static information about ships.

WP 5B is therefore of the opinion that message 24, part A ‘Static data report’ should be used to report the name of SAR aircraft station instead.

ITU WP 5B seeks clarification on the following issues regarding the impact of this proposed change on the display of SAR aircraft stations on RADAR and ECDIS on board vessels:

- 1) Will the use of message 24A instead of Message 5 cause any problems with the display of the name of the transmitting AIS SAR aircraft station?
- 2) If both message 5 and 24A are received from one AIS SAR aircraft station, how would the display equipment handle this?

Issue D

The current working document towards a preliminary draft revision of Recommendation ITU-R M.1371 includes a proposed new 1-slot AIS message 29 for AtoNs to replace, in combination with message 24A, the existing 2-slot message 21.

WP 5B is aware that in making the change from using a message 21 to using message 29 and message 24A, an appropriate transition period would be necessary to ensure that all display systems are adapted to the new message scheme. WP 5B therefore seeks clarification on the following issues regarding the impact of this proposed change:

- 1) What would be the expected roll-over period for full implementation of this change?
- 2) What would be the impact on the display systems in the interim period in supporting both messages?
- 3) Will display systems associate the name provided in a message 24A with any AIS target?

2 Action requested

For Issue A and B, IMO is invited to provide the requested information as appropriate

For Issue C and D, IMO is invited to consider the information above and take action as appropriate, and CIRM is invited to provide the requested information as appropriate.

Status: For information and action, as appropriate

Deadline: 22 April 2019

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Attachment: Working document towards a preliminary draft revision of Recommendation ITU-R M.1371-5