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Working Party on Inland Water Transport

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

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Item 11 of the provisional agenda

Other business

Proposals on the UNECE recommendations on the Maritime Mobile Service identifiers

Submitted by the Russian Federation

Note by the secretariat

Presented below is the Russian Federation's proposal on elaboration by the Working Party on Inland Water Transport (SC.3) of recommendations on the Maritime Mobile Service identifiers, submitted in accordance with the decision of the fifty-third session of SC.3 (ECE/TRANS/SC.3/183, paragraph 31).

The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation may wish to discuss the need for developing such recommendations and, if appropriate, a methodology for their elaboration.

Proposals on the UNECE recommendations on the Maritime Mobile Service identifiers

1. At the 53rd 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 service», 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 SOLAS – 74 Convention. During its 37th session the Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation (SC.3/WP.3) asked the Governments and River Commissions to present their proposals to the 38th session SC.3/WP.3.

2. Presented below is the proposal of the Russian Federation on defining a general approach with respect to assigning MMSI to the stations of inland navigation vessels.

3. The necessity of 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 presented below in chronological order:

(a) The international standard for tracking and tracing on the internal waterways (VTT) (Resolution No. 63, adopted by Working Party on Internal Water Transport on October, 13th, 2006 (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 Commission Regulation (EC) № 415/2007 from March, 13th, 2007 concerning the 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 from 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:

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

4. Thus, the necessity of assigning MMSI to the stations of inland navigation vessels is recognized at the pan-European level. The essential point of the documents referred to in paragraphs 3 a) and b) 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 station AIS). 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 observe that such approach works “de facto” in the Russian Federation. In 2009-2010 the MMSI for the vessel mobile stations AIS were assigned to 22 units of the technical fleet for inland navigation of GBU “Volgo-Balt” with the further modification of the ship documents.
6. It is the opinion of the Russian Federation that in developing the UNECE recommendations on assigning MMSI to stations of inland navigation vessels, the following general approach should be used:
 - (a) To recognize as required and to recommend to competent Governments to extend to inland navigation vessels the provisions of Section VI of Articles 19 of the Instructions for the radio communication (Volume 1, 2008) concerning the Identifier of the Maritime Mobile Service;
 - (b) During the installation of the AIS equipment on an inland navigation vessel, the MMSI should be added to the ship certificate, delivered in accordance with national legislation or the European standards;
 - (c) Depending on the class of the vessel, MMSI can be assigned to the vessel or to the radio installation (vessel 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.