

Outcomes of the 15th meeting of the IMO/ITU Experts Group (IMO/ITU EG15)

Submitted by IHO Secretariat

SUMMARY

Executive Summary: This document provides details of the outcomes of IMO/ITU EG15, which are relevant to WWNWS-SC

Action to be taken: Paragraph 10.

Related documents: WWNWS11/3/1/1; WWNWS11/3/1/2

1. The 15th session of the IMO/ITU EG (IMO/ITU EG15) was held at the IMO Headquarters in London, United Kingdom, from 8 to 12 July. It was noted that, apart from NAVAREA I, there were no delegates representing Hydrographic Offices of IHO member states or other originators of MSI involved in the WWNWS.
2. The Group addressed a number of topics of direct interest to NAVAREA and National Coordinators resulting from discussions at the 101st session of the IMO Maritime Safety Committee (MSC 101), 6th session of the IMO Sub-committee on Navigation, Communications, and Search and Rescue (NCSR 6) and in preparation for the ITU World Radiocommunication Conference 2019 (WRC-19).
3. After considering the outcomes of NCSR 6 and MSC 101, the participants focused on further developing the IMO position on the WRC-19 agenda items relating to maritime services. The Group noted that World Administrative Radio Conference Recommendation 316 (Rev.MOB-87) 7) "Use of Ship Earth Stations Within Harbours and Other Waters Under National Jurisdiction" had been reviewed already by European Conference of Postal and Telecommunications Administrations (CEPT), taking into account the outcome of NCSR 6, with a view to submission to WRC-19..
4. The Group expressed concerns over the increasing L-Band interference between terrestrial mobile communications and the spectrum in use for satellite communications, including the GMDSS, and potentially future operation of maritime autonomous surface ships (MASS). The Group considered a document from the IMO Secretariat containing a liaison statement from ECC CEPT referring to the availability of the ECC Report 299 "Measures to address potential blocking of MES operating in bands adjacent to 1518 MHz (including 15251559 MHz) at sea ports and airports". The Group considered also a document from the IMO Secretariat containing a liaison statement from International Civil Aviation Organization (ICAO) on adjacent band compatibility studies of IMT-Advanced systems in the mobile service in the band below 1 518 MHz with respect to MSS systems operating in 1 518 - 1 559 MHz. During the discussion, a number of delegations shared the concerns expressed in the liaison statement by ICAO with regard to the possibility of harmful

interference to L-band satellite communication receivers from IMT user-equipment transmissions. After consideration, the Group invited NCSR 7 and ITU-R WP 5B to note the discussion and comments provided in the meeting report and to take action, as appropriate.

5. The majority of the meeting was then spent on developing the related draft revisions of SOLAS Chapters III and IV and the related and consequential amendments to other existing instruments. A comprehensive review was conducted with numerous amendments and revisions proposed, including the revision and development of a number of definitions for terms. After consideration, the Group agreed that no amendment to the current definition of "International NAVTEX service" in SOLAS was required and that the IHO World-Wide Navigational Warning Service Sub-Committee (WWNWS-SC) Document Review Working Group could be invited to review the IMO NAVTEX Manual with the aim of developing appropriate text to articulate the current operational procedures in use and the availability of NAVTEX for the transmission of messages on behalf of Search and Rescue (SAR) authorities in relation to SAR operations and incidents, including guidance on the appropriate type and content of these messages. The Group invited the ICAO/IMO Joint Working Group (JWG) on SAR to provide further views and advice on this matter.

6. The Group concurred with the conclusion of the Correspondence Group (CG) that definitions for "distress alert" and "operational communications" were not required. The Group invited the CG to consider whether definitions for "International EGC service" and "NAVTEX" were necessary, taking into account the information provided by the United Kingdom. All these definitions will be developed further by the CG for submission to NCSR 7.

7. The Group considered the proposed amendments to regulation IV/5.2 and agreed with the recommendation of the CG that Contracting Governments should provide the Organization with notice prior to the withdrawal of any radiocommunication service. However, the Group could not agree if the requirement should include a period for prior notification or not, and, if so, what period. The Group noted that if a prior notification would be required, then an appropriate mechanism should be implemented in the GISIS module on "Master Plan of shore-based facilities for the GMDSS" to accommodate this requirement. The Group, therefore, agreed to a draft revision of regulation IV/5.2 with a view to further consideration by NCSR 7.

8. The Group further developed the revisions to numerous related documents, which included resolution MSC.191(79) - *Performance Standards for the presentation of navigation-related information on shipborne navigational displays*, resolution A.801(19) as amended by MSC.199(80) - *Provision of radio services for the Global Maritime Distress and Safety System, (GMDSS)*, resolution A.707(17) - *Charges for Distress, Urgency and Safety Messages through the Inmarsat System*, resolution MSC.306(87) - *Revised performance standards for Enhanced Group Call (EGC) equipment*, resolution MSC.68(68), Annex 3 - *Performance Standards for MF/HF Radio Installations Capable of Voice Communication, Narrow Band Direct Printing and Digital Selective Calling*, resolution A.803(19) - *Recommendation on Performance Standards for Shipborne VHF Radio Installations Capable of Voice Communication and Digital Selective Calling*, resolution A.702(17) - *Radio maintenance guidelines for the Global Maritime Distress and Safety System (GMDSS) related to sea areas A3 and A4*, MSC/Circ.803 - *Participation of non-SOLAS ships in the Global Maritime Distress and Safety System (GMDSS)*, and COMSAR/Circ.32 - *Harmonization of GMDSS requirements for radio installations on board SOLAS ships*, all of

which impact on the work of a number of IHO committees, sub-committees and working groups. It is intended that the draft revisions will be submitted to NCSR 7 for further consideration.

9. The Group briefly discussed a preliminary revision of resolution A.707(17) on *Charges for distress, urgency and safety messages through the Inmarsat system*. The IHO was in agreement with the USA, US and Inmarsat that a cost sharing model was the most appropriate vehicle so as to spread the increased costs of additional recognized mobile satellite service providers amongst all IMO member states. It was felt that making MSI messages free would have negative consequences on message content and brevity, which would eventually degrade the service provided to the maritime community. The International Mobile Satellite Organization (IMSO) supported the free provision of MSI messages. No consensus was achieved and it was agreed by the Group that interested parties should be encouraged to submit proposals to NCSR 7.

10. The Sub-Committee is:

- a. **invited** to note the information provided;
- b. **requested** to consider direct involvement by NAVAREA Coordinators in the Correspondence Group;
- c. **invited** to investigate ways of achieving representation of NAVAREA Coordinators at the next session of the IMO/ITU EG; and
- d. **take** any other action as appropriate.