

## MMSI Working Group Summary Record

Sponsored by USCG and RTCM's GMDSS Task Force  
Meeting documents available from [GMDSS Task Force Repository](#)

Time / Date: Monday November 14<sup>th</sup> at 1:00 PM EST, 10:00 PST

### 1. Changes to and approval of the agenda

No changes were made.

### 2. Is it illegal to set up a radio or AIS with a made-up MMSI? Is it enforced?

FCC Enforcement Advisory No. 2016-04 *MARINE RADIO - Enforcement Bureau Reminds Mariners of Marine Radio Rules Protecting Public Safety* which notes that “Use of inaccurate MMSIs is a violation of FCC rules” was discussed, although it was also noted that a fine would only be levied if the violation were intentional. Recognizing that it would be unlikely for recreational boaters to see FCC Public Notices, the Coast Guard was asked if it were possible to issue similar information as a boating safety notice.

Ed Thiedeman confirmed that the 2022 USCG SAR Addendum had been updated to require USCG Rescue 21 reply to DSC distress alerts transmitted without position information or registered MMSI, with a DSC acknowledgment. This action would let the sender know the alert had been received, and would also terminate alarms on radios receiving the alert, even though the USCG cannot respond to such alerts

### 3. Resetting MMSIs on DSC and AIS radio

Current ITU M.493 and IEC 62238 standards requirements regarding MMSI reset, including recent and planned changes were discussed. These standards are mandated by FCC in Part 80. RTCM SC101 draft changes to the requirements in IEC 62238 were also reviewed. Furuno's implementation of these requirements were praised and supported, although Furuno's Class D market share is limited. Standard Horizon's use of a one-time password allowing own-ship MMSI to be reset was also praised. It was suggested that more manufacturers might adopt such means once users realize that use of improper MMSIs is illegal.

### 4. Process for cancelling or transferring MMSI registration when radios or boats are sold

- FCC [Process exists](#) for cancelling or transferring MMSI registration (license), but can only transfer to or from another FCC licensed user

- **BOAT US**  
Process exists for cancelling or transferring MMSI registration presumably from any other US registrant, BOAT US or any [non-BOAT US provider including FCC](#). This process needs to be confirmed.
- **US Power Squadrons**  
Process exists for cancelling or transferring MMSI registration (license), but can only transfer to or from another USPS registrant
- **Shine Micro**  
Process exists for cancelling or transferring MMSI registration, but can only transfer to or from another registrant.

Recognizing that the process for transferring MMSI registration was difficult, the working group recommended that provisions be found to include MMSI transfer within boat bill of sale by broker.

**5. Revising USCG [NAVCEN MMSI webpage](#): what needs to be included, what can be dropped.**

The need for updating the USCG NAVCEN MMSI page was discussed, to in particular include a) new VHF handheld policy, b) MMSI transfer process, and 3) organize into separate sections pages to address recreational vessels, commercial vessels, government vessels etc. The working group was asked to email suggested comments and changes to [joe@joecel.com](mailto:joe@joecel.com). The FCC similarly asked for comments on their [new MMSI pages](#) to [katie.knox@fcc.gov](mailto:katie.knox@fcc.gov).

**6. Questions concerning the new VHF Handheld MMSIs**

FCC noted the recently released Public Notice DA 22-1065 announcing availability of VHF handheld MMSIs. No license by rule provider yet offers handheld MMSIs, although Shine Micro plans to provide them at a future date. US Power Squadrons noted they plan to seek grant funding to enable offering handheld MMSIs.

**7. How other types of MMSIs are handled or should be handled: daughter craft, AIS AtoNs, SAR aircraft**

**Daughter craft:** provisions for daughter craft (eg launches) MMSI may be necessary and will be continued on the agenda to the next meeting. In the interim, it may be possible to assign MMSIs separately issued by license-by-rule providers, even though the parent craft is FCC licensed.

**AIS AtoNs:** Issued by USCG as part of private AtoN approval.

**SAR Aircraft:** Currently used only by USCG, CG Auxiliary.

**8. What to do when an MMSI provider decides to withdraw**

Will be addressed by FCC and USCG during internal discussions for possible follow-on MOU

**9. Conclusions and action items**

Action Item Number	Action Item	Assigned to
1	Boating Safety Advisory on MMSIs similar to FCC 2016 Enforcement Advisory	USCG
2	Possibility of transferring FCC issued MMSI to user registered by a licensed-by-rule provider	FCC
3	Confirm BOAT US MMSI point of contact	USCG
4	Consider provisions for including MMSI transfer in boat Bill of Sale by brokers.	FCC
5	Comments on USCG NAVCEN MMSI webpage to Joe Hersey	Everyone
6	Comments on FCC MMSI webpage to Katie Knox	Everyone
7	Consider need implementing for daughter craft MMSI registration	Everyone
8	What to do when an MMSI provider decides to withdraw	FCC/USCG


**10. Should there be a follow-on meeting in 2023?**

Will schedule follow-on meeting in mid-February, avoiding Miami Boat Show 15-19 February.
















Meeting ended at 3:30 PM EST

### Attendees

**People** ×

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▼ Currently in this meeting (18)

- JH** Joe Hersey (Guest)
- SM** **Shine Micro** 
- GD** Gene Danko (Guest)  
- ET** Edwin Thiedeman (USCG)... 
- EW** Ed Wendlandt 
- G** ghassan (Guest)
- JF** Jack Fuechsel (Guest) 
- JF** Joe Frohnhoefer (Guest) 
- JB** John Barry (Guest) 
- JL** Johnny Lindstrom (Guest)
- JA** jorge arroyo 
- JS** Joshua Smith 
- KK** Katie Knox (FCC) (Guest) 
- KA** Kurt Anderson 
- MD** Mindy DeJesus (Guest) 
- RN** Ray Novak (Guest) 
- RL** Russ Levin (Guest) 
- TD** thomas derenge (Guest) 