

NATIONAL GMDSS IMPLEMENTATION TASK FORCE

Newsletter and Summary Record of 19 May 2011 Meeting

The Summary Record. This summary record is provided for information and will be posted on the Task Force portion of the Coast Guard web site. **Note the new address:** www.navcen.uscg.gov/?pageName=MaritimeTelecomms (click GMDSS, then GMDSS Task Force). The summary record is also distributed to all Task Force members to serve as a Newsletter summarizing GMDSS developments and other issues in marine telecommunications. The GMDSS Task Force met on 19 May 2011 at the Tradewinds Hotel in St. Pete Beach, Florida during the annual RTCM Assembly. The documents listed below were distributed and are available on request:

Task Force 10 January Letter to Coast Guard on extended EPIRB Regulation
Task Force 11 January Letter to RTCM endorsing GNSS/GPS for EPIRBs
Status Report from Task Force ad hoc group on VHF/DSC/MMSI/GPS
National Boating Federation Brochure on VHF/DSC/MMSI/GPS
Draft Petition to FCC Calling for Mandatory MMSI Registration & GNSS Rcvr
Coast Guard Marine Safety Advisory 01-10 on Distracted Operations
New FCC Rule withdrawing authority for RTCM SC 101 fixed mount radios

1. Report of new ad hoc group to Promote use of VHF-DSC, Registration for MMSI and Connection to GPS (DSC/MMSI/GPS). Jack Fuechsel moderated the discussion of the Task Force's new ad hoc Group which was established at the last meeting in response to a Coast Guard request which indicated that only about 10% of SAR cases had a usable position. The reports at the Task Force meeting were requested from members who have been identified to take a lead role in each of the action items. The following are summaries of the reported status on each of the items:

a. Survey of registered MMSI Holders to see if they had connected GPS. The four agencies with registered MMSI holders reported as follows:

SEA TOW – Joe Frohnhoefer reported that Sea Tow has 9441 MMSI holders over 5000 of which have provided email addresses. Sea Tow recently sent a request to their registered MMSI holders asking for response as to GPS connections. Of the 1304 who responded so far, 616 (47%) have connected GPS and 633 (49%) have not.

USPS – Walter Fields reported that the Power Squadron has 2031 MMSI holders who will be queried in an orderly fashion but results are not yet available

BOATUS - Dave Kennedy reported that BOATUS has over 79,000 MMSI holders and is making plans to query GPS connections either as part of their regular validation process or some form of sampling technique. The current issue of the BOATUS Magazine contains an excellent article on DSC/MMSI/GPS featured in an interview with Captain David McBride.

The FCC – Ghassan Khalek reported that the FCC is responsible for all MMSI assignments other than those assigned by their designated agents listed above. They have not yet been able to establish a process for periodic validation including those assigned to R/V operators. One concern that the FCC has is that informal surveys are often interpreted by boaters as new requirements.

b. Promote the DSC/MMSI/GPS project through courtesy inspections and operational boardings by the Coast Guard. The agencies involved reported as follows:

The Coast Guard Auxiliary – COMO Bob Shafer reported that the Auxiliary would take prompt action to bring the issue to the attention of all of their courtesy examiners and asked that resources such as the new Trifold handout being developed by the National Boating Federation and GPS hookup guides being developed by NMEA be made available to assist the effort. After the meeting we received a letter from Auxiliary National Commander James Vass to all Auxiliarists involved in courtesy examinations and surface operations endorsing the Task Force VHF/DSC/MMSI/GPS initiative.

USPS – Walter Fields reported that the U.S. Power Squadrons have included in their Vessel Safety Check Program DSC/VHF radios as a safety item to check when inspecting recreational vessels. If the vessel has a DSC/VHF radio the owner is asked whether or not he has obtained a MMSI. If the answer is no he is encouraged to obtain the MMSI and have it programmed into his radio along with connecting a GPS to the radio.

Coast Guard – Russ Levin reported that the Coast Guard hopes to bring this issue to the attention of policy makers responsible for guidance of operational boarding parties. They are currently seeking to identify the cognizant headquarters organization responsible for boarding policy.

c. Launch Public Relations program to promote the DSC/MMSI/GPS. All members of the group have been asked to take advantage of opportunities to educate the public through briefings, magazine articles and etc. Hugh Lupo of New England Marine Electronics is especially due for recognition having done an extraordinary job of briefing local yacht clubs in his area with a power point presentation and an article placed in a regional boating magazine. Moira Hanna of the Rescue 21 staff has been requested to function as the central resource for all members needing documentation for local briefings etc. The following is a partial tabulation of resources available from Moira at 610-322-4517 or moira.hanna@uscg.mil and the Task Force website:

Hugh Lupo's Power Point Presentation on DSC/MMSI/GPS
Hugh Lupo's Article on DSC/MMSI/GPS suitable for publication
BOATUS DSC Tutorial at www.boatus.com/foundation/dsc/player.htm
Updated Task Force Press Release on Importance of DSC/MMSI/GPS
NBF Trifold Handout Promoting the Principles of DSC/MMSI/GPS (see 2.d.)
NMEA Article Describing Hookup Procedures of GPS receivers to DSC Radios
NMEA Wiring Guide for Specific Models of DSC Radios and GPS receivers

BoatOwners Guide to GMDSS and Marine Radio by Gene Danko and Walt Fields

d. Take Booths at Boat Shows and other Public Boating Events to Promote DSC/MMSI/GPS. Ad hoc group members suggested for this activity included the Coast Guard Auxiliary, the U.S. Power Squadrons, and the U.S. Coast Guard Office of Boating Safety. All have indicated a plan to utilize their presence at such public events to promote the objectives of DSC/MMSI/GPS. The ability to take booths at additional shows would, of course, be limited by budgetary resources.

e. Include Principles of DSC/MMSI/GPS in Boating Safety Training Courses. The ad hoc group members suggest for this item have responded to this item as follows:

USCG Auxiliary – COMO Bob Shafer reported that the appropriate officials in the Auxiliary Training Staff had already been alerted to the desire to include the principles of DSC/MMSI/GPS in their Boating Safety Training Courses but that it would take some time to revise curriculum materials accordingly.

U.S. Power Squadrons – Walter Fields reported that the Power Squadron's *America's Boating Course* which is offered to the Public, has a detailed section on the DSC/VHF Radio including operation procedures, emergency calls, routine calls, the requirement for and how to obtain a MMSI.

In addition, the U.S. Power Squadrons has a two hour seminar on the VHF and DSC/VHF Radio which is offered to the public as well as our own members. This seminar is in Power Point format and is one that is frequently given at Boat Shows and Trawler Fests by Power Squadron members. It covers in detail the operation of the DSC/VHF Radio and the requirement for a MMSI and connecting the radio to a GPS.

The BoatOwners' Guide to GMDSS and Marine Radio by Gene Danko and Walter Fields is available in bookstores, marine stores, and through the RTCM.

NASBLA – The National Association of State Boating Law Administrators has been contacted and has assigned a staff member, Kristy Moore, to work with the Task Force on this initiative. NASBLA has a key role in interfacing with the Boating Administrators in each State, many of which require completion of a Boating Safety Course as part of the registration process.

f. Develop Guidance on Hookup of DSC Radios to GPS Receivers. The primary effort has been taken on by the NMEA which has so far developed the interim resources listed in Para. c. above. The Hookup procedure is a multiple page narrative description of the procedure to interconnect a DSC radio with a GPS receiver. The Wiring Guide is a matrix of many specific models of DSC radios and GPS receivers showing the wire colors for GPS signal output to be connected to the wire colors of the VHF radio input. Both of these are interim documents which will be further developed. The Coast Guard Research and Development Office has proposed standards which would

simplify the hookup procedure if adopted. The Task Force and NMEA will consider petitioning the FCC and/or Coast Guard to require such standards.

g. Request the Coast Guard to Issue a Strong Public Statement Endorsing the Principles of DSC/MMSI/GPS. This item has not yet been coordinated within the Coast Guard but is considered to be especially appropriate since the ad hoc group initiative was undertaken at the request of the Coast Guard. Issuance of an official Coast Guard Safety Alert would seem appropriate. An earlier request from the Task Force in the summer of 2007 provided a suggested format but when the Safety Alert was published it had been extensively modified to include AIS and the significance of DSC/MMSI/GPS for Distress Alerting had been subordinated.

h. Coast Guard should Announce Plans to Declare Sea Area A1. Since the completion of Rescue 21 is expected in the CONUS early next year, it is considered timely that the Coast Guard finalize their plans to declare Sea Area A1 operational. Under GMDSS Rules this should be done when there is a continuous watch ashore on the VHF-DSC Calling and Distress channel 70. Declaration of Sea Area A1 would also trigger an upgrade to DSC for those mandatory vessels currently operating without DSC under a waiver provided until Rescue 21 is completed. While a grace period of 6 months to a year could be expected for those vessels to upgrade, it would be helpful for planning purposes to have an early announcement of the expected date in order to start long lead actions such as updating the FCC Rules. The Coast Guard reported that preliminary discussions pointed to a decision sometime this summer.

i. Coast Guard should make Safety Broadcasts to Alert Boaters re DSC/MMSI/GPS. This item suggests that the Coast Guard make brief Safety broadcasts to remind boaters of the importance of DSC/MMSI/GPS. Suggest concentration in newly operational Rescue 21 Sectors. This is an internal Coast Guard issue which should be coordinated among the Offices of Communications, Boating Safety and Search and Rescue. There was no indication that this suggestion had been reviewed or adopted.

j. The Task Force should Petition the FCC to Make MMSI Registration and Connection to GPS Mandatory. As requested, Jack Fuechsel presented a draft Petition to the FCC for consideration by the Task Force. Since several members indicated a desire to have more time for discussion of the issues involved, it was decided to table the draft for further discussion at the next meeting. The current draft has been posted on the Task Force website so as to be available for viewing by members unable to attend the meeting.

k. Advocate that Vessels Going More than 3 miles Offshore Voluntarily Carry EPIRBs or PLBs. All members were requested to support the Task Force position that vessels going more than 3 miles offshore voluntarily carry emergency beacons and that alternatively, those vessels going up to 20 miles offshore carry **VHF-DSC radios** with connected **GPS receivers**.

2, **Reports and Issues: The Recreational Vessel Group Report.** Jack Fuechsel reported for this group on the main issues which included the ad hoc group report in Para 1. above and the following special reports:

a. Coast Guard Authorization Act of 2010 Enables Mandate of EPIRBs for Recreational Vessels Offshore. At the January meeting, a new draft letter to the Coast Guard was approved with some amendments recommending that the Coast Guard implement the new authority through appropriate regulations. The letter was sent to the Commandant on 11 January 2011 and a copy has been posted on the website.

b. Coast Guard Chief of Search & Rescue's Comments on Status of the Coast Guard Review of Issues Related to Implementing the new Authority. Captain David McBride noted that responsibility for reviewing the new authority had been assigned to the Office of Boating Safety. No representatives of that Office were able to attend the Task Force meeting but it would have been too soon to expect a definitive response to our letter. Captain McBride went on to acknowledge that the new authority, if adopted, would provide obvious benefits in lives saved, but there would also be significant advantages to the Coast Guard in prompt notification of a distress and reduction of search time on scene since most alerts involving recreational vessels have only a vague location to work with. The SAR Program is examining several years of lives lost or missing, and search case cost data in support of the review by the Office of Boating Safety. The SAR analysis should be completed in about six weeks. In addition to the 600-700 lives lost (where bodies are recovered) another 500-600 persons disappear offshore and are unaccounted for each year.

c. Exploring the Case for Emergency Beacon Carriage by Recreational Vessels Operating Beyond Three Miles Offshore. Commander Gordon Garrett, USCG (Ret.), a professional risk analyst, presented a detailed analysis of the annual benefits to be expected if offshore recreational vessels were outfitted with emergency beacons. The analysis projects that about 170 additional lives could be saved and about \$40M in increased search efficiencies could be realized annually. Initiative Return-On-Investment (Benefit Worth over Compliance Cost) is estimated at not less than 10 to 1 at the low end (lowest benefit over highest cost) and at over 100 to 1 at the high end (higher benefit over lower cost). His Power Point presentation has been posted on the Task Force website and several members in attendance asked if it could be presented to other groups.

d. Trifold Handout Emphasizing Benefits of DSC/MMSI/GPS Project. The National Boating Federation (NBF) has developed an excellent brochure promoting our ad hoc group project. Advance copies were distributed to the Task Force which was very positive in endorsing the product. Several organizations requested electronic copies which will be provided if final clearance is received for use of the Coast Guard Logo. NBF applied to the Coast Guard Office of Boating Safety for a fast track grant to print and distribute the brochure but the grant was not approved and further plans are not yet clear.

3. Reports and Issues, Service Agents and Manufacturers Task Group. Ralph Sponar reported for his group with the following highlights:

a. Standard Color Coding for GPS/Radio hookups. As reported in Paragraph 1.f. above, the NMEA ad hoc group recommendation for a standard color coding has been approved for inclusion in the NMEA 0183 standard. The NMEA will then recommend this revised standard to manufacturers of both GPS receivers and the various marine equipments to which the navigation receivers should be connected. The revised five page standard has been posted on the Task Force website along with a two page discussion document on wiring and installation using the NMEA 0183 guidelines.

b. Standardized Inspection Check Lists. The Group has worked with the Coast Guard, the FCC, and Classification Society inspectors to update check lists for mandatory inspections of selected vessel types. A final version of a new check list for vessels on the Great Lakes was made available at the Task Force meeting. The Check Lists will be linked to the Task Force website.

c. Better Definition of “Professional Installer” Technical Support. The FCC Rules relating to Class B AIS call for installation by a professional installer and NMEA has formed an ad hoc group to better define who would be qualified. Recent progress indicates that the NMEA’s CMET certification will likely be recommended to the FCC as qualifying for the AIS installations and perhaps other requirements such as conducting GMDSS inspections and the newly required AIS inspections. A Petition from the NMEA to the FCC is still pending.

4. Reports and Issues, Commercial Vessel Task Group. In a briefing to the RTCM Assembly before the Task Force meeting, Vladimir Maksimov provided updates on Inmarsat’s operations and future plans with the following highlights:

a. General Inmarsat Statistics. The following general statistics relate to the Inmarsat maritime market and planned changes in services:

- More than 239,000 maritime Inmarsat terminals in service
- More than 140,000 Inmarsat C and Mini C terminals in service
- SafetyNET Broadcasts average 800-850 messages daily in four ocean regions
- Inmarsat “505” Voice Emergency Calling on FBB started October 2009
- Non-SOLAS Inmarsat Distress Voice service on all 3 FBB starts July 2011
- SOLAS voice distress service on FBB 500 targeted for December 2014
- Inmarsat B service scheduled for phase out end of 2014
- EGC SafetyNET broadcast of MSI for new Arctic areas begins 1 July 2011

b. Inmarsat is looking ahead toward development of the SafetyNET System based on FB platform that will run in parallel with the existing system. The new system is planned to support extended SafetyNET services and more flexible message addressing. With GMDSS modernization on the IMO agenda, Inmarsat is evaluating the SafetyNET broadcast system which has been used to disseminate Marine Safety

Information (MSI). The following questions are being raised to determine how the new system should perform for distributing MSI:

- 1). Are the new EGC SafetyNET services required, e.g. electronic chart correction, weather charts, graphical presentation of data etc? The existing system supports 8 services
- 2). Is it required to distinguish between navigational, meteorological and piracy countermeasures services? At the moment same C2 service codes are used for navigational, meteorological and piracy countermeasures information and it is not possible to distinguish between different types of messages. Different operational requirements may apply to different types of messages and a unique service code may be required for each type of messages to support them.
- 3). Is it required to define a new (additional) addressing mechanism? At the moment MSI can be addressed to NAVAREAs/METAREAs (21 areas), to user defined circular or rectangular area, to coastal warning areas and to the entire ocean region. Plans are to implement sub-area addressing, e.g. Baltic Sea as NAV/METAREA I Sub-area and others, fixes areas, e.g. some lakes, rivers, etc.
- 4). Should IMO performance standards for Navtex and EGC receivers be similar/identical? Both systems are mandatory for ships to receive MSI, for example, a printer is not required for Navtex receivers but it is required as part of the EGC system on SOLAS compliant ships. There are also other differing requirements.
- 5). Should a standard user interface be developed for mobile terminals of all manufacturers? At the moment an user interface is different between different manufactures and ships operators moving from one ship to another with a different Inmarsat-C or mini-C model may have a difficulty operating the terminal correctly without reading the manufacturer's handbook
- 6). Should all valid MSI broadcasts via EGC SafetyNET be published online on a single website, e.g. maritime safety information server? It could be used for subsequent retrieval by ships if any information has been missed or additional messages are required.
- 7). Should a "pull" approach be developed and used along with the existing "push" approach? It could be used to request/pull missed MSI or additional messages for the planned or deviated voyage

c. Inmarsat-C EPADR protocol. Inmarsat implemented Enhanced Pre-Assigned Data Reporting (EPADR) protocol on Inmarsat-C and mini-C terminals that are designed for regular reporting service from ships, e.g. VMS applications, position reporting, and LRIT. Each ship (mobile terminal) using this protocol is assigned its own time slot and reporting interval that provides high reliability for the service. The service also provides global DNID download and use, dynamic change of reporting intervals by shore

command and other operational capabilities. More information on the service is available from Inmarsat maritime safety services department.

5. **Reports and Issues: Training Task Group.** Jack Fuechsel reported for Owen Anderson on the following issues in progress:

a. **Update the GMDSS-GOC Joint STCW-FCC Question Pool. for GMDSS Maintainer License.** Andy's ad hoc group is currently working on updates and anyone desiring to help should contact Andy at owen_anderson@comcast.net.

b. **Update the FCC Element-9 Test Pool for GMDSS Maintainer's License.** Work is underway on a complete overhaul of this test pool and the ad hoc group would welcome the assistance of some experienced maritime technicians

6. **The Coast Guard Reports:** Most of the Coast Guard reports were made during the discussion on other issues with the exception of the following:

a. **Developments in E-Navigation and AIS/ECDIS Regulations.** Jorge Arroyo reported that the pending new regulations were still under review in the Administration and could not yet be released.

b. **Coast Guard Shifting from Inmarsat to Ku Band Vsats for Cutter Fleet.** Russ Levin reported that the Coast Guard Cutter Fleet was shifting from Inmarsat satellite service to Ku Band Vsat service due to potential savings in recurring operating costs.

d. **GMDSS Modernization.** RADM Ed Gilbert and Bob Markle reported on how the Task Force could proceed with GMDSS Modernization issues. Since little progress is made during COMSAR meetings, the establishment of a Correspondence Group to work by email between sessions is a positive development. The fact that RTCM President Bob Markle was appointed as convener of the Correspondence Group is also positive but the new Group was initially limited by the Terms of Reference to developing a work plan for submission to the IMO/ITU Experts Group meeting in September 2011 and to the COMSAR 16 meeting in March of 2012. The Correspondence Group can only list official representatives of governments as members but the Task Force has decided to elevate our ad hoc group on Modernization to a Task Group chaired by RADM Ed Gilbert. Any recommendations from the Modernization Group would be presented to the Task Force for approval and provided directly to U.S. government representatives on the Correspondence Group.

7. **The FCC Reports:** Ghassan Khalek reported for the FCC, the following are highlights of his report:

a. **Further Part 80 Rule Making.** At the last Task Force meeting we reported on the various changes to part 80 of the Rules which were back logged at the Federal Register awaiting publishing. Until they are published no effective date is

established. The various actions being held up include the following:

- 1.) Eliminate INMARSAT-E EPIRBs
- 2.) Require that VHF-DSC handhelds include integral GPS
- 3.) Require small passenger vessels without reserve power to carry VHF handhelds
- 4.) RTCM's petition to permit VHF-FM Digital Small Message Services
- 5.) Task Force Petition to permit use of marine VHF handhelds ashore
- 6.) Revision of Part 80 to incorporate by reference the latest IEC standards for radar and other equipment.
- 7.) Clarify that vessels subject to GMDSS must test radiotelephone equipment daily
- 8.) Require vessels with mandatory EPIRBs to upgrade to EPIRBs with Integral GPS

b. FCC Decision on the Riverside, California Petition to Use Marine VHF Channels for Land Mobile Applications. The FCC has still not announced a decision in this case.

8. The RTCM Report: RTCM President Bob Markle made a full report on the status of Special Committees to the RTCM Assembly earlier in the week. His report is summarized here for the benefit of members unable to attend the meeting.

a. RTCM SC-109 on Electronic Charts. This Committee has completed a new version of the RTCM Electronic Chart System standard based on IEC 62376. It will be published soon once a few comments received during balloting have been incorporated.

b. RTCM SC 101/110 on Incorporating GPS in VHF Handhelds. The combined Special Committee continues to work on recommended specifications for a VHF DSC handheld with integral GPS. The continuing work of SC 110 on EPIRB specifications will be to incorporate some of the same revisions for testing integral GPS processors as were adopted for Personal Locator Beacons (PLB). The Committee completed a first draft edition of its standard, and will be using the comments received to develop a new draft for voting.

c. RTCM SC 110 on Emergency Beacons. The continuing work of SC 110 on EPIRB specifications will be to incorporate some of the same revisions for testing integral GPS processors as were adopted for Personal Locator Beacons (PLB). The Committee will also be taking into account the planned shift of the COSPAS-SARSAT

satellite constellation from Low Earth Orbit (LEO) weather satellites to Medium Earth Orbit (MEO) navigation satellites. They will also consider whether the next generation of EPIRBs should have a return link to acknowledge receipt of the Alert which is tentatively planned in the Galileo system.

d. RTCM SC-119 on Maritime Survivor Locating Devices. This Committee was reactivated to consider man overboard AIS applications and other relevant technologies. The committee is working on an amendment to its standard which requires closed loop operation with the parent ship or a group of ships, and allows an all-ships distress call (open loop) to be broadcast after 30 minutes.

e. RTCM SC-121 on Automatic Identification Systems (AIS). This Committee continues work on AIS messaging and has a Working Group addressing AIS Application Specific Messages.

f. RTCM SC-123 on Data over VHF Channels. RTCM has petitioned the FCC to adopt RTCM Standard 12301.1 for transmitting data on VHF channels. The comment period closed with all comments favorable to the proposal. Early approval action by the FCC was expected but is still pending. The Committee is expanding its work to include data messaging on MF and HF channels.

g. RTCM SC-127 on Enhanced Loran. This Committee continues to meet and work on specifications for a combined Loran/GPS receiver despite the recent termination of Loran service in the U.S. The U.K. organization Trinity House has taken over the chairmanship of the Committee and the lead in advocating Enhanced Loran. Russia is preparing to integrate its Chayka system into the European Loran System.

h. RTCM SC-128 on Satellite Emergency Notification Devices. This Committee was chartered at the request of the Coast Guard to develop performance standards for emergency notification systems using private satellite systems such as SPOT. The Committee has completed and approved its new standard which will be published sometime this summer.

i. “ProTECTS Alliance”. The ProTECTS Alliance (Promotion of Two way Emergency Communications and Tracking Systems) is a group started by the Iridium Satellite Corp. to promote the responsible use of satellite technology for emergency services. RTCM assumed sponsorship of the Group at the invitation of the Alliance.

j. RTCM SC-129 on Portrayal of Navigation-Related Information on Shipboard Displays. This new Special Committee was to hold its first meeting on the afternoon of 19 May (after the Task Force meeting) under the chairmanship of Joe Ryan.

k. RTCM SC-130 on Electro-Optical Imaging Systems (EOIS). This new Special Committee was approved by the Board of Directors earlier in the week and held its first meeting on the afternoon of 18 May under the chairmanship of Pat Richardson of FLIR Systems.

I. Other RTCM Announcements of Interest. The 2012 RTCM Assembly including a Task Force meeting will be held concurrently with the NMEA International Marine Electronics and Expo at Lowes Royal Pacific Hotel in Orlando, Florida the week of 23-29 September 2012. It is expected that this joint meeting including a combined exhibit will prove popular with members of both organizations.

9. Summary Record of 6 January 2011 Meeting: The Summary Record of the 6 January 2011 meeting which had been distributed earlier and posted on our website, was noted without change.

10. Other Business and the Next Meeting of the GMDSS Task Force: The next Task Force meeting will be held at 9:30 a.m. on Wednesday morning 3 August 2011 at the RTCM Headquarters in Arlington, Virginia. The follow-on meeting will be held on Wednesday morning 28 September 2011 at the Sanibel Harbor Resort in Fort Myers, Florida during the NMEA Annual Meeting and Exhibition.

GMDSS TASK FORCE CONTINUING WORK LIST

19 May 2011

1. Monitor FCC continuing action to update GMDSS Rules (TF)
2. Recommend actions to reduce false alerts in GMDSS systems (TF)
3. Monitor Coast Guard Port State GMDSS inspection program (TF)
4. Monitor MSI broadcasting programs for compliance with GMDSS Standards (TF)
5. Review GMDSS Internet Web Sites and update Task Force portion of USCG site (TF)
6. Support SOLAS Working Group planning for IMO COMSAR meetings (TF)
7. Advocate Canadian coordination to extend GMDSS services to the Great Lakes (TF)
8. Review GMDSS concepts and make modernization recommendations (TF)
9. Advocate voluntary carriage of VHF or EPIRB/PLBs by all vessels offshore (TF)
10. Advocate overhaul of FCC policy and practice on MMSI assignments (TF)
11. Monitor non-GMDSS systems: AIS, LRIT, SSAS, VDR, VMS, & E-Navigation (TF)
12. Recommend updates for Coast Guard NVIC on GMDSS Requirements (TF)
13. Recommend means to facilitate Distress Alerts by Cell Phone & Internet (TF)
- 14. Advocate GPIRBs for U.S. Vessels Required to Carry EPIRBs (TF)**
- 15. Advocate mandatory Distress Beacons on R/V more than 3 miles offshore (TF)**
16. Advocate intership calling on HF GMDSS channels (CV)
17. Review Safety Radio and VMS Requirements for Small Fishing Vessels (CV)
18. Recommend training programs for non-mandatory users of GMDSS systems (RV)
19. Encourage GMDSS handbooks and Internet and video training aids (RV)
- 20. Encourage voluntary users of VHF-DSC Register for MMSI and connect GPS**
- 21. Advocate mandatory MMSI Registration and GNSS Connection for DSC users**
22. Advocate FCC let R/Vs keep existing MMSI when applying for Station Lic. (RV)
23. Encourage Mfgs. to upgrade GMDSS explanations in equipment manuals (SA)
24. Monitor guidelines for GMDSS equipment maintenance & maintainer standards (SA)
25. Recommend proper interconnection of GPS receivers with DSC Radios (SA)

- 26. Advocate better FCC & USCG management of annual GMDSS inspections (SA)
- 27. Maintain GMDSS Question Pools for FCC and Coast Guard Examinations (TR)

Key to cognizant groups:

- (TF) Task Force
- (CV) Commercial Vessel Task Group
- (RV) Recreational Vessel Task Group
- (SA) Service Agents and Manufacturers Task Group
- (TR) Training Task Group

Attachment: Draft Agenda for Task Force Meeting 3 August 2011 at the RTCM Headquarters in Arlington, Virginia.

Please refer questions and proposals to Captain Jack Fuechsel at 703-527-0484 or gmdss@comcast.net. If you have an Internet server with spam filters, please authorize receipt of messages from gmdss@comcast.net

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