

Future cessation of Inmarsat Fleet F77 service

Submitted by IHB

SUMMARY

Executive Summary: This document provides details of the Inmarsat services, which are relevant to WWNWS-SC

Action to be taken: Paragraph 2.

Related documents: NCSR 3/19/1 dated 24 December 2015

1. See attached document.
2. The Sub-Committee is invited to note the information provided and take action as appropriate.

SUB-COMMITTEE ON NAVIGATION,
COMMUNICATIONS AND SEARCH AND
RESCUE
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**ANALYSIS OF INFORMATION ON DEVELOPMENTS IN
INMARSAT AND COSPAS-SARSAT**

Future cessation of Inmarsat Fleet F77 service

Submitted by the International Mobile Satellite Organization (IMSO)

SUMMARY

Executive summary: This document provides information concerning Inmarsat's intention to close the Inmarsat F77 service by 1 December 2020

Strategic direction: 5.2

High-level action: 5.2.5

Planned output: 5.2.5.4

Action to be taken: Paragraph 13

Related documents: Resolutions A.808(19), A.888(21), A.1001(25) and MSC.130(75); MSC/Circ.1171 and MSC/Circ.1076; COMSAR 6/22; COMSAR 14/INF.6 and NCSR 1/18/1

Introduction

1 Inmarsat Global Limited's (Inmarsat) public service obligations in respect to the provision of mobile satellite communication systems in the GMDSS are established in articles 3(1) and 5 of the Convention on the International Mobile Satellite Organization and they have been overseen in accordance with the Public Services Agreement (PSA) signed between IMSO and Inmarsat in 1999, as required by resolution A.1001(25) on *Criteria for the Provision of Mobile Satellite Communication Systems in the Global Maritime Distress and Safety System (GMDSS)*.

2 The PSA sets out the provisions and arrangements agreed between IMSO and Inmarsat, enabling IMSO to conduct the oversight of the recognized services provided by Inmarsat in the interest of the international maritime community.

3 In accordance with paragraph 2.1.7 of the PSA, Inmarsat consults, through IMSO, with the IMO in respect of any proposed changes by Inmarsat in the specification of standards, services and systems that relate to the provision of recognized services by Inmarsat under the GMDSS.

4 Inmarsat has now formally informed IMSO of its intention to close, with effect from 1 December 2020, the Inmarsat F77 service, which supports Inmarsat Fleet F77 ship earth stations.

Background

5 COMSAR 6 has considered the issue of the use of Inmarsat F77 terminal equipment on ships as part of the GMDSS installation and agreed that equipment met the relevant requirements of resolution A.808(19) on *Performance standards for ship earth stations capable of two-way communications*, and invited the Committee to adopt an MSC resolution on Performance standards for Inmarsat ship earth stations capable of two-way communications (COMSAR 6/22).

6 Further to this, the Committee adopted resolution MSC.130(75) on *Performance standards for Inmarsat ship earth stations capable of two-way communications*, containing performance standards for Inmarsat Fleet F77 ship earth stations meeting the relevant requirements of resolution A.888(21) on *Criteria for the provision of mobile-satellite communication systems in the Global Maritime Distress and Safety System (GMDSS)*, which was later on revoked by resolution A.1001(25). Inmarsat F77 service provides two-way distress voice communication service for the GMDSS. In addition to distress, it also supports urgency and safety priority communications in ship-to-shore and shore-to-ship directions.

7 The Sub-Committee will recall that Inmarsat, through IMSO, had previously consulted with the IMO and then closed Inmarsat-E (1.6 GHz band distress alerting service using satellite EPIRBs) and Inmarsat-A services in 2006 and 2007, respectively (MSC/Circ.1171 and MSC/Circ.1076 refer). Following that, Inmarsat, through IMSO, also provided five (5) years notice to IMO of its intention to cease the Inmarsat-B service at the end of 2016 (COMSAR 14/INF.6 and NCSR 1/18/1).

Proposed closure of Inmarsat F77 service

8 Inmarsat has informed IMSO that all manufacturers ceased production of new Inmarsat F77 terminals some time ago and no new terminals are now being fitted in ships. Inmarsat has also seen a reduction in Inmarsat F77 traffic and projects that use of the service is likely to cease completely before the proposed date of closure.

9 It is noted that Inmarsat F77 system is GMDSS-compliant but the SOLAS Convention does not require mandatory carriage of F77 terminal equipment. The core distress and safety communications required for GMDSS continue to be supported by the Inmarsat-C system. The voice service provided by Inmarsat F77 system is more than adequately covered by the more recent FleetBroadband system which provides voice distress and urgency priority services. However, FleetBroadband system is not yet GMDSS-compliant although Inmarsat has expressed its intention to seek approval by IMO for its use in the GMDSS.

10 Inmarsat FleetBroadband service operating on Inmarsat-4 satellite network is able to meet the requirements set out in resolution A.1001(25), apart from section 3.6.1 which requires restoration of services to their normal availability not more than one hour after a confirmed satellite failure. Inmarsat's planned next generation Inmarsat-6 satellite network is expected to be available before the cessation of Inmarsat F77 services and will support the necessary

contingency arrangements for the Inmarsat-4 satellite network. Inmarsat has not yet made any public announcement about the details of its Inmarsat-6 satellite network programme, but has committed to inform IMSO of any developments with respect to the next generation satellite network. A submission to NCSR 4 will be made to seek GMDSS approval of the FleetBroadband service and, particularly, the FleetBroadband 500 terminal equipment.

11 The proposed date for closure of Inmarsat F77 service should provide shipowners and others with ample time and opportunity to plan an orderly and cost-efficient migration to a replacement service.

12 IMSO will continue to work with Inmarsat to ensure that a sufficient programme of public information, similar to that undertaken for the closure of Inmarsat-B, is conducted in relation to the closure of the Inmarsat F77 service.

Action requested of the Sub-Committee

13 The Sub-Committee is invited to note the information provided, to the effect that Inmarsat Global Limited has given five years' notice of the intended withdrawal of Inmarsat F77 services, which will take effect on 1 December 2020.
