

**Commonwealth of Dominica****Office of the Maritime Administrator**

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, MOBILE OFFSHORE DRILLING UNITS (MODU'S) AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: Identification Numbers for 406 MHz Satellite EPIRBs**

**PURPOSE: This Circular establishes a unique identification code for satellite emergency position-indicating radio beacons to enable Rescue Coordination Centers (RCCs) responsible for Search and Rescue (SAR) operations to identify vessels in distress.**

**APPLICABILITY: This Circular applies to all vessels in the Dominica International registry, including MODU's, that are outfitted with EPIRBs.**

**REQUIREMENTS:**

**1.0** Following the guidance by COSPAS-SARSAT Council that:

"A unique beacon identification code, including the 3-digit Maritime Identification Digits (MID), followed by either:

- (a) the trailing 6 digits of the ship station identity, or
- (b) a unique serial number, or
- (c) a radio call sign

should be part of all messages";

if a serial number is used, there will be a need for international access to continuously update national databases to obtain relevant information. The same may apply to the use of trailing 6 digits of the station identity.

**2.0** Taking this into consideration, the Administration has elected to use alternative (c)

incorporating the vessel's unique radio call sign. The Maritime Identification Digit Code assigned to the Commonwealth of Dominica by the International Telecommunication Union, Geneva, would precede this. The use of the vessel's radio call sign makes identification readily available from ITU publications currently in use. It will be necessary to ensure that the supplier of satellite EPIRBs that are to be installed on board Dominica registered vessels uses this coding. The Dominica MID Code is 325.

### 3.0 Return Link Service (RLS) Compliance:

The Commonwealth of Dominica Maritime Administration accepts EPIRBs with Return Link Service (RLS) functionality. While RLS is not a mandatory requirement, it is a recognized and accepted feature that enhances safety by providing confirmation to the user that their distress signal has been received and processed via the Galileo satellite system. If enabled, RLS must function in accordance with Cospas-Sarsat and IMO MSC.471(101) performance standards.

### 4.0 Registration & Certification:

EPIRBs must be registered with the Administration to ensure SAR readiness.

Proper documentation, including EPIRB serial number, programming details, and vessel particulars, should be submitted for approval.

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