

## NATIONAL GMDSS IMPLEMENTATION TASK FORCE

Newsletter and Summary Record of 9 January 2014 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](http://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 January 2014 at the RTCM Headquarters in Arlington, Virginia. The documents listed below were distributed and are available on request:

Draft Task Force Concepts for Small Passenger Vessels

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

**a. The Case for Emergency Beacons for R/Vs Offshore.** Mr. Joe Carro of the Office of Boating Safety briefed the group on the status of the Task Force recommendation that the Coast Guard implement its new Congressional Authorization to require “emergency beacons” on recreational vessels more than 3 miles offshore. The recommendation has been endorsed by the National Boating Safety Advisory Council (NBSAC) and the Coast Guard’s internal Maritime Safety and Security Council was briefed and did not object to proceeding with a cost benefit analysis as a precursor to a decision on regulatory action. This analysis is ongoing with the assistance of the Office of Search and Rescue and completion is anticipated in the spring of 2014.

**b. Declaration of Sea Area A1.** Russ Levin reported that with the essential completion of the Rescue 21 Project, the Coast Guard had earlier committed to declaring Sea Area A1 operational. The issue has been coordinated with the FCC and a Federal Register Notice has been prepared along with notifications to the IMO of operational status. Thus all necessary actions toward implementation have been taken and we are waiting for release of the Federal Register Notice to implement the decision.

Sea Area A1 is created when there is a continuous shore watch on the VHF-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 of the declaration. The present regulations require a class A VHF-DSC for these mandatory non-SOLAS vessels but the FCC and the Coast Guard are consulting on procedures that could accept a lower cost Class D radio for these vessels.

**c. Update on Status of the Rescue 21 Project to Upgrade the Coastal VHF Network for DSC.** Mr. Gene Lockhart reported on the status of the project with the following highlights:

**1.) The Rescue 21 Project Overall:** 32 of the 37 Sectors in the CONUS are fully operational and the remaining 5 have only minor final adjustments required and a few gap fillers for full completion. The system has received alerts in 61,304 SAR cases so far, a statistic, which may not be tracked much longer as the system, moves to full operational status.

**2.) The Western Rivers:** The three Sectors in the Western Rivers system have 49 sites on the 5 major rivers with 3 new gap fillers planned. The final configuration will include DSC and over-the-air rekeying but not D/F capability. Although the goal for completion was 2017, the system is on track to be substantially complete in mid 2015.

**3.) Rescue 21 in Alaska:** The two Alaskan Sector headquarters in Juneau and Anchorage and the Seventeenth District Office are receiving new operator consoles along with 8 or 9 additional sites which maintain command centers. The system has been receiving circuit upgrades to improve reliability including a 'fail over' capability that enables one command center to take over the watch for another during failures. This enabled Juneau to take over the watch for Dutch Harbor during a recent failure. The system uses 30 remote tower sites that are being augmented with 3 gap fillers. Although the goal for completion is 2016, the system is on track to be substantially complete by the summer of 2014.

**d. Developments in E-Navigation and AIS/ECDIS Regulations and the CRADA with the Alaska Marine Exchange AIS Monitoring Network.** Mr. Jorge Arroyo reported with the following highlights:

**1.) Automatic Identification Systems (AIS):** The rulemaking for expanding U.S. AIS Carriage closed for comments in April of 2009, and is in its final stages for publication but has yet to be reviewed by OMB; according to the Semi-Annual Regulatory Agenda its publication is tentative for June of this year. The National Automatic Identification System (NAIS) has completed the Operational Testing & Evaluation (OT&E) phase of increment II which will add AIS transmit capability at over 100 sites in the existing receive only network. For more on NAIS in Alaska see the following paragraph.

**2.) The Marine Exchange of Alaska (MXAK) AIS Monitoring Network:** The NAIS program has contracted with the Alaska Marine Exchange, headquartered in Juneau to obtain AIS data from their well established extensive AIS network which is augmented with Exact Earth satellite AIS data. Further, the Coast Guard has recently entered into a Cooperative Research and Development Agreement (CRADA) with the Marine Exchange to transmit AIS Marine Safety Information (MSI) via their AIS network whose coastal coverage greatly exceeds that planned for Rescue 21 in Alaska. The

CRADA supports the transmission of weather observations and other Marine Safety Information to ships. At last count, MXAK had about 95 sites covering South East Alaska, ports in the Gulf of Alaska, the Aleutian Islands and some sites on the west coast and the north slope. The watch in Juneau is continuous and in addition to collecting AIS transmissions, MXAK transmits weather observations and other brief digital messages such as concentrations of whales and native fishermen. See [www.mxak.org](http://www.mxak.org) for more information.

The GMDSS Task Force has a special interest in the MXAK capabilities with Distress communications in mind. Since the coastal coverage far exceeds that of Rescue 21, it would be advantageous if the MXAK network could be augmented with watch receivers and transmit capability on VHF channels 16 and 70. Distress messaging via the Application Specific Messaging capability of AIS has not been sanctioned by the International Maritime Organization (IMO) but would be compatible with the International Telecommunications Union's (ITU) Rules which permit use of any available system for Distress. The Coast Guard CRADA includes Search and Rescue augmentation.

**3.) ECDIS Rulemaking:** 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 Electronic Chart System (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 Electronic Navigation Chart (ENC). Coast Guard work on this Rule Making is proceeding and the greatest challenges are determining its economic impact and which non-SOLAS vessels should be outfitted. While the marine industry is keen to have this Rulemaking concluded, it seems to be falling behind the optimistic schedule for AIS.

**4.) Developments in E-Navigation:** The Coast Guard Nav 2025 Initiative consists of various test beds across the U.S. The largest of these test beds will be operated from Louisville in USCG Sector Ohio Valley and is aimed at augmenting Broadcast Notices to Mariners with VHF broadcasts which would automatically integrate the information onto electronic charts and navigational displays. This effort is being coordinated with the work of RTCM Special Committee 129 on Portrayal of Navigation Related Information on Shipboard Displays. A question was raised as to whether AIS SARTS could be identified on the NAIS Network, the response was yes, on the USCG Vega system, but other USCG AIS portrayal systems do not presently display SARTs.

**e. SOLAS Working Group to Prepare for Upcoming Meetings of the IMO Subcommittee on Navigation, Communications and Search and Rescue (NCSR).** Russ Levin reported that the new Subcommittee which replaces the earlier Communications Search and Rescue (COMSAR) and Safety of Navigation Subcommittees will have its first meeting in London June 30 through 4 July 2014. The new Subcommittee encompasses the work of both old Subcommittees but is only

allocated one week for the combined agenda. It is expected that the U.S. Delegation will be headed by Mr. Gary Rasicot of the Navigation Office assisted by senior officials from Communications and Search and Rescue. The old COMSAR Subcommittee typically held several planning sessions of the SOLAS Working Group to prepare for their meetings but the e-Navigation Subcommittee typically held only one open session shortly before the London meeting date. As a compromise, the old COMSAR group will meet informally on 13 February for an initial planning session followed by official meetings of the combined group on 13 March and 11 June.

A significant agenda item for the NCSR-1 meeting, the U.S. will be submitting a lengthy paper sponsoring the Iridium Satellite Corporation's application to IMO to be a designated GMDSS service provider. The preliminary submission to IMO's Maritime Safety Committee was approved with the stipulation that it be followed by a technical submission to the NCSR Subcommittee. Development of the document by Iridium is well along but it because of the great detail required, it must be approved and submitted by the 28 March deadline for bulky documents.

**3. The FCC Reports:** Ghassan Khalek reported for the FCC with the following highlights:

**a. Pending Changes to the FCC Rules.** The FCC is still waiting to receive the Coast Guard's comprehensive recommendations for upgrading the Part 80 Rules. This is a huge undertaking but has the prospect of making the FCC Rules easier for users to understand. For some reason the recommendations have not yet been released from Coast Guard Headquarters. There are also some changes advocated by the Task Force and the RTCM which were to have been processed without waiting for the bulky Coast Guard document but these have not yet been finalized by the FCC.

**b. Retention of Maritime High Frequency Spectrum.** In response to a question about the status of maritime telegraphy spectrum, Ghassan and others reported that the HF telegraphy channels had been reallocated for other uses but remained maritime spectrum. Subsequent to the meeting, an online discussion between Ross Norsworthy and Bob Markle noted that some of the new HF channels were available for digital messaging and it was suggested that the Task Force encourage vessels to utilize this new service to satisfy their communications requirements and also to develop usage on this maritime spectrum to protect it from relocation to other services. See new item 21 on the attached continuing work list.

**c. Improved Management of MMSI Numbers.** With the advent of AIS using the same MMSI numbers for identification as those used with DSC radios, and the use of these MMSI numbers for prosecuting SAR cases, it has become important that all agencies update their data bases to eliminate duplication and purge numbers no longer in use. The FCC has delegated assignment of MMSI numbers to selected agents who are required to revalidate their base of assignments periodically. The FCC has agreed with the Task Force's recommendation for improved management of the numbers they issue but

for various reasons have not undertaken to verify the continued use of the block of numbers issued directly by the FCC. The Task Force again recommends that the FCC follow NOAA's program of sending post cards or emails periodically to all holders of EPIRB and PLB registrations to verify the status.

**4. Reports and Issues: GMDSS Modernization Group.** Bob Markle, Chairman of the international Correspondence Group, reported that the IMO/ITU Experts Group had reviewed two reports of the Correspondence Group at their meeting in London 14-18 October 2013. The first, EG 9/4, entitled "Preliminary Draft Outcome of the High Level Review of the GMDSS" was the next step in the work plan following approval of the earlier report by COMSAR 17. The other document, EG 9/4/1, entitled "Discussion of Issues and Preliminary Outline of the Detailed Review of the GMDSS" was to begin the detailed review.

The Experts Group Report commented on and revised both documents and in the absence of a definitive overview by Comsar 17, is considered the primary guidance for further work by the Correspondence Group. The Experts Group report revised the definition of 'Security Related Communications' and recommended two choices for the definitions of 'Sea Area A4'. There was no support for the option of creating a GMDSS Code. The report of the review by the Experts Group is on the agenda for the Navigation, Communications, and Search and Rescue (NCSR) Subcommittee meeting in June 2014, with a view to approving the report of the High Level Review as the final report on that subject. The report on Detailed Review will be the basis for further work. A further report from the Correspondence Group will also be prepared for submission to NCSR-1 and this will need to be submitted by 28 March 2014.

**5. 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.** The Task Force project to recommend an upgrade of radio safety equipment for small passenger vessels was motivated by a determination that the passengers were entitled to better protection than was afforded by the present Coast Guard and FCC Regulations. When the Coast Guard suddenly terminated all coastal watches on 2182 and 2187.5 MHz without changing the carriage and watch requirements for mandatory non-SOLAS vessels more than 20 miles offshore, it became apparent that the Task Force would also need to make further recommendations to deal with the situation. The latest draft of the Task Force paper was distributed and a special workshop was held in the afternoon to further refine the paper. The changes agreed by the working group include requiring HF radio or satellite (including non-Inmarsat systems) for vessels going more than 20 miles offshore and dropping any watch requirements for 2 MHz systems..

**b. Changes to Carriage Requirements for Other Mandatory Non-SOLAS Vessels as a Result of the Coast Guard Discontinuing 2 MHz Watches Ashore.** The

Task Force will be upgrading its earlier recommendations regarding Fishing Vessels, Towing Vessels and other mandatory commercial vessels needing to go farther than 20 miles offshore. In most cases the main upgrade recommended will probably be to eliminate any watches on 2 MHz channels and require watch on HF or satellite systems.

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

**a. Standardized Inspection Checklists.** The Group has worked with the Coast Guard, the FCC, and Classification Society inspectors to update checklists for mandatory inspections of selected vessel types. The three Inspection Checklists on the FCC website are linked to the Task Force website. Further review is being conducted on Checklists for Bridge-to-Bridge Radiotelephone and AIS Class A and B. The Fishing Vessel Checklist published in 2003 is being reviewed prior to posting on the web sites along with the other checklists. The checklist issue is complicated by the fact that neither the Coast Guard nor the FCC wants 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 schedules. 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 Coast 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.

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

**a. Emergency Beacons on R/Vs Offshore.** This is a very important Task Force initiative the status of which was reported in paragraph 2. a. above.

**b. ad hoc Group to Promote Proper Use of VHF-DSC Radios Including Registration for MMSI and Connection to GPS Receiver.** Many comments at the meeting stressed the need for an aggressive public relations program. It is important to note that the FCC Rules require registration for an MMSI number and embedding the number in all DSC radios. The Rules need to be clarified on this point since many owners of DSC radios have failed to register for an MMSI and enter it into the radio. The Task Force continues to advocate connecting GPS to fixed mount VHF-DSC radios, we realize

that the connection is difficult for owners to accomplish without technical help. Our reason for stressing the benefit of handheld DSC radios with integral GPS is that it resolves the GPS connection problem and that R/Vs are especially prone to capsizing which renders fixed mount radios inoperable.

**8. 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. There have been no new developments on these issues recently but the status at the last meeting is repeated here for information.

**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.

**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 Task Force 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 2013

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 the Coast Guard's National Maritime Center (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.

**10. The RTCM Report:** RTCM President Bob Markle provided the following updates on the continuing work of the RTCM Special Committees during his report to the Task Force. The following are highlights:

**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 and is part of the Coast Guard's proposal to revise the FCC Rules.

**b. RTCM SC-104 on Global Navigation Satellite Systems (GNSS).** This Committee is working on incorporating new messages to accommodate new global and regional systems such as the Chinese BeiDou System (BDS) and the Japanese QZSS 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. The Committee is close to calling for a vote on the new standard

**d. RTCM SC-110 on Emergency Beacons.** A Cospas-Sarsat Task Group will meet in February and is expected to finalize specifications for Second Generation Beacons. Existing EPIRBs will be compatible with the new Second Generation Satellite System. The Committee has discussed possible elimination of the 121.5 MHz EPIRB homing signal but has not yet identified an acceptable procedure to correlate the separate 406 MHz and AIS messages from the same device.

**e. RTCM SC-112 on Marine Radar Standards.** This Committee met in October and is developing language for this and other standards to require the use of "NMEA Network" messages, worded in such a way that NMEA OneNet can be used when it is ready along with NMEA 2000 and NMEA 0183.

**f. RTCM SC-119 on Maritime Survivor Locating Devices.** This Committee will review the Draft ITU Report on Man Overboard Devices and the ETSI Standard on Man Overboard Devices and ETSI Liaison.

**g. RTCM SC-121 on Automatic Identification Systems (AIS).** This Committee has completed the standard that establishes the process for developing Application Specific Messages (ASM). Final approval awaits the completion of two appendices.

**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-127 on E-Loran.** This Committee will meet next via Tele Conference to make further progress on the standard. Russia and South Korea are participating. It was announced separately that most of the U.S. Loran towers have been dropped and that only about 8 remain standing.

**j. 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.

**k. RTCM SC-129 on Portrayal of Nav-Related Information on Shipboard Displays.** This Committee has completed a first draft of the portrayal standard.

**l. 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.

**m. 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.

**n. 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.

**o. Other RTCM Announcements of Interest.** The 2014 RTCM Assembly including a Task Force meeting will be held concurrently with an International Meeting of the Committee International Radio Maritime (CIRM) at the Loews Hotel in Annapolis, Maryland the week of 27 April through 2 May 2014. It is expected that this integrated joint meeting will prove popular with members of both organizations.

**11. 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 Friday morning 2 May 2014 at Loews Hotel in Annapolis, Maryland during the RTCM Annual meeting (27 April to 2 May 2014).

## **GMDSS TASK FORCE CONTINUING WORK LIST**

9 January 2014

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. Advocate use of the Alaska AIS Monitor Network for VHF Distress Guard (TF)**
- 16. Review GMDSS concepts and make modernization recommendations (MOD)**
17. Advocate intership calling on HF GMDSS channels (CV)
18. Recommend Safety Radio and VMS Requirements for Small Fishing Vessels (CV)
19. Recommend Safety Radio & Navigation Requirements for Towing Vessels (CV)
- 20. Recommend Safety Radio & Nav. Outfit for Small Passenger Vessels (CV)**
- 21. Advocate applications for new MF/HF Digital Communications Service (CV)**
22. Advocate voluntary training programs for users of GMDSS systems (RV)
23. Encourage GMDSS handbooks and Internet and video training aids (RV)
- 24. Encourage users of VHF-DSC to Register for MMSI and connect GPS (RV)**
25. Advocate FCC let R/Vs retain existing MMSI when applying for Station Lic. (RV)
26. Recommend through NASBLA that State's boat Registrations include MMSIs (RV)
27. Encourage Mfgs. to upgrade GMDSS explanations in equipment manuals (SA)
28. Recommend proper interconnection of GPS receivers with DSC Radios (SA)
29. Advocate better FCC & USCG management of annual GMDSS inspections (SA)
- 30. Maintain Inspection Guidelines and Check Lists for selected vessel types (SA)**
- 31. Recommend Certification Path For GMDSS Maintainer (SA) and (TR)**
32. Maintain GMDSS Question Pools for FCC and Coast Guard Examinations (TR)
- 33. Advocate 5 Year USCG Recertification Training of GMDSS Operators (TR)**
- 34. 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 Friday 2 May 2014 at Loews Annapolis Hotel in Annapolis Maryland during the Joint RTCM/CIRM Meeting, 27 April to 2 May 2014. The Task Force Meeting is an Open Meeting and does not require registration with either RTCM or CIRM. For more information on their programs see [www.rtc.org](http://www.rtc.org) and [www.cirm.org](http://www.cirm.org).

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

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