|  |  |
| --- | --- |
| **Radiocommunication Study Groups** |  |
|  |  |
|  |  |
| Source: Document 5B/TEMP/18-E | **Annex 2 to Document 5B/93-E** |
| **18 August 2020** |
| **English only** |
| Annex 2 to the Working Party 5B Chairman’s Report |
| preliminary draft revision of Annex 2 of recommendation ITU-R M.585-8[[1]](#footnote-1)\* |
| Assignment and use of identities in the maritime mobile service |

(1982-1986-1990-2003-2007-2009-2012-2015-2019-202X)

Summary of revision

To provide a numbering scheme for autonomous maritime radio device (AMRD).

Annex 2

Maritime identities used for other maritime devices for special purposes

These identities use MID numbering resources, but have special uses defined in each of the sections below.

Section 1

Assignment of identities for handheld VHF transceivers with digital selective calling and global navigation satellite system

**1** A handheld VHF transceiver with DSC and GNSS may require a unique identification showing that this device has restricted battery capacity and restricted coverage area. This may give additional information in an emergency case.

**2** The handheld VHF transceiver with DSC and GNSS should be used exclusively in the maritime mobile service.

**3** Handheld VHF transceiver with DSC and GNSS participating in the maritime mobile service should be assigned a unique 9-digit number in the format 81M2I3D4X5X6X7X8X9 where digits 2, 3 and 4 represents the MID and X is any figure from 0 to 9. The MID represents the administration assigning the identity to the handheld transceiver.

 81M2I3D4X5X6X7X8X9

**4** The procedure and criteria for assignment and registration of these identities should be left to the administration concerned.

**5** Some minimum of procedures for registration of this identity should be observed:

a) all identities in this category should be registered by the national authority concerned, and the local RCC or MRCC should be able to access the data on a 24 hour-per-day, 7 days-per-week basis. In systems that have automatic distress priority, this information should be automatically forwarded to an RCC;

b) the reuse of this identity should follow the guidance of Annex 3 of this Recommendation.

**6** The administration may use the 5th digit to differentiate between certain specific uses/users of the maritime identity. However, this method is optional and for national use only.

Section 2

Devices using a freeform number identity

These identities, which use the 3-digit prefix (allocated from the table of maritime identification digits), are used to identify maritime radio equipment like the AIS-SART, man overboard (MOB) and EPIRB-AIS and similar equipment needing identification.

*[Editor’s note: CIRM proposed to allocate additional 3-digit prefixes, 971 for AIS-SART, 973 for MOB-AIS and 975 for EPIRB-AIS to accommodate future need on manufacturer’s ID. This proposal will be reviewed in November WP 5B meeting. A rule concerning the use of the digits* *X4X5 = manufacturer ID 01 to 99 needs to be developed and included in this Recommendation how to monitor the efficient use of these numbering resource in order to accommodate these numbers to the devices in question. ITU-R should provide clear guidance to CIRM in which way the rare number resources should be administrated, which may include the issuing, withdraw and reissuing of these ID’s. CIRM is invited to consult with BR, which take responsibility to manage of the maritime numbering resources on behalf of administrations, on this matter and report to WP 5B November meeting.]*

# 1 Automatic identification system-search and rescue transmitter

The AIS-SART should use an identity:

917203X4X5Y6Y7Y8Y9

[or 917213X4X5Y6Y7Y8Y9](where X4X5 = manufacturer ID 01 to 99; Y6Y7Y8Y9 = the sequence number 0000 to 9999. When reaching 9999 the manufacturer should restart the sequence numbering at 0000.)

# 2 Man overboard

The MOB device that transmits DSC and/or AIS should use an identity:

917223X4X5Y6Y7Y8Y9

[or 917233X4X5Y6Y7Y8Y9]

(where X4X5 = manufacturer ID 01 to 99; Y6Y7Y8Y9 = the sequence number 0000 to 9999. When reaching 9999 the manufacturer should restart the sequence numbering at 0000.)

# 3 Emergency position indicating radio beacon-automatic identification system

The EPIRB-AIS should use an identity:

 917243X4X5Y6Y7Y8Y9

 [or 917253X4X5Y6Y7Y8Y9]

(where X4X5 = manufacturer ID 01 to 99; Y6Y7Y8Y9 = the sequence number 0000 to 9999. When reaching 9999 the manufacturer should restart the sequence numbering at 0000.)

The user identity of the EPIRB-AIS indicates the identity of the homing device of the EPIRB-AIS, and not the MMSI of the ship.

# 4 Autonomous maritime radio devices

## 4.1 AMRD Group A

AMRD Group A which are identified as MOB should use the numbering scheme as described in Annex 2, Section 2;

AMRD Group A which are identified as Mobile AtoN should use the numbering scheme as described in Annex 1, Section 4;

## 4.2 AMRD Group B

AMRD Group B which are identified as MOB should use the numbering scheme as described in Annex 2, Section 2;

AMRD Group B which are based on AIS technology should use an identity:

 917293Y4Y5Y6Y7Y8Y9

(Y4Y5Y6Y7Y8Y9 = a non-sequential pseudorandom number, to be determined by the manufacturer using a time-varying seed that has a negligible chance of repeating, e.g. a random value that is generated for each use, such as a timestamp, a sequence number, or some combination of these.)

Duplication of numbers is acceptable.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

1. \* This Recommendation should be brought to the attention of International Association of Marine Aids to Navigation and Lighthouse Authorities, International Civil Aviation Organization, International Hydrographic Organization, International Maritime Organization and Committee International Radio Maritime. [↑](#footnote-ref-1)