

051: rescueME MOB1 – ECC Decision ECC/DEC/(22)02

Introduction

This document was written to help explain the changes in regulations for the use of rescueME MOB1 man overboard devices within European countries.

Chapter IV (Radiocommunications), Regulation 1, Clause 3 of the International Convention for the Safety of Life at Sea (SOLAS), 1974 as amended, states the following:

*3 No provision in this chapter shall prevent the use by any ship, survival craft or person in distress, **of any means at their disposal to attract attention, make known their position and obtain help.***

Since the Launch of the MOB1 product, regulations have been put in place to add rules regarding what and how the AIS channels can be used. The above statement in the SOLAS regulations is extremely clear. However, changes to the classification of Man Overboard devices have been modified over the years and within CEPT countries they are now designated Autonomous Maritime Radio Devices (AMRDs). The SOLAS regulations, initially prompted by the sinking of the Titanic and referenced above have been ratified by over 167 countries. SOLAS is generally regarded as the most important of all international treaties concerning the Safety of Life at Sea. Regulations restricting the use of some models of AMRDs have been introduced by the ECC and come into force in some countries within Europe on the 1st of January 2025.

ECC Decision ECC/DEC/(22)02 - What is it?

ECC Decision ECC/DEC/(22)02 is a regulation relating to operation of AMRDs in European CEPT member countries.

Otherwise known as the AIS Class-M regulation, it will affect regulations for the continuing use of the rescueME MOB1 in some European Countries :-

From January the 1st 2025, only Class-M Digital Selective Calling (DSC) MOB devices and Mobile AtoN (Aids to Navigation) will be allowed to use AIS Channels 1 & 2.

Impact on Existing and Potential MOB1 Customers

Although the rescueME MOB1 can produce a DSC transmission and operates on the AIS 1 & 2 channels it is not a Class-M device as it lacks a DSC receiver. The DSC receiver is used to stop the Class-M MOB devices from continuing to send DSC messages over the DSC Channel once a distress Signal has been acknowledged. Without a receiver a non-Class-M device will continue to transmit on DSC and AIS until it is turned off or the battery is exhausted. The ECC decision effectively puts the rescueME MOB1 into a non-compliant condition with the new regulation. However, Ocean Signal would like to draw attention to

existing owners of rescueME MOB1s to the SOLAS convention detailed in the introduction of this technical bulletin.

Where in Europe has the Decision Already Been Implemented?

As of the end of May 2024, the AIS Class-M regulation is in force in the following countries:

Denmark	Moldova
Ireland	Italy
Slovak Republic	Switzerland

The following countries are in the planning or under study stage:

Belgium	Montenegro
Germany	North Macedonia
Hungary	United Kingdom
Luxembourg	

Where in Europe will the Decision NOT be Implemented?

The following countries have chosen **not** to adopt the regulation:

Czech Republic
Latvia
Netherlands¹

The MOB1 can continue to be used in the countries that have not adopted the regulation after the 31st of December 2024.

The implementation status of all affected CEPT countries can be found at: [ECO Documentation \(cept.org\)](https://www.cept.org/eco-documentation)

Can I use my MOB1 Outside of Europe After the 31st of December 2024?

Countries outside of Europe including the USA, Canada, Australia and New Zealand, are **not** affected by the regulation. The MOB1 can continue to be used in those countries after the 31st of December 2024.

More information regarding the impact of AIS Class-M regulation can be found at:

[Understanding the Impact of AIS Class M Regulation on MOB1s - Ocean Signal](#)

¹ Netherlands RDI AMRD Grandfather Clause in place.