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Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

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Item 8 (c) of the provisional agenda

Establishment of common principles and technical requirements for Pan-European river information services (RIS)

Proposal on the UNECE recommendations on the Maritime Mobile Service Identifiers

Submitted by the Russian Federation

Note by the secretariat

1. In accordance with the decision of the thirty-eighth session of the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) (ECE/TRANS/SC.3/WP.3/76, para. 53), this document reproduces the proposal by the Russian Federation elaborating recommendations on the Maritime Mobile Service Identifiers (MMSI).

2. In discussing whether recommendations on MMSI should be elaborated by the United Nations Economic Commission for Europe (UNECE), the Working Party may wish to take note of the following comments by the Government of Bulgaria:

The delegation of Bulgaria has not yet formulated its position on the proposal of the Russian Federation to extend MMSI to inland navigation. Meanwhile, the Government of Bulgaria has been informed that three countries proposed the revision of the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways, (Basel, 6 April 2000, the version of 18 September 2007). It seems, therefore, that questions relating to MMSI should be considered in the framework of the envisaged revision of the Regional Arrangement.

I. Introduction

1. It is recalled that, at the fifty-third session of the Working Party on Inland Water Transport (4–6 November 2009) under agenda item 10 on “Introduction of the general principles and technical requirements for the Pan-European river information services”, the Russian Federation proposed to discuss at the pan-European level a possible development of the UNECE recommendations on the use of the Maritime Mobile Service Identifiers (MMSI) in the Automatic Identification System (AIS) stations (transponders) of inland vessels which do not fall under the scope of Chapter V of the Convention for the Safety of Life at Sea (SOLAS 74). In the course of the thirty-seventh session of SC.3/WP.3, Governments and River Commissions were invited to submit their contributions on this issue (ECE/TRANS/SC.3/WP.3/74, para. 35).

2. Reproduced below is the Russian Federation’s proposal on defining a general approach to assigning the MMSI to the stations of inland navigation vessels.

II. Proposal on the UNECE recommendations on MMSI

3. The need for regulating the assignment of MMSI to the stations of inland navigation vessels has already been reflected in several European standards on River Information Services (RIS) and radio-communication on inland waterways. These documents are listed below in chronological order:

(a) The International Standard for Tracking and Tracing on Inland Waterways (SC.3 Resolution No. 63, ECE/TRANS/SC.3/176):

“2.3.6 Unique identifier

In order to guarantee compatibility with maritime vessels, the Maritime Mobile Service Identifier (MMSI) number must be used as a unique station identifier (radio equipment identifier) for the Inland AIS transponders.”

(b) The European Community Regulation (EC) No. 415/2007 concerning Technical Specifications for Vessel Tracking and Tracing Systems referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on Harmonized River Information Services (RIS) on Inland Waterways in the Community:

“2.3.6 Unique identifier

In order to guarantee the compatibility to maritime vessels, the Maritime Mobile Service Identifier (MMSI) number must be used as a unique station identifier (radio equipment identifier) for the Inland AIS transponders.”

(c) Regional Arrangement concerning the Radiotelephone Service on Inland Waterways (Basel, 6 April 2000, the version of 18 September 2007):

“Appendix 6. Ship identification database

1. General

A ships identification database is being elaborated. It contains all call signs, ship names, ATIS codes and MMSI codes of the countries having signed the “Regional Arrangement concerning the Radiotelephone Service on Inland Waterways”. [...]

The database layout should be as follows:

- Column 1: Call Sign made up of maximum 10 characters
- Column 2: Ship Name made up of maximum 50 characters
- Column 3: ATIS Code made up of maximum 10 characters
- Column 4: MMSI Code made up of maximum 9 characters

Example

<i>Call sign</i>	<i>Ship name</i>	<i>ATIS code</i>	<i>MMSI code</i>
OS2000	TWEEDUIZEND	9205192000	205200000
OS2001	INKA	9205192001	205200100
OS2003	ONDIN 3	9205192003	205200300

4. Thus, the need for assigning MMSI to the stations of inland navigation vessels has been recognized at the pan-European level. The essential point of the documents referred to in paragraphs 3 (a) and (b) above is the possibility to assign an MMSI not only to a vessel as a whole, but also to the radio equipment itself (in this case - mobile AIS station). Such an approach makes it possible to assign MMSI, even if the national legislation does not allow issuing MMSI to inland navigation vessels.

5. It is important to note that such an approach already works “de facto” in the Russian Federation. In 2009-2010 the MMSI for mobile AIS stations were assigned to twenty two inland waterway worksite units of the State Basin Department (SBD) “Volgo-Balt”, with consequent modification of their ship’s documents.

6. The Russian Federation is of opinion that in the course of developing the UNECE recommendations on assigning MMSI to stations of inland navigation vessels, the following general approach should be used:

(a) To find it necessary and recommend that competent Administrations extend the provisions of Section VI, Article 19 of the ITU Radio Regulations (Volume 1, 2008) concerning the Maritime Mobile Service Identifier to inland navigation vessels;

(b) Once the AIS device has been installed on board of an inland navigation vessel, the MMSI should be added to the ship’s certificate;

(c) Depending on the type of the vessel, MMSI may be assigned to the vessel or to its radio installation (vessel’s AIS station).

7. The present proposal aims at harmonizing and defining, at the pan-European level, a common approach to assigning MMSI to inland navigation vessels.