

MMSI Working Group Summary Record

Sponsored by USCG and RTCM's GMDSS Task Force

Time / Date: Wednesday, 6 August 2025, 1:30 PM to 3:30 PM EDT

Location: Virtual

*Meeting was recorded for notekeeping purposes
Meeting documents available from [MMSI Working Group Repository](#)*

1. Welcome, changes to and approval of the agenda

The chairman opened the session by reporting on a successful DSC-alerted distress case in the Chesapeake Bay in MD in 2016, in which 23 people were successfully rescued, 14 of whom were children (4th graders). In this case DSC played a vital part. See [WBALTV report](#).

2. [Summary record](#) and consequential actions from April 17th, 2025 MMSI Working Group meeting, Noting [Action items requiring long term action](#)

Long term action list, which has been updated, will be reviewed at the next meeting.

3. Action Items from last meeting (updated items in **red**)

Action Item	Description	Assigned to	Action
48, 52, 55, 69	Transferring MMSI registrations Outside transfers: -FCC restricts transfer from LBR licensees. -Boat US accepts transfers -USPS do not accept transfers. -Shine currently does not accept transfers but is discussing with BOAT US on how to do it. Confirmed that no registrants are recycling (reassigning canceled) MMSIs. Can a MISLE data call that could indicate where MMSI registration were transferred? How can transferred MMSIs be indicated in USCG NAVCEN MMSI allocation list? Discuss process user should follow in determining who holds their registry.		New agenda item including Action Item 70, at next meeting
59	Update on USPS assuming Sea Tow MMSI registrations. Waiting on USPS. Seatow/USPS duplications will need to separately identified: 3423 duplicates found in MISLE. USPS is taking in 26,742 SeaTow registrations	Gene Danko	Propose USPS: (1) send last available Seatow data directly to Kearneysville as interim solution; and (2) send separate Seatow and USPS data streams to Kearneysville as permanent solution.

	SeaTow MMSI registrants currently have no way to update their registrations, until USPS process becomes activated.		CGFIXIT ticket needed.
60, 61, 64, 65, 66	Document procedures for handling MMSI registrations for devices which have been stolen.		Posted . Closed.
62	Which provider MMSI data fields are viewable in MISLE ? Keep under review. USCG MISLE change requested entered to make all MMSI data fields required in the MOU viewable to the user. The request is being reviewed and likely added to the MISLE work backlog. Discussed fields with Shine offline. Look at field naming with other providers	Joe Hersey and others	Place in long term actions
63	Consider SC101 standard addressing DSC MMSI and Class B AIS static data reset, including data interfaces. RTCM Standard 10160.0 adopted 21 June, awaiting PGN approval. The "Radio MMSI and Class B AIS Static Data Access" PGN has been assigned the NMEA Network Message Data Base Parameter Group Number of 130055. This PGN will become available for both NMEA 2000 and OneNet.	Joe Hersey	PGN 130055 should be adopted late Oct/early Nov, at which time RTCM 10160.0 will be released. Continue.
68	Confirm how maritime radios used by autonomous craft are licensed? Can they be licensed by rule?	Katy Knox	Agenda 4. Close action item, but continue autonomous vessel process on agenda for the next meeting.
69	Indicate FCC willingness to participate in the development of autonomous vessel policy at an appropriate time.	Brian Moore	Completed. Close.
70	Clarify processes, terminology and definitions used in MMSI transfer process: <ol style="list-style-type: none"> 1. Administrative Change – update of information not changing vessel, owner, or license type (no transfer involved) 2. Agent Change – transfer of license-by-rule MMSI agent 3. Ownership Change – Transfer of vessel and/or radio to new owner (MMSI user) 4. Combined Change – Combined administration and ownership changes, including license type change to/from NTIA or FCC 5. Fleet Change – change in fleet ownership of multiple vessels 6. Inactive Vs Cancelled MMSI registration 	Joe Hersey, Ed Thiedeman, Gene Danko, Katie Knox, Mike Brown	Next meeting
71	Prepare advisory regarding suspension in updating existing Seatow MMSI registrations pending completion of transfer to USPS. (Note Seatow website is still accepting MMSI updates).	Gene Danko, with Joe Frohnhofer and Joe Hersey	Before next meeting
72	Propose terminology to be used by MMSI providers for indicating autonomous vessels in MMSI registration remarks field	Brian Moore, Ed Thiedeman, Ross and	Proposal included in agenda 4 below

		Johnny, FCC, and others	
73	Begin listing needed updates to MMSI MOA. Include MMSI providers decides to withdraw (Long Term AI 4), handling autonomous vessels.	Joe Hersey and FCC	Next meeting

4. [FCC Notice DA 25-652](#) Wireless Telecommunications Bureau provides guidance to operators of autonomous vessels in U.S. waters

The group discussed the FCC request that providers identify autonomous vessels (AVs) in their databases and supply them to the FCC. The providers noted they have no way to identify AVs, unless the applicant volunteers that information in the remarks or naming field. FCC indicated they are discussing means for identifying AVs in their own ULS database, but do not yet have a firm solution. Jorge noted that autonomy is a mode of operation; an AV designation should not included as a vessel classification.

The chairman noted that 46 USC 12301, by stating “An undocumented vessels equipped with propulsion machinery of any kind ..(to) have a number issued by the proper issuing authority in the State in which the vessel principally is operating”, effectively requires AVs also have a registration number required to be recorded in its MMSI registration. Obtaining a vessel registration number should be straightforward, provided the vessl has a hull identification number (HIN). Obtaining a HIN for an AV is not necessarily straightforward. Nevertheless, the requirement for vessl registration remains.

It was proposed that applicants indicate whether the vessel is autonomous by so indicating that in the MMSI remarks field. A consensus from this meeting was that there are at least two categories of autonomy: a remotely operated vessel and an autonomous vessel.

Lee Luft noted the following:

The IMO has determined four degrees of Maritime Autonomous Surface Ships (MASS) (See [MSC.1-Circ.1638](#)):

- *Degree one: Ship with automated processes and decision support. Seafarers are on board to operate and control shipboard systems and functions. Some operations may be automated and, at times, unsupervised, but with seafarers on board ready to take control.*
- *Degree two: Remotely controlled ship with seafarers on board. The ship is controlled and operated from another location, but seafarers are on board.*
- *Degree three: Remotely controlled ship without seafarers on board. The ship is controlled and operated from another location. There are no seafarers on board.*
- *Degree four: Fully autonomous ship. The operating system of the ship is able to make decisions and determine actions by itself.*

Further IMO information on MASS can be found here: [Autonomous shipping \(imo.org\)](#)

For our purposes for now, we could ignore IMO Degree one (ship with automated processes and decision support) and ignore whether there are persons on board. We could consequently use IMO’s terminology for Degrees two/three (Remotely controlled ship) and Degree four (Fully autonomous ship). If the US includes an ITU-R M.1371 MSG 1 proposal to WP5B, these words should be aligned with that proposal. See Action Item 72.

5. Federal/NTIA MMSI issues

- VHF handheld MMSIs

It was agreed NTIA needed an MMSI block for VHF handhelds, which was later provided by FCC (Katie).

- Other types of MMSIs (e.g. AtoN, coast station, SAR aircraft, daughter craft)

NTIA indicated they had no need for these categories of MMSIs at this time.

- Vessel (and radio) decommissioning

NTIA indicated that an update in decommissioning procedures covering MMSIs was completed.

- NTIA Manual update

MMSI procedures are currently documented in Section 6.6 (end of Chapter 6) of [the NTIA Manual](#).

6. Notification when MMSI weekly submissions to USCG not being received?

Providers are supposed to be notified by USCG Kearneysville if updated registrations are not being received. Cannot yet confirm whether that is happening.

7. MMSI duplicate registrations

- MISLE duplicate MMSIs by entity [spreadsheet](#)

Will close this topic out for now.

8. Education and reaching out

- Proceedings magazine

A draft article addressing MMSIs is being prepared for a future edition of USCG Proceedings magazine.

9. Any other matters

None

10. Action Items for next meeting

New action item numbers are indicated in red in Section 3 above.

11. Scheduling next meeting

1:30 PM EST Wednesday 17 December

Working Group Attendees

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NAVCEN MMSI website