

GMDSS TASK FORCE

Newsletter and Summary Record of 30 September 2021 Meeting

- The Task Force Meeting.** This Newsletter reports on the recent virtual meeting of the Global Maritime Distress and Safety System (GMDSS) Task Force sponsored by the U.S. Coast Guard and dedicated to monitoring the success and shortcomings of the GMDSS. The Task Force is also active in current efforts to modernize the GMDSS and monitors related developments in maritime radio and electronic navigation (e-navigation). The Task Force advocates voluntary use of radio safety equipment by all vessels and makes recommendations to government authorities to improve safety at sea regulations. Today's meeting was opened with a moment of silence to recognize the recent passing of members Geoff Pagels and Ed Brady.
- Task Force membership.** Membership is open to individuals associated with commercial vessel operations, recreational vessel interests, training institutions, service agents, manufacturers, government authorities and any interested person or organization, and there is no fee for participation. New members are welcome, to join, send your name, organization (if any), email address, and telephone number (optional) to gmdsstf@gmail.com. Members who are unable to attend Task Force meetings are invited to participate by email and to connect with Task Force meetings by conference call. This Newsletter goes out to over 6000 members after each quarterly meeting. The Task Force also maintains a website at: <https://www.navcen.uscg.gov/?pageName=gmdssTaskForce>
- The Summary Record.** This record of the meeting is provided for information and will be posted on the Task Force portion of the Coast Guard web site. Due to the Corona Virus Pandemic, the GMDSS Task Force held a virtual meeting on 30 September 2021 supported by the RTCM on Microsoft Teams Meeting with over 60 members and guests participating.
- Distribution of Information Papers:** The following Papers of interest were displayed and are available to all on the website: <https://www.joecel.com/GMDSSTaskForce>

USCG 2021 Cyber Strategic Outlook

Comsar Circ. 32 (NCSR 8 Markup)

Cessation of routine VHF Safety Broadcasts & Broadcast NTMs, FR 2021-15059.pdf

SEACOR POWER never received Weather Warnings – Miami Herald

UK/Denmark Review of ECDIS Application and Usability

Element 7 DA-21-659A1.pdf

Inmarsat Report on the Future of Maritime Safety

FCC-21-69A1 AIS Fishnet.pdf

Revision of MSC Circ. 803: Participation of non-SOLAS vessels in GMDSS

DHS Inspector General Recommendations re VHF Reliability in Alaska

Iridium GMDSS Update (see para. 9.b below)

Inmarsat RTCM presentation (see para. 9.c below)

Boating statistics 30 Sep 2021 (see para 8.d below)

5. GMDSS Modernization. Bob Markle made the following report on Modernization: The GMDSS Modernization project was essentially completed during the IMO NCSR 8 Subcommittee meeting held virtually 19-23 April 2021 following a virtual meeting of the Communication Working Group a week earlier. This work included a complete revision of SOLAS Chapter IV on Radiocommunication, as well as consequential amendments to other SOLAS chapters, the 1988 SOLAS Protocol, ship certificates, and the SPS, HSC and MODU Codes. In addition, 3 new circulars and related revisions to 14 resolutions, recommendations, and circulars were completed. In addition, 20 more instruments were identified for revocation. All of these actions are scheduled to be considered for approval at the 104th session of the IMO Maritime Safety Committee in the Spring of 2022 and adoption at the 105th session of MSC in the Fall of 2022. All of these would come into force on 1 January 2024 unless enough negative votes are received during the adoption process, which is not expected.

Exceptions are revisions to COMSAR/Circ.32 on guidelines for GMDSS installations and COMSAR/Circ.33 on the GMDSS Coast Station Operator's Certificate (CSOC) model course. These circulars were too extensive to be completed at this session, so they are scheduled for consideration at the 17th session of the IMO/ITU Experts Group on Radiocommunication to be held in November of this year. We also expect work on revision of resolution A.1001 on GMDSS Satellite Communication Systems to begin at the NCSR 9 Subcommittee meeting in 2022.

The major accomplishment of the modernization project was to permit the authorization of mobile satellite systems other than Inmarsat for GMDSS satellite communications. The “core” changes for GMDSS satellite systems came into force in January 2020, but the new amendments will establish a ship’s Sea Area A3 as the coverage area of the ship’s GMDSS satellite service, rather than the present Inmarsat geostationary satellite coverage area (regardless of satellite system). This will allow the full coverage area of global systems to be recognized, removing the present exclusion of polar areas. It will also allow the recognition of smaller regional satellite systems.

Other revisions clarify carriage requirements and make other editorial and administrative improvements. For instance, wording requiring equipment for reception of Maritime Safety Information has been generalized to allow the possible future additions of new MSI systems.

6. The Coast Guard Reports: Jerry Ulcek and others reported with the following highlights:

a. Planning for the NCSR-9 Conference: Pat Gallagher supplied the following report: The International Maritime Organization (IMO) sub-committee for Navigation, Communications, and Search & Rescue (NCSR-9) will meet in June 2022. In the meantime the agenda will be considered by the IMO-International Telecommunications Union (ITU) Joint Experts Group (JEG) meeting in November. The U.S. report on electromagnetic interference effects of light emitting diodes (LED) and the impact on maritime safety will also be submitted for discussion at NCSR-9. This issue will remain on the Task Force agenda.

b. Update on Four Digit Numbering of VHF Channels: We now have a new date for implementation since SOLAS ships must be able to use four-digit numbering by the first survey after 2024. It has been noted that new high-end radios were already incorporating four digit numbering. This item will be retained on the Agenda.

c. Addressing DSC Problems (See NCSR 8/Inf.9): Joe Hersey reported with the following highlights:

1). The IEC TC80 Plenary responsible for maritime radiocommunications and navigation equipment standards meets in two weeks and will address updating the nearly two decade old Class D DSC standard IEC 62238. By updating this standard, it is hoped that provisions for re-setting of own-ship MMSI through a software solution to avoid sending the radio back to the manufacturer for re-setting, and inclusion of an integral GPS receiver could be accommodated. Some manufacturers have already implemented such changes. A recent staff paper by Kevin Moser confirms that many DSC alerts fail to include the position and that failure to properly register for an MMSI is widespread. (*Note: IEC TC80 later did agree to update this standard, chaired by the US*)

2). The Task Force ad hoc working group on MMSI Management has not been meeting recently in view of personnel changes at the FCC which had slowed decision-making.

3). Assignment of MMSIs to handheld radios, especially to handhelds that are not used exclusively on a particular vessel, remains an issue. A temporary solution is in use by which the primary agents for assignment to vessels licensed by rule, BOATUS and the U.S. Power Squadrons, are assigning MMSIs to handhelds, either fixed or portable.

d. LED Lighting Interference with Radio Communications: Joe Hersey, the Chair of RTCM SC-137, gave an update on progress toward developing a standard to deal with LED lighting interference to VHF maritime radios and Automatic Identification Systems (AIS). Of the twenty-one LED lights tested, eleven were 2nm navigation lights (masthead, side lights and tricolor lights), eight were 3, 5 and 6nm navigation lights, one was a floodlight and one was a deck light. No VHF interference was found from any of the 2nm navigation lights, nor from the floodlight. All of the remaining 3, 5 and 6 nm lights and the floodlight radiated VHF interference to varying degrees. No interference was found from any of the lights at L band (e.g. GPS). The Special Committee hopes to complete a draft standard by the end of the year. This item will be retained on the Agenda.

e. SARSAT Program Request for Comments on Whether U.S. should implement Return Link Service (RLS) on EPIRB Alerts: Mark Turner reported that the public inquiry generated some commentary but not as much as expected. He noted that the RLS could be implemented on EPIRBs and PLBs but that implementation on ELTs was more problematic. The RTCA has not taken a position on ELTs. RLS on maritime beacons will likely be recommended as an optional feature. The RLS when sent acknowledges that the alert has been received but does not indicate that rescue forces have been dispatched. This Agenda item will be continued.

f. Report of MMSI Management ad hoc Group: Joe Hersey reported as Chair of the ad hoc Group. The FCC has approved a format for permitting MMSI Agents to issue MMSIs to VHF handhelds including diver's radios (see para. 6.c.3). above). It was previously agreed to refer the matter of fake MMSI numbers to the next joint USCG/FCC meeting and the FCC agreed to refer the matter to its Enforcement Bureau. This item will be retained on the Agenda.

g. UK/Denmark Review of ECDIS Applications and Usability: This Report is a summary of a study conducted by the UK and Denmark that found many discrepancies in how ships used ECDIS. There were many cases of inadequate training of bridge personnel and a number of incidents where utilization of embedded safety features might have avoided a casualty. It is unclear whether the report might lead to action by the IMO.

h. NDAA Act with respect to Alaskan F/V & F/V Special Use of AIS: This Defense Authorization Act includes a waiver of certain GMDSS requirements for F/V over 300 tons that could require changes to the FCC Rules. There is also a provision extending use of AIS by F/V that could require similar action. With respect to F/V use of AIS to mark fishing nets, a proposal has been put forth in RTCM to legalize such use by adopting a special code to be used for that purpose. With respect to the F/V waivers, the FCC has already granted waivers until January 2023 pending clarification. NTIA and the FCC have these issues for action and the Task Force will continue this item on the Agenda.

i. DHS Inspector General Recommendations re VHF Reliability in Alaska: This issue builds on the known unreliability of VHF services in Alaska due primarily to the extreme cold and remote locations of many system components. The Coast Guard is upgrading many of the links with duplication including back up generators where commercial power is not available. Alternative radio systems such as HF and satellite radio are also being examined for feasibility. The Marine Exchange of Alaska (MXAK) is also assisting by carrying MSI broadcast notices on their network. This item will be continued on the Agenda.

j. Proposed Changes to Broadcast Notices to Mariners: Eugene Diotolevi reported that the Coast Guard has adopted a new program to send broadcast Notices to Mariners by email automatically to a list of subscribers which has already been implemented in four Districts and will be expanded to all. The program has been enthusiastically received by subscribers. A later tentative proposal to cut back on routine VHF Safety Broadcasts and Broadcast NTMs is no longer under consideration. In a separate but related incident, the Marine Board of Investigation in the SECOR POWER capsizing noted that the SECOR POWER never received the NAVTEX broadcast weather warning because of a failure in the broadcast network.

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

a. FCC Enforcement on Unauthorized AIS Devices: This item was put on the Agenda because of widespread use of AIS for unauthorized applications such as marking fishing nets. Previously, the FCC Enforcement representatives indicated that they would follow up if provided with detailed information. In the meantime, a suggested solution to legitimize use of AIS to mark fishing nets has been proposed (see para 6.h. above). There was discussion suggesting that this

item be placed on the Agenda for an early FCC/Coast Guard meeting. It was agreed that this be done with some urgency to resolve the issue. This item will be carried over to the next meeting.

b. FCC Rejection of NTIA Petition for Reversal of Ligado Decision: Ghassan was unable to discuss this item that is under review at the Commissioners level.

c. Falsified Inspection Documentation Found on Some Vessels: At the last meeting representatives of the Enforcement Bureau noted that they would pursue it if details were provided. All Task Force inspectors are hereby requested to report any such suspicions to the Director when observed so that we can ensure that the proper officials at the FCC are notified. This item will be kept on the Agenda pending further developments.

d. FCC Rules now Require EPIRBs Sold in U.S. to Have Integral GNSS: There is no action required under this item which is simply a reminder that the FCC required all new EPIRBs sold in the U.S. from January 17, 2020 to have integral GNSS, existing EPIRBs were grandfathered indefinitely for most vessels. However, all mandatory vessels subject to 47 CFR subparts R, S, and W must carry EPIRBs with integral GNSS from January 17, 2023. It was also noted that IMO introduced new rules for EPIRBs on SOLAS vessels last year, that come into force on July 1, 2022 with additional requirements above those currently required on U.S. vessels. This Agenda item will be continued until completed.

e. Waiver Needed to Allow Iridium to Meet GMDSS Sea Area A4 Requirements: This item was placed on the Agenda to enable ships operating in current Sea Area A4 to utilize the Iridium option until the IMO regulations revising the Sea Areas takes place in 2024. There was extended discussion and it was determined that waivers were already in place within FCC rules to allow U.S. GMDSS ships travelling in Arctic regions use of Iridium at this time without further action. Nevertheless a SOLAS equivalency may need to be filed with the IMO. This Agenda item will be discontinued.

f. Small Passenger Vessel Inspection Checklist Needs Updating to include Iridium: The Task Force prepared Checklist has already been updated. Ghassan asked if a copy could be provided and it was done before the meeting ended so that this item can be completed. This Agenda item will be included until completed. (Note: This checklist has been updated on the FCC's Wireless Bureaus website. Updating the Enforcement Bureaus website pends.)

8. Reports and Issues, Recreational Vessel Group: George Hallenbeck reported with the following highlights:

a. Revised GMDSS Information Bulletins for Recreational Vessels: There are two Bulletins dealing with recreational vessels, one dealing with GMDSS as a whole and the other addressing R/Vs using VHF only. It is planned to update the Bulletin dealing with GMDSS as a whole and discontinue the one for VHF only. The updated version was not available at the time of the meeting so it will be circulated for comment and the final version will be placed on the web site along with the others that were approved for posting earlier. This Agenda item will be continued until completed.

b. Modify Voluntary Inspection Check List to Invite Discussion on MMSI

Registration and Connection of GPS. Because the failure to properly register for an MMSI number is greatest among recreational vessels, the Task Force is working with the Coast Guard Office of Boating Safety to hopefully modify the latter's check list for voluntary inspections. The intent is not to collect more data but to open a dialog between the inspector and boat operators on the importance of registering for an MMSI number and the need to connect GPS receivers to VHF radios. The reluctance of Boating Safety to modify their checklist and the possibility that other issues (such as LED lighting interference) may also need to be highlighted suggests that a separate check list for voluntary inspectors may be an alternative solution. This Agenda item will be carried over until resolved.

c. Some Foreign Flag Commercial Vessels have registered for MMSIs from the USPS Number Block: This violation was apparently done by foreign agents seeking to obtain MMSI identity at no cost and is still under investigation. This item will be continued on the Agenda until resolved.

d. Remarks by the Chief of the Office of Boating Safety: Verne Gifford made an extensive report on the recently published Boating Safety Statistics from the year 2020 with the following highlights:

1). Total accidents were 26% higher attributed to the pandemic and generally increased boating activity. This was accompanied by a noticeable increase in boat ownership.

2). Total accidents 5265 of which sinking 122%, water skiing 64%, Out of vessel 63%, struck by another vessel 59%

3). Deaths of 767 were also higher with 321 occurring in the summer months. There were 86 drownings of which 75 were not wearing a lifejacket and 15-23% were alcohol related.

4). By the numbers 2018 (year of last survey): 25.2M registered boats, 14.5M households own boats, 11.8M registered, 13.4M unregistered, 221K carry EPIRBs, 130K carry PLBs, 15K total SAR cases of which 714 alerted by beacon, 647K operated 3nm offshore.

Verne was asked about the Task Force's 2006 proposal for beacons or equivalents on R/V that go 3 nm offshore, and on the supporting recommendation of the Coast Guard's National Boating Safety Advisory Council in 2012. New Regulatory requirements were seldom approved during the prior administration but the proposal has not been denied. Verne offered an opinion that it would be difficult to develop meaningful statistics to support such a new carriage requirement despite 2018 data showing that half of R/V going offshore already carry qualifying beacons.

9. Report and Issues of the Commercial Vessel Task Group. The Agenda items for the Commercial Vessel Task Group were presentations on topics of interest as follows:

a. The Coast Guard Outlook on Cyber Security: CDR Michael Chien reported on the 2021 update to the 2015 Outlook on Cyber Security with the following highlights:

- 1). The 2021 Strategic Outlook focuses on three lines of effort as follows:
 - Defend and operate the Enterprise Mission Platform
 - Protect the Marine Transportation System
 - Operate in and through Cyberspace
- 2). The Coast Guard's Guiding Principles in protecting the MTS include:
 - Approaching Cyber space as a Coast Guard operational domain
 - The USCG will apply the same proven risk management framework to MTS
 - USCG will hold accountable those who use cyberspace to undermine the MTS
 - USCG needs robust cyber capability to meet strategic objectives
- 3). The Marine Transportation System (MTS) includes:
 - 25,000 miles of coastal and inland river waterways and 361 ports
 - 90% of the nations imports and exports are carried by ships
 - The annual value of goods handled by the MTS is \$5.4T about 25% of the GNP
- 4). There were over 500 major attacks in 2020. The main changes in the cyber threat environment since 2015 include:
 - A hacking attempt every 39 seconds
 - Data breaches cost \$3.86M in 2020
 - The average time required to identify a data breach is 207 days
 - Data breaches exposed 36B personal records in 2020
 - It is estimated that cyber crime will cost \$10.5T annually by 2025
- 5). The new Cyber Strategic Outlook can be found at: www.uscg.mil/cyber

b. Update on Iridium Implementation of GMDSS Services: Kyle Hurst reported with the following highlights:

1). Market Rollout in Merchant sector is going well with a number of merchant fleet uptakes. Customers show special interest in using Iridium for SSAS and are showing interest in Iridium plans to integrate ECDIS data with a plotter. Market Rollout in the Fishing Sector has been especially strong in northern latitudes where Iridium will be used to participate in VMS systems. Market Rollout in the Leisure Sector has also been strong with customers showing special interest in the 'free safety' bundle. The LT-3100S SES has been well received in all sectors. The U.S. and several other countries have made regulatory arrangements to authorize Iridium to provide GMDSS service for SOLAS ships in Sea Area 4 in advance of the IMO's projected date of 2024.

2). Maritime Safety Information (MSI) is an important part of the Iridium GMDSS service with SafetyCast fully operational and global in coverage. There are still a few MSI providers who have not yet started sending content to Iridium despite IMO having made it clear that this is a requirement. Iridium is broadcasting to 17 Navareas and 18 Metareas while

the registration process is very slow. IHO has registered 12 Navareas and 16 Metareas and IMO has registered 9 Navareas and 8 Metareas.

3). New developments include planning to connect with about 11 new RCCs in various countries. Iridium has licensed a number of new resellers worldwide including Mackay and Network Innovations in the U.S. Iridium also has new training videos under development.

c. Update on Inmarsat Services Including Orchestra and Elera: Peter Broadhurst reported with the following highlights:

1). Inmarsat has an extensive satellite constellation with new launches planned to support existing customers for years into the future and new satellites to support planned new service offerings. Some of the new global express satellites planned for 2022 will be in a highly elliptical orbit to service the Arctic and Antarctic areas that are not covered by the present constellation. The primary GMDSS service is provided through about 140K Inmarsat-C and Mini-C terminals that also receive MSI broadcasts and support VMS, LRIT and SSAS and will be supported for at least 10 years. Planned new service offerings include Orchestra and Elera that are described below.

2). Orchestra is a system which aims to provide the highest capacity at the highest average speed, with the lowest average latency and deployed to eliminate congested hot spots. With data volumes doubling every 6 months the demand is very high. Elera is a more advanced concept under development with a goal of providing data at 10 kilobits per second on very small terminals. The launch is planned for 2023 and Elera is described as a secure, narrowband global mobility springboard for innovation. These systems depend on the existing L-Band and Ka Band satellites augmented by LEO satellites to provide high capacity over high demand areas. Further augmentation will be terrestrial 5G service supported by dynamic wireless mesh networking.

3). Inmarsat analyzed 3 years of alerts, 2018-2020, and published a report entitled The Future of Maritime Safety that identified some trends in safety communications. The largest originators of distress alerts were tankers and fishing vessels and an increase in false alerts. These were attributed partially to the covid-19 effect that included less maintenance, crew exhaustion and delays in certifications and extensions. The report suggests that safety could be enhanced if Inmarsat alerted authorities if a tracked ship suddenly stopped or developed a heavy list. Such proactive measures will need to be used with autonomous vessels in the future.

d. New Issue: Can the Task Force Assist in Getting More Ships to Report Environmental Observations: This is a modest program at present but has the potential to greatly assist high seas weather forecasting in the future. The Task Force should consider ways it might assist this program such as encouraging participating AMVER vessels to join the program. John Barry noted that NMEA and others were also seeking increased oceanographic data collection and that this item should be broadened to include both. We should also look at the feasibility of broadcasting such data on AIS for collection by satellite. This issue is also a work item for MSC 103. This Agenda item will be carried forward.

10. Reports and Issues of the Service Agents and Manufacturers Group: The Agenda items planned for the Service Agents and Manufacturers Group are summarized in the following sub-paragraphs:

a. Importance of meeting Regulatory and Safety standards: This item was placed on the Agenda to call attention to an excellent article by this title written by Group leader John Barry that appeared in a recent issue of the NMEA's Marine Electronics Journal.

b. Need to expand carriage requirements so that trainees can be trained on all equipment appropriate for Sea Areas A1, A2, A3 and A4. The Task Force may develop a Petition recommending special equipment requirements for Schools and Training Vessels to enable students to train on all equipment they may find on ships operating in all Sea Areas. This item has become very timely with the addition of Iridium as a GMDSS service provider. This Agenda item will be carried forward.

c. Testing during inspections should verify that DSC Radios transmit Position: Inspections have revealed that not all radios transmit the position information automatically. This is a requirement for Class A radios but was prohibited by Rec. ITU-R M. 493-14 in class D, E, and H (handheld) radios. ITU-R M 493-15 reinstated position report request capability in all Class D, E and H (handheld) VHF DSC radios. ETSI Standard EN 300 338-4 applies to Class E radios. This Agenda item will be dropped.

d. ITS Report on compatibility of solid state and magnetron radars: Joe Hersey reported that this study was requested by the Coast Guard some time ago and the final report has just been received. The study found only limited interference with the different types installed on the same ship as long as the installation used proper vertical separation. The ITS study was conducted by simulation and Joe felt that some further analysis would be useful but there is currently no funding available for further study. This Agenda item will be dropped pending further developments.

e. New Reports that radar performance may be degraded by offshore wind farms: The degraded performance referred to is that shipboard radars may find it more difficult to detect small craft within the wind farm. There was speculation that degraded performance would be more likely on older radars and that solid state radars should be less affected. This Agenda item will be discontinued pending further developments.

11. Reports and Issues of the Training Task Group. Kurt Anderson reported with the following highlights:

a. GMDSS Question Pool Revisions: The Training Group has noted the entry of Iridium as a GMDSS provider and will make necessary adjustments to the Question Pools in the next revision. This item will be retained on the Agenda.

b. Effective Date for Training Schools to Use the New Question Pool: At the last meeting it was agreed that the date to start using the new question pool should be 31 January 2021. The necessary releases to implement this date did not happen for various reasons. Final

approval of the new Question Pool was on 6 October 2021 with schools authorized to use either the new pool or the old pool for six months. After 6 April 2022 all schools should use only the new question pool.

12. Review Summary Record of 13 May 2021 and Continuing Work List. The summary record of that meeting is posted on the Task Force website and only minor corrections have been made. The Continuing Work Program is appended to each agenda and updated as needed.

13. Next Meetings of the GMDSS Task Force: It is hoped that the current pandemic that motivated the virtual meeting on 30 September will have subsided by the end of the year sufficiently to enable a return to live meetings. The Task Force agreed to a live meeting on Thursday, 13 January 2022 at the RTCA/RTCM Headquarters in Washington, DC. The RTCM has also decided to hold a hopefully live meeting in Washington DC 17-19 May 2022. The Task Force plans to be a part of that meeting as well.

GMDSS TASK FORCE CONTINUING WORK LIST

30 September 2021

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 programs that broadcast MSI for GMDSS Standards conformance (TF)
5. Review GMDSS Internet Web Sites and update Task Force portion of NAVCEN site (TF)
6. Support SOLAS Working Group planning for IMO NCSR and Joint Experts meetings (TF)
7. Advocate replacement or update of current Great Lakes Agreement with an MOU or equivalent document. (TF)
8. Advocate voluntary carriage of VHF and EPIRB/PLBs by all vessels offshore (TF)
9. Monitor FCC policy and practice on MMSI assignments (TF)
10. Monitor non-GMDSS systems: AIS, LRIT, SSAS, VDES, VMS, & E-Navigation (TF)
11. Recommend means to improve Distress Alerts by Cell Phone & Internet (TF)
12. Advocate mandatory Distress Beacons on R/V more than 3 miles offshore (TF)
13. Advocate use of the Alaska AIS Monitor Network for VHF Distress Guard (TF)
14. Monitor Developments in Cybersecurity and educate membership (TF)
15. Review GMDSS concepts and make modernization recommendations (MOD)
16. Monitor automatic response from USCG HF Commstas to test calls for validation of HF-DSC performance (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 & Navigation Outfit for Small Passenger Vessels (CV)
20. Advocate better FCC & USCG management of annual GMDSS inspections (CV)
21. Maintain Inspection Guidelines and Check Lists for selected vessel types (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. Encourage Mfgs. to upgrade readability of GMDSS items in equipment manuals (SA)
26. Recommend proper interconnection of GPS receivers with DSC Radios (SA)
27. Coordinate with USCG-NMC and FCC on training uniformity (TR)

28. Maintain GMDSS Question Pools for FCC and Coast Guard Examinations (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) GMDSS Modernization Task Group

Please refer questions and proposals to Captain Jack Fuechsel at 703-963-3747 or gmdsstf@gmail.com. If you have an Internet server with spam filters, please authorize receipt of messages from gmdsstf@gmail.com

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