
Agenda Item 3: Administrative aspects for the implementation and operation of the REDDIG

3.1 Under this agenda item, the meeting considered the following matters:

- a) the Technical Committee to represent States in the evaluation of proposals and the REDDIG contract negotiation;
- b) the space segment;
- c) proposals for the future network management;
- d) initial period of operation of the REDDIG under project responsibility; and
- e) costs of the REDDIG implementation project.

3.2 Regarding this matter, it was noted that subjects under a) and b) above had already been discussed under agenda items 1 and 2, respectively. A summary of the discussions on the other items is given below.

Proposals for future network management

3.3 The meeting was presented with five working papers addressing the issue of REDDIG network management following the 6-month period in which it will be managed by the RLA/98/019 regional project. As a result of the analysis of the aforementioned papers, the following options were identified.

- Option 1. REDDIG managed through an ICAO regional technical cooperation project.
- Option 2. REDDIG managed through the services provided by one State.
- Option 3. REDDIG managed through a rotation mechanism among several States.
- Option 4. REDDIG managed by the contractor or by a services engineering company.

3.3.1 Before entering into a detailed analysis of the above options, the meeting was informed by the ICAORD that the REDDIG is the first of the regional institutional arrangements that will be established for the implementation of the CNS/ATM systems. Likewise, it was informed that in the Region it could be established in the future a multinational mechanism required to deal with the CNS/ATM systems, being the REDDIG an element of the same. It was noted that this multinational mechanism had been discussed for a long time ago at several formal and informal meetings like the RAAC/6, and within the GREPECAS mechanism (CNS/ATM/IC/SG) and that more precise directives on this matter had been provided during the CAR/SAM/3 RAN Meeting, which are now being examined by GREPECAS. The meeting, in considering this matter, noted that the implementation of the multinational mechanism could take a long time and, since the REDDIG needs to be managed following the RLA/98/019 project activities, the mechanism for its future management should be discussed as a matter of urgency.

3.3.2 In examining the above options, the meeting noted the complexity of the matter and recognized that it was not in the position to make a final decision on the subject, due to the lack of all required information. However, it agreed to prepare the work for a future discussion on this matter. In this regard, after a general review of the advantages and disadvantages of the four options cited above, there was consensus to only consider options 1 and 2 as the most convenient to the interest of the States.

Option 1: REDDIG managed through an ICAO regional technical cooperation project

3.3.3 The meeting noted that ICAO, as a United Nations specialized agency, can avoid the administrative costs (markup) of PTTs when leasing the space segment. Likewise, it was also noted that technical cooperation projects are suitable mechanisms for collecting charges from the States, for ongoing technological updating and for implementing new common global services according to the States interests, with the corresponding training of human resources. It was noted that this option could be implemented in two modalities:

- a) An extension of the current UNDP/ICAO regional technical project RLA/98/019, maintaining the network administration at the ICAO Regional Office in Lima with all operational resources equitably financed by participant States; and
- b) A new ICAO regional technical cooperation project implemented with the cost sharing contributions and cooperation of participant States, providing the project with local technical personnel, administrative support, office premises and other facilities required, thus reducing the operational budget as compared with alternative a).

Option 2: REDDIG managed through the services provided by one State

3.3.4 In examining this option, the meeting noted that the leasing of the space segment could be still made through ICAO for the benefit of States. However, difficulties were recognized for the collection of the corresponding States charges. There were States in favour of exploring this option, particularly Brazil, which indicated its willingness to be the REDDIG administrator, explaining the advantages in terms of NMS back-up support based on the existence of three nodes, which could reduce the REDDIG management operating cost. Likewise, Brazil indicated its interest on the first option and that it could be disposed to participate with one of its nodes for the NMS

3.4 The meeting agreed that, from the technical and operational points of view, the above options could be acceptable; however, they should be duly documented in order to determine cost/benefit aspects, which would provide additional information to initiate a process leading to a decision on the REDDIG management.

3.4.1 In discussing the fora where the mentioned documentation on the above options should be presented, the meeting considered that the REDDIG Coordination Group, to be established as agreed when discussing agenda item 1, would be the right place to present the documentation on Options 1 and 2. It was also agreed that, in order to discuss the documentation, ICAO should coordinate this matter and determine the right place and date for the convening of a REDDIG Coordination Committee meeting. In this regard, the meeting formulated the following conclusion:

Conclusion REDDIG 4.6 - Future examination of documentation on the REDDIG management

That ICAO develop, in coordination with the interested States, the documentation for the aforementioned Options 1 and 2 for the REDDIG management and define an appropriate place and date for convening a meeting of the REDDIG Coordination Committee to review the documentation in support of the above mentioned options.

Initial period of operation of the REDDIG under the responsibility of the project

3.5 In closing the discussion of this agenda item, the meeting considered aspects concerning the cutover and the six months of operation of the network under the RLA/98/019 project. In this regard, it was agreed that:

- a) the current network and the REDDIG should operate in parallel for at least 60 days, in order to guarantee the continuity of the service in case of contingency during the cutover;
- b) the REDDIG project should schedule additional training for State personnel; and
- c) States should provide skilled technical personnel at the node facilities, to handle the network cutover and to support its management and maintenance during the aforementioned six months.

Cost of the REDDIG implementation project

3.6 France submitted a working paper drawing the attention of the meeting to the variation of RLA/98/019 costs in time, and expressed its concern to know what could happen in the future if this trend persisted. In this respect, ICAO, explained that the amounts corresponding to the fifteen nodes currently being considered were referential, but conditions could arise for their future variation, such as:

- a) currently, an equal price is given for all nodes. However, since requirements vary in each case, nodes could have different costs which would oscillate around the current price, and a future budgetary revision would be required;
- b) as agreed under agenda item 1, the final number of nodes to be included in the bidding process that ICAO will initiate would be defined after the set date of 22 September 2000. To date, there was a certainty for thirteen nodes; and
- c) although there are specifications for a modern, open, highly reliable and efficient network, the hardware and software requirements of the network, based on the current technical specifications, are greater than those originally established. As a result, the bid assessment process might reveal that the budget available is not enough. The consequences of this matter shall be studied for the Project Coordination Group in order to decide the future course of the Project.

3.7 The meeting agreed that as result of the negotiation process that ICAO will carry out with the potential contractors, detailed information will be obtained on the system to be acquired for the REDDIG and, based on that, the system operation cost will be known. The information on the system operation costs will be submitted

to the States.