

EUROPEAN COMMON PROPOSALS

PART 10

**Sub-Part 10A - Agenda Item 1.10.1 – Exhaustion of the maritime mobile service identity numbering resource (Resolution 344 (WRC-97))**

CONTENTS

**Article 19 Identifications of stations .....1**

**Amendments to Resolution 344 (WRC-97) .....6**

SECTION 1

**Article 19 - Identification of stations**

**Introduction**

Article 19 should be revised in order to address the following requirements:

- a) to remove any ambiguity from Article 19 and ITU Recommendations which could be interpreted as a requirement for future mobile service and mobile satellite service systems to imbed the MMSI within their numbering space;
- b) to permit administrations to demonstrate use of 80% of assigned MID resource without requiring certain government vessels, which may require anonymity, to be published in List V; and
- c) to make provision for the creation of special group calls which includes all Coast Stations in the World (00 MID 0000) where the MID would be a special reserved MID = 999 and could also be used for other applications where an MID assigned to particular administrations may not be appropriate.

Several changes are needed to the Radio regulations in order to remove existing ambiguity and confusion surrounding the management of the MID and MMSI resources and to assist administrations and the ITU Secretariat in making optimum use of these resources.

**Proposals**

ARTICLE 19

**Identification of stations**

**Section I – General provisions**

**NOC**      **EUR/1.10/1**

**19.1 – 19.28**

*Reason: Current provisions need to be retained in respect of this agenda item*

**Section II – Allocation of international series and assignment of call signs**

**NOC**      **EUR/1.10/2**

**19.28A – 19.31**

*Reason: Current provisions need to be retained in respect of this agenda item*

**ADD**      **EUR/1.10/3**

**19.31A**      4) Means shall be provided for identifying uniquely mobile stations operating in automated terrestrial or satellite communication systems for the purposes of answering distress calls, avoiding interference and for billing. Identification of the mobile station by accessing a registration database is satisfactory, provided that the system can associate the mobile station radio calling number with the particular mobile station user.

*Reason: To permit the use of free-form number formats for identifying automated communication terminal equipment on board ships, provided that each individual ship can be efficiently identified for distress and safety purposes by accessing a registration database that is accessible 24 hours per day by the appropriate authorities.*

**NOC**      **EUR/1.10/4**

**19.32 – 19.34**

*Reason: Current provisions need to be retained in respect of this agenda item*

**MOD** **EUR/1.10.1/5**

**19.35 § 16** The Secretary-General shall be responsible for allocating additional maritime identification digits (MIDs) to administrations within the limits specified, provided that he is satisfied that the possibilities offered by the MIDs allocated to an administration shall soon be exhausted despite judicious ship station identity assignment as outlined in Section VI.

*Reasons: Simplifying the text and removing redundant text already in RR 19.99.*

**SUP EUR/1.10/6**

<sup>2</sup> **19.35.1**

*Reasons: The acceptance criteria given in No. 19.35.1 more properly relate to No.19.36, not No. 19.35; see also EUR/1.10/7-8.*

**MOD EUR/1.10/7**

**19.36 §17** Each administration has been allocated one or more maritime identification digits (MID) for its use. A second or subsequent MID should not be requested<sup>2</sup> unless the previously allocated MID is more than 80% exhausted in the basic category of three trailing zeroes and the rate of assignments is such that 90% exhaustion is foreseen.

*Reason: To specify that the criteria under No. 19.36 should apply to the MID most recently allotted to the administration*

**ADD EUR/1.10/8**

<sup>2</sup> **19.36.1** In no circumstances may an administration claim more MIDs than the total number of its ship stations notified to the ITU divided by 1000, plus one. Administrations shall make every attempt to reuse the MMSIs assigned from earlier MID resources, which become redundant after ships leave their national ship registry. Such numbers should be considered for re-assignment after being absent from at least two successive editions of ListVIIA of the ITU service documents. Administrations seeking additional MID resources must have notified all previous assignments, in accordance with No. 20.16. This applies only to MMSIs in the basic category and to all MIDs assigned to the administration.

*Reason: To clarify, in conjunction with EUR/1.10/7 above, that operation of the acceptance criteria contained in No. 19.36 applies to all notified MMSIs in the basic category, not the active records. For the sake of accuracy, the formula governing acceptance also needs to be modified so as to add one to the result of the division by 1000.*

**NOC EUR/1.10/9**

**19.37 – 19.44**

### **Section III – Formation of call signs**

**NOC EUR/1.10/10**

**19.45 – 19.71**

**Section IV – Identification of stations using radiotelephony**

**NOC EUR/1.10/11**

**19.72 – 19.82**

**Section V – Selective call numbers in the maritime mobile Service**

**NOC EUR/1.10/12**

**19.83 – 19.87**

**Section VI – Maritime mobile service identities in the maritime mobile service and the maritime mobile-satellite service**

**NOC EUR/1.10/13**

**19.88 – 19.100**

*Reason: Current provisions need to be retained in respect of this agenda item*

**MOD EUR/1.10/14**

**19.101** 2) These identities are formed in such a way that the identity or part thereof can be used by telephone and telex subscribers connected to the public telecommunications network principally to call ships automatically in the shore-to-ship direction. It is also acceptable that access to public networks may also be achieved by means of free form numbering plans, so long as the ship can be uniquely identified using the systems registration database to obtain the ship station identity, call sign or ship name and nationality.

*Reason: To permit the use of free-form number formats for identifying automated communication terminal equipment on board ships, provided that each individual ship can be efficiently identified for distress and safety purposes by accessing a registration database that is accessible 24 hours per day, by the appropriate authorities.*

**NOC EUR/1.10/15**

**19.102-108**

*Reason: Current provisions need to be retained in respect of this agenda item*

**ADD EUR/1.10/16**

**19.108A**

The maritime identification digits M<sub>1</sub>I<sub>2</sub>D<sub>3</sub> are an integral part of the maritime mobile service identity and denotes the geographical area whose administration is responsible for the station so identified (see Nos. **19.102** to **19.106**).

**SUP EUR/1.10/17**

**19.109 § 42**

**Reasons:**

- *To provide a definitional statement concerning the maritime identification digits that was missing the MID sub-section.*
- *To remove obsolete text that was not obviously related to the section sub-heading (“Maritime identification digits (MID)”).*

**NOC EUR/1.10/18**

**19.110 – 19.111**

**Reason:** *Current provisions need to be retained in respect of this agenda item*

**MOD EUR/1.10/19**

**19.112** a) follow the guidelines contained in the most recent version of Recommendation ITU-R M.585 concerning the assignment and use of ship station identities.

**Reason:** *To update the reference to Recommendation M.585, which is provided for the purpose of guidance only, in line with Resolution 27 (Rev.WRC-2000); the reference to ITU-T Recommendations is no longer valid since all relevant guidance on assignment of MMSIs is now contained in ITU-R texts.*

**NOC EUR/1.10/20**

**19.113**

**Reason:** *Current provision need to be retained in respect of this agenda item*

**MOD EUR/1.10/21**

**19.114** c) take particular care in assigning ship station identities with six significant digits (three-trailing-zero identities), which should be assigned only to ship stations which can reasonably be expected to require such an identity for automatic access on a world-wide basis for public switched networks, in particular for mobile satellite systems accepted for use in GMDSS on or before 1 February 2002, as long as those systems maintain the MMSI as part of their numbering scheme.

*Reason: To identify more explicitly those circumstances where MMSIs with three trailing zeroes will still have to be assigned.*

**SUP EUR/1.10/22**

**19.115 – 19.116**

*Reason: The instructions and the envisaged references to guidance in ITU-T texts are now obsolete.*

**NOC EUR/1.10/23**

**19.117 – 19.126**

*Reason: Current provisions need to be retained in respect of this agenda item*

**Section VII – Special provisions**

**NOC EUR/1.10/24**

**19.127 – 19.131**

## SECTION 2

### Amendments to Resolution 344 (WRC-97)

#### Introduction

Resolution 344 (WRC-97) should be revised in order to address the following requirements:

- to provide authority to the Director of the Radiocommunication Bureau to manage the allotment and distribution of the MID resource within the MMSI numbering format;
- to continue active monitoring of the use of the MID and MMSI resources and make a status report to each WRC.

#### Proposal

**MOD EUR/1.10/25**

### RESOLUTION 344 (REV.WRC-03)

#### **Management of the maritime mobile service identity numbering resource**

The World Radiocommunication Conference ( Geneva, 2003),

*noting*

- a) that the installation of digital selective calling equipment or Inmarsat B, C or M ship earth station equipment on ships participating in the Global Maritime Distress and Safety System (GMDSS) on a mandatory or voluntary basis requires the assignment of a unique nine-digit maritime mobile service identity (MMSI);
- b) that such equipment offers the possibility to connect with public telecommunications networks;
- c) that only mobile-satellite systems have been able to resolve the various billing, routing, charging and signalling requirements needed to provide full two-way automatic connectivity between ships and the international public correspondence service;
- d) that ships using the present generation of mobile-satellite ship earth stations have to be assigned an MMSI ending with three trailing zeroes in order to support automatic access to public telecommunication networks through a diallable ship telephone number whose format is compliant with ITU-T Recommendation E.164 but can only accommodate the first six digits of the MMSI;
- e) that the first three digits of a ship station MMSI form the maritime identification digits (MID), which denote the ship's administration or geographical area of origin;

f) that each MID only has sufficient capacity to identify 999 ships using the three trailing zero number format, with the result that the widespread use of MMSIs with three trailing zeroes rapidly exhausts the capacity of each MID,

*considering*

- a) that digital selective calling distress alerts require valid identities recognizable by search and rescue authorities in order to ensure a timely response;
- b) that Recommendation ITU-R M.585 contains guidance for the assignment of MMSIs,

*recognizing*

- a) that even domestic ships which install the present generation of ship earth stations operating to Inmarsat B, C or M standards will require the assignment of MMSI numbers from those numbers originally intended for ships communicating worldwide, further depleting the resource;
- b) that future growth of Inmarsat B, C or M ship earth station use by non-compulsory ships may further deplete the MMSI and MID resources;
- c) that future generations of mobile-satellite systems offering access to public telecommunication networks and participating in the Global Maritime Distress and Safety System will employ a free-form numbering system that need not include any part of the MMSI,

*noting further*

- a) that ITU-T has recommended that ITU-R assumes sole responsibility for managing the MMSI and MID numbering resources;
- b) that ITU-R can monitor the status of the MMSI resource, through regular reviews of the spare capacity available within the MIDs already in use, and the availability of spare maritime identification digits, taking account of regional variations,

*instructs the Director of the Radiocommunication Bureau*

1 to manage the allotment and distribution of the MID resource within the MMSI numbering format, taking into account:

- Sections II, V and VI of Article **S19**;
- regional variations in MMSI use;
- spare capacity within the MID resource; and
- the guidelines on MID and MMSI management contained in the most recent version of Recommendation ITU-R M.585, in particular as regards the re-use of MMSIs;

2 to report to each world radiocommunication conference on the use and status of the MMSI resource, noting in particular the anticipated reserve capacity and any indications of rapid exhaustion of the resource,

*resolves to invite ITU-R*

to keep under review the Recommendations for assigning MMSIs, with a view to:

- improving the management of the MID and MMSI resources; and



- identifying alternative resources if there is an indication of rapid exhaust of these resources,

*instructs the Secretary-General*

to communicate this Resolution to the International Maritime Organization.

**Reasons:** *To modify Resolution 344 so as to:*

- 1. introduce the concept of free-form numbering format in automated radiocommunication systems that can be used on board ships,*
- 2. instruct ITU-R to manage the MID and MMSI resources entirely as an ITU-R responsibility, and*
- 3. provide authority to the Director of the Radiocommunication Bureau to manage the allotment and distribution of the MID resource within the MMSI numbering format;*

EUROPEAN COMMON PROPOSALS

**Sub-PART 10B**

*Agenda Item 1.10.2 Maritime Shore to ship communication priorities*

**WRC-03 AGENDA ITEM 1.10.2 : To consider the results of studies, and take necessary actions, relating to shore-to-ship communication priorities (Resolution 348 (WRC-97))**

**Introduction**

There is a need to ensure that a shore-based search and rescue authority must have the means to interrupt or pre-empt the satellite communications to a vessel in a distress or safety situation, without using extremely complex and time-consuming manual intervention.

A shore-based search and rescue authority has no means to interrupt or pre-empt the satellite communications to a vessel in a distress or safety situation. This communications inability may increase the probability of loss of life and property.

Until recently, when the ship earth stations were in use, it was not possible to send them a distress or safety message without extremely complex and time-consuming manual intervention at a land earth station to remove all other shipboard traffic. Although this was technically possible, it was not practical. There have been cases, where the shore-based search and rescue authorities were unable to contact a vessel because of on-going routine traffic to the vessel. This inability to pre-empt lower priority traffic hindered the overall search and rescue operation.

New infrastructure implementations for satellite systems participating in GMDSS are capable of meeting the requirements of IMO Resolution A.888(21) of priority communications.

**Proposal**

**MOD EUR/1.10/25**

**RESOLUTION 348 (REV. WRC-03)**

**Studies required to provide priority to distress communications originated by shore-based search and rescue authorities**

The World Radiocommunication Conference (Geneva, 2003),

*noting*

- a) that Article 53 provides priority for distress and safety communications which involves immediate access to the space segment;
- b) that distress and safety communications from shore-based search and rescue authorities will also be given priority access to the space segment;
- c) that when ships are communicating using their ship earth stations, these priority requests are not able to be completed without manual intervention using a manual procedure to clear all traffic to and from the ship,

*considering*

- a) that persons on board ships in distress or involved with a distress case may wish to use the ship earth station to notify friends, family and business associates on shore;
- b) that this could cause priority requests from rescue authorities to receive a busy signal;
- c) that unacceptable delays may be encountered in clearing all traffic to and from the ships manually,

*recognizing*

- a) that life and property may be lost if rapid access is not provided for distress related communications originated by the rescue authority;
- b) that the International Maritime Organization (IMO) has considered this problem and has developed provisions in IMO Resolution A.888(21) for giving priority to shore-originated distress communications;
- c) that systems and terminal equipment have been accepted into service which meet the requirements of IMO Resolution A.888(21) in respect of priority communications,

*resolves to invite*

- 1 ITU-R to monitor the developments relating to this issue and to develop suitable Recommendations as necessary;

*instructs the Secretary-General*

to communicate this Resolution to IMO and the International Civil Aviation Organization for appropriate action and comment.

***Reasons:*** *It is necessary to maintain Resolution 348 (WRC-97) until any necessary ITU-R Recommendations have been completed. Certain study actions by the IMO have been completed, and hence this Resolution should be updated.*