

NATIONAL GMDSS IMPLEMENTATION TASK FORCE

Newsletter and Summary Record of 9 May 2013 Meeting

1. **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: 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 9 May 2013 at the RTCM Headquarters in Arlington, Virginia. The documents listed below were distributed and are available on request:

Task Force Letter to RTCM Advocating an Improved PLB Standard
RTCM Response Indicating the Revised PLB Standard will include GNSS
DSC Tutorial by Ron Trossbach from U.S. Sailing Safety at Sea Seminar
BOATUS News Release on Emergency Contact Options
Extract from Marine Electronics Journal on Emergency Beacons by Bob Markle
GMDSS Modernization High Level Review by Correspondence Group

2. **The Coast Guard Reports:** The following presentations were made by the persons indicated:

a. Status Report on Emergency Beacons for R/Vs Offshore. Jack Fuechsel reported that the Task Force proposal to require emergency beacons on recreational vessels more than 3 miles offshore had been positively endorsed by the National Boating Safety Advisory Council and that the next step would be presentation to the Coast Guard's Marine Safety and Security Council in June. One of the handouts for the meeting was an extract from the Marine Electronics Journal written by RTCM President Bob Markle outlining the case for emergency beacons on recreational vessels offshore.

b. Declaration of Sea Area A1. Larry Solomon reported that with the essential completion of the Rescue 21 Project, the Coast Guard plans to declare Sea Area A1 operational. Sea Area A1 is created when there is a continuous shore watch on the DSC Calling and Distress channel 70. The initial declaration of Sea Area A1 will not include Alaska but will include the Continental U.S. coasts, the Great Lakes, Guam, Hawaii, Puerto Rico, and the U.S. Virgin Islands. According to provisions of the FCC Rules, a declaration of Sea Area A1 will require that all non-SOLAS vessels mandatorily equipped with VHF but operating with a DSC waiver, upgrade to VHF-DSC within one year. The present regulations require a class D VHF-DSC for these mandatory non-SOLAS vessels. If there are any remaining SC-101 DSC radios still in use (they can no longer be sold in the U.S.) a waiver would be needed to permit mandatory non-SOLAS vessels to use SC-101 radios in lieu of Class D.

c. Sea Area A2 (MF Coverage). Larry Solomon also announced a new decision that the coastal Medium Frequency safety watch on 2182 kHz and its DSC counterpart

2187.5 kHz will no longer be maintained by the Coast Guard. This action is being taken because of the deteriorated condition of the equipment and antennas and lack of funding which would be needed to restore the system to full capability. Contrary to earlier expectations that some 2MHz services might be continued, it is now planned that all 2 MHz operations will cease at all Sectors and Communications Stations including termination of weather Broadcasts on 2670 kHz. The announcement is expected in the near future after external notifications have been completed and the effective date will likely be July or August of this year.

Even though no lead time is provided for users to make other arrangements, it was pointed out that vessel 2 MHz operations will continue in a ship-to-ship mode and that all SOLAS vessels are required to retain 2 MHz capability and watch on the DSC Distress frequency, 2187.5 kHz. Virtually all 2 MHz equipment is sold as a combined MF/HF radio which is one of the GMDSS options for Sea Areas A3 (Inmarsat coverage) and Sea Area A4 (High seas outside of Inmarsat coverage). The Coast Guard has no future plan to declare Sea Area A2 operational which means that SOLAS vessels sailing beyond Sea Area A1 (about 20 miles) will have to outfit for Sea Area A3. Non-SOLAS mandatory vessels that sail beyond 20 miles offshore are presently required to have 2 MHz equipment and this will presumably require a change in the FCC Regulations. In the mean time, mandatory vessels affected should maintain the watch on 2187.5 kHz and make sure their deck officers know how to operate the HF-DSC equipment.

d. Status of the Coast Guard's Rescue 21 Coastal VHF-DSC Project. Gene Lockhart reported with the following highlights:

- 1.) The whole system is operational with the exception of Alaska and the remaining work is to provide a few gap fillers to extend coverage. All stations have VSAT capability to backup the landlines that connect the individual stations to the Sector Communications Centers where the listening watches are maintained.
- 2.) The 49 sites in the Western Rivers are currently being recapitalized and will have DSC and a guard channel radio in addition to channels 16 and 70 but not D/F capability. 3 existing gaps will be filled and 4G service will provide backup in lieu of VSAT. Since this work is already underway, early completion of the Western Rivers system is expected.
- 3.) The 11 stations in Alaska have new consoles under order and 2-3 new sites will be added to fill gaps. All sites will have DSC but not D/F capability. VSAT backup will not be provided but alternatives are under study.

e. Coast Guard Proposal for Changes to the FCC Rules. Larry Solomon updated this project that had been discussed at the previous Task Force meeting. In an effort to move the project forward, no further changes are being incorporated into the proposal. This is a very comprehensive document with over 300 pages of track changes

and probably the most effective way to bring the FCC Rules up to date. Release of the Coast Guard proposal is expected by the end of May and the FCC is expected to move promptly to put the document out for public comment.

f. Developments in E-Navigation and AIS/ECDIS Regulations. Jorge Arroyo reported with the following highlights:

- 1.) The U.S. Rulemaking for AIS Carriage closed for comments in April of 2009, it is still under development, but, per the semi-annual Regulatory Agenda, it is scheduled for publication this year.
- 2.) The U.S. Marine Transportation and Security Act (MTSA) of 2004 mandated Electronic Navigation Charts (ENC) for all vessels required to be fitted with Automatic Identification Systems (AIS). The Coast Guard has been working closely with the RTCM and its Special Committee 109 to amend the RTCM ECS Standard. Version 6 of the Standard which is now under development will most likely be used in forthcoming regulatory action since it incorporates the use of AIS in an ENC. Coast Guard work on this Rule Making is still in its initial stages and the greatest challenges are determining its economic impact and which vessels should be outfitted.
- 3.) Operation of the Differential GPS Navigation Service is under review with a survey in progress to determine the current users. The aeronautical WAAS service has taken over some users and the current accuracy without P code distortion seems sufficient for many other users. The comment period closes on 13 July 2013.

g. Review of Bridge-to-Bridge Radio Requirements. Jorge Arroyo responded to suggestions that Bridge-to-Bridge Radio operations might be in need of updating with the following comments:

- 1.) The requirements are in statute rather than regulations and any changes would require Congressional action.
- 2.) He felt that linkage of Bridge-to-Bridge radio carriage with AIS carriage and an AIS Display was not necessary but noted that finalization of the AIS carriage Rulemaking is still pending.
- 3.) He agreed that Type Acceptance of Bridge-to-Bridge radios needed updating along with the criteria for inspections that are currently specified “from time to time” and retention of reports of such inspections.
- 4.) He agreed that Bridge-to-Bridge radio requirements under the Great Lakes Agreement could also use updating, but the mechanisms for updating such an International Bilateral Agreement are very cumbersome.

- 5.) He was not concerned that Bridge-to-Bridge radio is an analog system whereas sale of VHF radios in the U.S. is limited to DSC capable radios since they all have a capability to operate in an analog mode and the automatic shift to channel 16 on receipt of a priority alert can be suppressed.
- 6.) The Task Force recommends that vessels consider using VHF-DSC handheld radios with integral GPS since they are small and compact and with battery back-up meet safety requirements on vessels of all sizes.

3. **The FCC Reports:** Ghassan Khalek reported for the FCC noting that the solicitation for new COLEMs closed May 2nd with several new requests from training and educational institutions. They had been working with BOATUS, Sea Tow and the U.S. Power Squadrons to resolve pending problems with the issue of MMSI numbers to applicants. Prior to the meeting, Ghassan had advised that the revisions to all GMDSS question pools had been approved. This clears the way for completing the process by notifying the Coast Guard's National Maritime Center (NMC).

4. **Reports and Issues: The Recreational Vessel Group Report.** David Kennedy of Boat U.S. reported for his group with the following highlights:

a. **Dialog with the Seven Seas Cruising Association.** Dave Skolnick, President of the Seven Seas Cruising Association took an active role in many of the issues under discussion. His organization consists primarily of private yachts engaged in worldwide cruising and the members tend to be highly skilled mariners with excellent equipment on their boats. They were active in supporting a continuing need for Weather Broadcasting by facsimile in response to an earlier Coast Guard inquiry. Unlike many of their less skilled counterparts in the recreational boating community, they understand the need to obtain MMSI numbers, connect GPS receivers and properly register their radios so that their MMSI numbers are sent by the FCC to the ITU to be available to RCCs worldwide. They also rely on EPIRBs, PLBs, and Man Overboard recovery devices.

b. **ad hoc Group to Promote Proper Use of VHF-DSC Radios Including Registration for MMSI and Connection to GPS Receiver.** One of the handouts at the meeting was a Tutorial by Ron Trossbach on the use of DSC from U.S. Sailing's Safety at Sea Seminar which will be added to the Task Force website. A Press Release from BOATUS outlined five ways to call for towing assistance (they had 70,000 requests in 2012). The U.S. Power Squadrons reported that they had partnered with the Boat U.S. Foundation to develop on line training in the use of DSC radios. Their on-line courses are open to the USPS membership and their counterpart seminars are open to the public.

c. **Task Force Recommendation to revise PLB Standard to Include Integral GNSS Approved by RTCM.** The Task Force recommended that the standard for PLBs should include integral GNSS positioning capability. The recommendation was based on the fact that virtually all PLBs on the market already have such capability in response to

consumer demand. An appropriate letter was sent to the RTCM recommending that the PLB standard be amended accordingly in the interest of improved public safety. A response has been received that RTCM SC-110 had agreed to the proposal and it would be incorporated into the next version of the PLB Standard

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

a. 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. The three Inspection Check Lists on the FCC website are linked to the Task Force website. Further review is being conducted on Check Lists for Bridge-to-Bridge Radiotelephone and AIS Class A and B. The Fishing Vessel Check List published in 2003 is being reviewed prior to posting on the web sites along with the other check lists. The check list issue is complicated by the fact that neither the Coast Guard nor the FCC want copies of completed inspection reports. This leaves the only option as retention of the latest inspection report on board with an entry in the log. In at least some cases, the interval between inspections needs to be reduced to provide realistic oversight of EPIRB battery replacement. Most of these issues should be resolved with the Coast Guard's proposed changes to Part 80 of the Rules.

b. Continuing Issue – Should “3 Strikes Rule” be Rescinded? Some Task Force members had previously raised the issue that the rule limiting to three the number of ‘tries’ to enter MMSI numbers in VHF-DSC radios was proving counter productive. Discussion at the last meeting suggested that a manufacturer furnished passcode that could be furnished to dealers and service agents might be a more convenient arrangement. The Coast Guard and FCC discussed the issue further at their monthly meeting and had no objection to removing the three strikes rule. The forthcoming Cost Guard proposal to the FCC on Part 80 is reported to contain appropriate recommendations for domestic use. If corresponding changes need to be made to any international documentation, appropriate recommendations will be undertaken through the proper channels.

6. Reports and Issues, Commercial Vessel Task Group. Jack Fuechsel reported for the Commercial Vessel Group with the following highlights:

a. Review of the Standards for Safety Radio Equipment on Small Passenger Vessels. Jack Fuechsel reported that this proposal recommending upgrades in radio equipment carried by small passenger vessels is on hold in view of the Coast Guard termination of 2 MHz coastal services that will necessitate alternative recommendations.

b. Continuing Issue – Alerts Causing Auto Shift to Channel 16 on C/V with Multiple VHF-DSC Radios. There were no new recommendations to deal with this issue.

c. New Issue: Should Bridge to Bridge Rules be Reviewed? This question was raised at the last meeting and it was decided to schedule a briefing by the responsible Coast Guard official. See item 2.g. above in the Coast Guard reports.

d. New Issue: Should VHF-DSC Radio Standards be Revised to Enable Distress Calls even if no MMSI Entered? The present International Standard does not permit automated DSC Distress Calls (or any other DSC call) unless an MMSI number has been entered. Because many boat operators also use cell phones and most cell phones can send “911” calls even if there is no registered service provider, it is possible that operators have come to expect that DSC radios should also be enabled to send automated DSC Distress Calls without an MMSI number. The discussion brought out that a DSC radio can be used to call for help on channel 16 even if the automated Distress Call cannot be sent on channel 70. It was further noted that a change in the standard would work against our efforts to persuade all operators of DSC radios to properly obtain an MMSI number and enter it into the radio. There was no support among those present to consider this issue further. **It is also worth noting here that failure to obtain and enter an MMSI number is a violation of FCC Regulations.**

e. Required publications for SOLAS and other Mandatory Vessels. A quick review of the documents required to be carried by SOLAS and non-SOLAS vessels reveals an extensive list, many of which have very limited utility aboard ship. We will undertake to provide more specifics for the next meeting along with a determination of which documents may be carried in electronic form.

f. Restrictions on Shipboard ESV Terminals (Satellite terminals operating in the C, Ku, and Ka bands). Jack Fuechsel reviewed this issue that was reported earlier. Shipboard use of the satellite bands cited has been subject to an ITU rule requiring that operation of the ESV shipboard terminals be capable of being shut down if vessels are operating within specified distances from land if interference to other satellite services is encountered. It has been determined that the responsibility for curtailing operations is on the operator of the ESV Satellite service rather than on the ship. The specified distances from land are 300 km for C Band and 125 km for Ku Band (Ka Band unclear). This restriction is not thought to be a significant problem since the satellite service operators can determine in advance which administrations have operations in the bands which need protection.

7. Reports and Issues: Training Task Group. Kurt Anderson, Head of the Training Group was unable to attend the meeting but he had previously laid out a number of issues recommended by his Group for improvement of GMDSS Training. The status of a few of the more significant recommendations is summarized below:

a. Make Changes to the Question Pool Format? There had been various suggestions that the ROC Question Pool be combined with the GOC Question Pool to constitute the first half of the combined Pool. The Training Group was split on this suggestion and it appears that most of the effort would be in combining the Pools. This

issue will be revisited in 2014 when further changes to the Question Pools will be considered to account for the termination of support for Inmarsat B service.

b. Offer Joint ROC/GOC Classes with the ROC being the first part of the combined class? The Group's opinion was against offering a combined class at this time. A Task Force comment was that this might not be attractive to students unless the Declaration of Sea Area A1 generated a big increase in applicants for the ROC Course. Further consideration of this proposal is deferred to gauge the impact of the pending declaration of Sea Area A1.

c. Require Recertification of GMDSS License Holders? Five year GOC recertification is now recommended by the 2010 Manila STCW Convention to assure better qualified operators. There is already precedent for recertification in the U.S. that has long required recertification for Radar/ARPA. Most of the Training Group also disapproves of recertification based on sea time alone. Recent action by the FCC to issue GOC Licenses for life has further clouded the recertification issue. This issue is difficult because it would change what has been the U.S. approach for 15 years, but one the Training Group believes important to improve operator qualification and enhance marine safety. The Task Force plans to study this issue further and consult with Coast Guard officials who represent the U.S. at STCW meetings and manage U.S. Training Policy at the National Maritime Center (NMC).

d. Should the U.S. Have a Certified Path to Qualification as a GMDSS Maintainer? Although the STCW Convention deals extensively with GMDSS Maintainers, there is no course offered in the U.S. leading to such certification. The Task Force Service Agents Group has long advocated a meaningful certification of technicians capable of maintaining GMDSS equipment and felt that holding the FCC Maintainer License was not sufficient evidence of competence. With IMO Rules calling for a "qualified" technician in many cases, this remains an open issue. After the January meeting, we were informed that the California Maritime Academy is considering developing a GMDSS Maintainer's course as part of their Extended Learning program. This issue remains under active consideration.

e. Reinstate Training in the IAMSAR Manual? SAR training was dropped by NMC as a requirement for all Deck Officers despite the STCW requirement that all Deck Watch Officers on ships over 500 tons have a working knowledge of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual. The 70 hour GMDSS Course is too crowded to work in IAMSAR training but it is a needed competence. The Task Force agreed to refer this issue to U.S. SAR authorities but has not yet received a response.

8. Reports and Issues: GMDSS Modernization Group. Bob Markle, Chairman of the International Correspondence Group on GMDSS Modernization, reported with the following highlights:

a. GMDSS Modernization Review by the IMO/ITU Experts Group in

October 2012. In addition to considering a wide range of issues of interest to both organizations, the Experts Group was tasked to review the initial report of the GMDSS Modernization Correspondence Group. The Experts Group Report commented on all recommendations of the Correspondence Group and in the absence of a definitive overview by Comsar 17, is considered the latest guidance for further work by the Correspondence Group. The Experts Group will meet again in London in October 2013 and will again review a new report from the Correspondence Group.

b. GMDSS Modernization Review by Comsar 17, January 2013. There was general disappointment that the Comsar 17 review was severely limited by the workload of the Technical Working Group. The new modernization papers from Japan and the U.S. were introduced but not discussed, so there is no official Comsar 17 position on the progress of GMDSS Modernization to date. Comsar 17 did, however, review the report of the IMO/ITU Experts Group and did not take exception to any of the latter's comments on GMDSS Modernization. This is considered a de facto approval of the initial report of the GMDSS Correspondence Group as endorsed by the Experts Group.

c. Informal Meeting of the GMDSS Modernization Correspondence Group. After completion of the Technical Working Group Meeting, an informal meeting of the GMDSS Modernization Correspondence Group chaired by Bob Markle was convened. The U. S. input paper recommending fundamental principles for the modernization work was discussed informally by the Correspondence Group and acknowledged as useful. The paper was based on inputs received by the Task Force and discussed many times by us. The principles included in the U.S. paper were listed in the Summary Record of the 31 January 2013 meeting of the Task Force and will not be repeated here.

d. Further Work of the GMDSS Modernization Correspondence Group. The International Correspondence Group will build upon the discussions of the IMO/ITU Experts Group and the abbreviated discussions at COMSAR 17 to produce a final draft of the High Level Review. The current draft of the High Level Review confirms the continued need for the four Sea Areas, and the four Priority Levels. The draft High Level Review also embraces the principle of adopting new and more efficient communications technologies while gradually phasing out older systems.

e. Modernization Proposals for Dissemination of Marine Safety Information (MSI). There was limited discussion of possible inclusion of MSI issues in the general modernization of GMDSS. The following issues are under review:

- 1.) SafetyNET appears to have adequate capacity for continued high seas MSI broadcasting but the IMO is moving toward a standard policy of making all broadcast material accessible to ships on internet databases and configuring broadcast items for display on chart plotters.
- 2.) Navtex is already overloaded and there are currently no plans for increasing the throughput of the coastal broadcasts. Like SafetyNET, Navtex broadcast items should be stored on a database accessible to ships and should be

reformatted to facilitate display on chart plotters.

- 3.) Iridium has indicated that they can meet the IMO requirements for broadcast of MSI to be qualified for acceptance as a GMDSS service provider. If governments find the additional cost of broadcast in two systems burdensome, they can always modify the requirements as appropriate. In any event, Iridium's ability to broadcast in the polar areas beyond Inmarsat coverage would be a definite plus.

f. The Iridium Satellite System becomes a Candidate for GMDSS

Certification. Will Kraus of Iridium briefed the Task Force on the Company's proposal to seek IMO approval for participation in the GMDSS. The U.S. has sponsored the formal application to the upcoming meeting of IMO's Maritime Safety Committee that is expected to refer the candidacy to its Subcommittee on Navigation, Communication and Search and Rescue meeting in February 2014. The U.S. has long advocated the acceptance of alternative satellite systems into the GMDSS and Iridium is an attractive candidate with complete coverage of the whole earth whereas Inmarsat, as a geostationary system, does not cover the polar regions. Most of the questions centered on the broadcast capability, and Will confirmed that Iridium could meet all such requirements.

9. The RTCM Report: RTCM President Bob Markle provided the following updates on the continuing work of the RTCM Special Committees

a. RTCM SC 101 on GPS in VHF-DSC Handhelds. The Committee has completed an edition of its standard on GPS in VHF-DSC handhelds. Prompt approval by the FCC is expected as part of the Coast Guard's proposal to revise the FCC Rules (paragraph 2.e.).

b. RTCM SC 104 on Global Navigation Satellite Systems (GNSS). This Committee is working on incorporating Galileo, GLONASS, and the Japanese QZSS regional system into its standards that were originally developed for GPS.

c. RTCM SC 109 on Electronic Charting. The Committee is working on a new version of the standard and plans to include provisions for Voyage Data Recorder (VDR) functionality in Electronic Charting Systems.

d. RTCM SC 110 on Emergency Beacons. The Committee has completed a revised EPIRB standard with accompanying test standards for EPIRBs with GPS. They will revise the PLB standard to include GNSS and are also working on standards for a new generation of EPIRBs that will take advantage of certain characteristics of the next generation of Search and Rescue satellites. Existing EPIRBs will be compatible with the new satellite system.

e. RTCM SC-112 on Marine Radar Standards. This Committee is completing a standard on ship radar that is intended to replace the two 1990's era RTCM radar standards for vessels in domestic services. Publication should come sometime in 2013.

f. RTCM SC-119 on Maritime Survivor Locating Devices. This Committee was reactivated to consider man overboard AIS applications and other relevant technologies. The new standard has been published and the FCC has been petitioned to adopt it.

g. 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 such as those used in harbors and at locks. A 2013 publication date is expected for the new standard.

h. 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 as well as Encrypted AIS (EAIS).

i. RTCM SC-128 on Satellite Emergency Notification Devices (SEND). 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. The FCC has been petitioned to include the new standard in its Rules.

j. RTCM SC 129 on Portrayal of Nav-Related Information on Shipboard Displays. This Committee is just beginning its work.

k. RTCM SC 130 on Electro-Optical Imaging Systems (EOIS). The work of this Committee deals primarily with night vision systems, but the Committee work has been suspended pending industry resources to support it.

l. RTCM SC 131 on Multi System Shipborne Navigation Receivers. This new Special Committee has been approved by the RTCM Board to develop a standard incorporating space based and terrestrial navigation systems, and to include inertial systems as well. The standard will include provisions for resistance to interference, spoofing, and jamming.

m. RTCM SC 132 on Visual Emergency Signaling Devices. This new Committee was chartered at the request of the Coast Guard to review devices that might be used to replace flares on vessels.

n. Other RTCM Announcements of Interest. The 2013 RTCM Assembly including a Task Force meeting will be held concurrently with the NMEA International Marine Electronics Conference and Exposition at the Sheraton Hotel in San Diego,

California the week of 22-28 September 2013. It is expected that this joint meeting including a combined exhibit will prove popular with members of both organizations.

10. Other Business and the Next Meeting of the GMDSS Task Force: The next Task Force meeting will be held at 9:00 a.m. on Thursday morning 26 September 2013 at the Sheraton Hotel in San Diego, California during the combined annual meetings of the Radio Technical Commission for Maritime Services (RTCM) and the National Marine Electronics Association (NMEA), For more information see the websites at www.rtcn.org and www.nmea.org. The follow-on meeting will be held at the RTCM Headquarters in Arlington, Virginia on a date to be determined in January 2014.

GMDSS TASK FORCE CONTINUING WORK LIST

9 May 2013

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 NAVCOMSAR meetings (TF)
7. Advocate Canadian coordination to extend GMDSS services to the Great Lakes (TF)
8. Advocate voluntary carriage of VHF and EPIRB/PLBs by all vessels offshore (TF)
9. Advocate overhaul of FCC policy and practice on MMSI assignments (TF)
10. Monitor non-GMDSS systems: AIS, LRIT, SSAS, VDR, VMS, & E-Navigation (TF)
11. Recommend updates for Coast Guard NVIC on GMDSS Requirements (TF)
12. Recommend means to facilitate Distress Alerts by Cell Phone & Internet (TF)
13. Advocate GNSS for U.S. EPIRB and PLB Standards (TF)
- 14. Advocate mandatory Distress Beacons on R/V more than 3 miles offshore (TF)**
- 15. Review GMDSS concepts and make modernization recommendations (MOD)**
16. Advocate intership calling on HF GMDSS channels (CV)
17. Recommend Safety Radio and VMS Requirements for Small Fishing Vessels (CV)
18. Recommend Safety Radio & Navigation Requirements for Towing Vessels (CV)
- 19. Recommend Safety Radio & Nav. Outfit for Small Passenger Vessels (CV)**
20. Advocate voluntary training programs for users of GMDSS systems (RV)
21. Encourage GMDSS handbooks and Internet and video training aids (RV)
- 22. Encourage users of VHF-DSC to Register for MMSI and connect GPS (RV)**
23. Advocate FCC let R/Vs retain existing MMSI when applying for Station Lic. (RV)
24. Recommend through NASBLA that State's boat Registrations include MMSIs (RV)
25. Encourage Mfrs. to upgrade GMDSS explanations in equipment manuals (SA)
26. Recommend proper interconnection of GPS receivers with DSC Radios (SA)
27. Advocate better FCC & USCG management of annual GMDSS inspections (SA)
- 28. Maintain Inspection Guidelines and Check Lists for selected vessel types (SA)**
- 29. Recommend Certification Path For GMDSS Maintainer (SA) and (TR)**
30. Maintain GMDSS Question Pools for FCC and Coast Guard Examinations (TR)
- 31. Advocate 5 Year USCG Recertification Training of GMDSS Operators (TR)**

32. Advocate Reinstatement of SAR Training for Deck Watch Officers/STCW (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
 (MOD) Modernization Task Group

Attachment: Draft Agenda for Task Force Meeting 26 September 2013 at the Sheraton Hotel in San Diego, California during the joint RTCM/NMEA Annual Meetings.

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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