MARSHALL ISLANDS

1. REGULATIONS

- ELT: Emergency Locator Transmitter
- EPIRB: Emergency Position Indicating Radio-Beacon,
- LADR: Location of an Aircraft in Distress Repository,
- MMSI: Maritime Mobile Service Identity,
- PLB: Personal Locator Beacon,
- RLS: Return Link Service,
- S/N: Serial Number of the device,
- TAC : Cospas-Sarsat Type-Approval Certificate number.

1.1 General

Maritime Notice of the Republic of The Marshall Islands **No. 4-033-5 Rev. 12/22** contains the frequency and unique identification code assigned to satellite Emergency Position-Indicating Radio Beacons (EPIRBs) for vessels, and Emergency Personal Radio Devices (EPRDs), such as Personal Locator Beacons (PLBs), designed for individuals in distress.

This Notice supersedes Rev. 12/14. It has been updated to include PLBs and a national requirement that EPIRBS and EPRDs are properly disposed of to avoid false alerts.

EPIRB and EPRDs, including PLBs, that have a direct link to an RMI-flagged ship must be registered with the Administrator.

The RMI's Maritime Identification Digits (MID) are 538, which must precede a vessels' MMSI or unique radio call sign in all EPIRB related messages.

1.2 EPIRBs and EPRDs

Ship owners or operators must ensure that the satellite EPIRB and EPRD suppliers have appropriately programmed the units onboard RMI-flagged vessels as follows:

1. EPIRBs' 15-digit Hex-ID must be programmed to decode to either the MMSI number or call-sign on the COSPAS-SARSAT website; and
2. PLBs that are permanently part of a vessel's inventory must be programmed to decode with the vessel's MMSI on the COSPAS-SARSAT website.

When a vessel's EPIRBs or EPRDs, including permanent inventory PLBs, are relocated:

1. from one RMI-flagged vessel to another RMI-flagged vessel, the Administrator must be notified of the relocation at radio@register-iri.com;
2. from any RMI-flagged vessel to a foreign-flagged vessel, they must be reprogrammed; and
3. to be taken out of service or for vessel scrapping, they must be properly disposed of, see §4.0 below.

If a vessel changes its flag, the shipowner must inform the Administrator by contacting radio@register-iri.com to ensure that the ship station database of the Maritime Mobile Access and Retrieval System is appropriately updated.

1.3 PLBs

See section EPIRBs and EPRDs for PLBs that are permanently part of the vessel's inventory.

1.3.1 National Beacon Regulations for Serial-Coded PLBs

Administration	For Terrestrial Applications	In Maritime Environment	On Aircraft	Comments
	Country Recognises PLB Activations	Country Recognises PLB Activations	Country Recognises PLB Activations	
Marshall Islands	Y	Y	Y	Nil.

Similar information is available in the new table on the Cospas-Sarsat website (www.cospas-sarsat.int) with the status indication in colors (**Y** = green, allows / **N** = red, not allowed / **R**estrictions = amber (see comments) and with the note that the national beacon regulations can be found on the Cospas-Sarsat website in document C/S S.007).

2. BEACONS CODING METHODS

2.1 EPIRB Coding Methods

The RMI Maritime Administrator (the "Administrator") has decided to use the trailing 6 digits of the ship station identity, or a radio call sign incorporating the vessel's MMSI or unique radio call sign. This would be preceded by the Maritime Identification Digit Code 538.

Example One: Vessel Official Number 90123 – MMSI = 538090123,

Example Two: Vessel Official Number 1234 – MMSI = 538001234.

Country Code(s)	USER PROTOCOLS				LOCATION PROTOCOLS								
	Maritime User		Serial User	Radio Call Sign	User Location			Standard Location		National Location	RLS (Return Link Service)		
	MMSI	Radio Call Sign	TAC & S/N	Radio Call Sign	MMSI	TAC & S/N	Radio Call Sign	MMSI	TAC & S/N	Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS MMSI
538	Y	Y	N	Y	Y	N	Y	Y	N	N	N	N	Y

WARNING: Note for maritime protocols that use the Maritime Mobile Service Identity (MMSI) as the vessel identifier: As a result of recent developments, the International Cospas-Sarsat Programme has become aware of maritime Emergency Position-Indicating Radio Beacons (EPIRBs) being coded pursuant to Recommendation ITU-R M.585 using as the beacon "country code" the form "98M", where "M" is the first digit of an MID (Maritime Identification Digits) assigned to an Administration, or using the form "974". No 406-MHz EPIRB should be coded in these ways. A distress message from a beacon so coded will be processed on receipt by Cospas-Sarsat as "invalid" and either discarded or subjected to exception handling. The "country code" of all 406-MHz beacons must be a valid MID assigned by the International Telecommunication Union (ITU) to an Administration, in the numerical range from 200 to 780. No exceptions.

2.2 ELT Coding Methods

Country Code(s)	USER PROTOCOLS				LOCATION PROTOCOLS									
	Serial User			Aviation User	User Location				Standard Location			National Location	RLS (Return Link Service)	
	TAC & S/N	Aircraft Operator Designator and S/Nr	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and S/N	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and S/N	Aircraft 24-bit Address	S/N Assigned by Competent Administra-tion	National RLS Number	TAC & S/N
538	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*

Country Code(s)	LOCATION PROTOCOLS		
	ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
538	*[Y/N]*	*[Y/N]*	*[Y/N]*

Notes: (1) This protocol does not provide an 'Aircraft Identification' as required by ICAO for populating the LADR.

(2) This protocol provides an 'Aircraft Identification', and an 'Aircraft Operator Identity' only when the Aircraft Operator Designator (3LD) is included in the rotating PDF-2 field, as required by ICAO for populating the LADR

2.3 PLB Coding Methods

Country Code(s)	USER PROTOCOLS	LOCATION PROTOCOLS					
	Serial User	User Location	Standard Location	National Location	RLS (Return Link Service)		
	TAC & S/N	TAC & S/N		S/N Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS MMSI
538	Y[1]	N	Y[1]	N	N	N	Y

PLBs <u>that are not permanently</u> part of a vessel inventory must be programmed to decode as a PLB using the Serial User protocol or the Standard Location protocol, as appropriate.

PLBs <u>that are permanently</u> part of a vessel's inventory must be programmed to decode with the vessel's MMSI on the COSPAS-SARSAT website. Therefore:

1. If the PLB is not RLS-enable, the device should be programmed to decode as an EPIRB (see section 2.1 above for EPIRB coding methods).
2. If the PLB is RLS-enable, the device should be programmed to decode as a PLB, using the RLS-MMSI protocol (see Table above for PLB coding methods).

2.4 Return Link Service (RLS) Protocols

The Cospas-Sarsat Council declared effective 26 March 2021 the Return Link Service (RLS) at Full Operational Capability (FOC) within Cospas-Sarsat.

In March 2022, the Cospas-Sarsat Council decided to approve the operational use of RLS FGBs coded with MMSI.

More information on RLS-enable beacons is available at https://cospas-sarsat.int/en/beacon-ownership/rls-enabled-beacon-purchase.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Not available.

4. BEACON TESTING REGULATION

4.1 EPIRBs

To ensure that the EPIRBs are transmitting the correct identification number on the correct frequency, an annual test must be conducted by a qualified technician, in accordance with SOLAS Chapter IV/15.9.1.

The corresponding test certificate that authenticates the test results must be attached to the EPIRB.

Refer to IMO Circular MSC.1/Circ.1040/Rev.2 for guidance on the annual tests.

4.2 ELTs

Not available

4.3 PLBs

PLBs should be tested according to the beacon user manual and the Cospas-Sarsat guidance.

5. BEACON DISPOSITION REGULATION

EPIRBs and EPRDs, including PLBs, must be properly disposed of to avoid false alerts and danger to the environment and human life. If there are manufacturer instructions for disposal, they should be followed. For information on the disposal of old beacons and batteries, use this link.

For registration or disposal questions, contact the Administrator: radio@register-iri.com.

6. POINT OF CONTACT FOR BEACON MATTERS (CODING, REGISTRATION AND TYPE APPROVAL)

The point of contact for beacon matters is:

- ELTs: Radio Division, International Registries Inc.
- EPIRBs: Radio Division, International Registries Inc.
- PLBs: Radio Division, International Registries Inc.

Updated point of contact details for administrations are available at:
https://www.cospas-sarsat.int/en/contacts-pro/contacts-details-all.

7. BEACON REGISTRATION

7.1 Regulation

EPIRB and EPRDs, including PLBs, that have a direct link to an RMI-flagged ship must be registered with the Administrator.

7.2 Forms

Not available.

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