



**Documents of the World Administrative Radio Conference
to deal with matters relating to the maritime mobile service (WARC Mar)
(Geneva, 1967)**

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- The complete set of conference documents includes Document No. 1 - 385, DT No. 1 - 129.

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INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Corrigendum No. 1 to
Document No. 201-E
19 October 1967
Original: English/
French/
Spanish

PLENARY MEETING
COMMITTEE 6

Page 3 (Annex I) of Document No. 201 should be replaced by the
new page annexed hereto.

Annex : Page 3 (Rev.) of Document No. 201



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A N N E X I

(Revised)

Article 7

.....

MOD 445 (4) In Regions 2 and 3, carrier frequencies 2635 kc/s (assigned frequency 2636.4 kc/s) and 2638 kc/s (assigned frequency 2639.4 kc/s) are used as single sideband intership radiotelephony working frequencies in addition to the specific frequencies prescribed for common use in certain services. The carrier frequency of 2635 kc/s should be used with class A3A and A3J emissions only. The carrier frequency of 2638 kc/s may be used with class A3, A3H, A3A and A3J emissions. However, after [.....(date).....] class A3 and A3H emissions are no longer authorized. In Region 3 these frequencies are protected by a guardband between 2634 and 2642 kc/s.

.....

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 201-E
3 October 1967
Original : English/French

PLENARY MEETING
COMMITTEE 6

FIRST REPORT OF COMMITTEE 5

Article 23

Nos. 863 and 903

The examination of these provisions by Committee 5 was limited to the question of designation of the power, the final drafting of these provisions being of the competence of Committee 6.

~~The Committee has decided that :~~

1. The first sub-paragraph of No. 863 should read as follows :
 - "the peak envelope power of the transmitter does not exceed 200 Watts".
2. The two last lines of the second sub-paragraph of No. 863 should read as follows :
 - "the peak envelope power of the transmitter does not exceed 1 Kilowatt".
3. The part of sentence "the carrier power of the transmitter does not exceed 100 Watts" which appears in the present text of No. 903 should be replaced by :
 - "the peak envelope power of the transmitter does not exceed 400 Watts".



Article 7

No. 442 - Guard-band for the distress frequency 2182 kc/s

The Committee decided to modify as follows the provisions of No. 442 relating to the guard-band for frequency 2182 kc/s :

- "2173.5 - 2190.5 kc/s : Guard-band for the distress and calling frequency 2182 kc/s"

It was also decided that the two bands 2170 - 2173.5 kc/s and 2190.5-2194 kc/s would be reserved exclusively for the Maritime Mobile Service, but that the exact allocation of these bands would be decided later.

Nos. 443 and 444 -

The Committee agreed that the provisions contained in Nos. 443 and 444 should be kept in force during the period of transition, but that it should be decided later on in what form and in which part of the Final Acts of the Conference they would appear.

It was also agreed that the spacing between the frequencies assigned to stations using single-sideband would be decided later on.

No. 445

The Committee adopted the new text appearing in Annex I to this report.

Article 28

No. 983

The Committee agreed that the text of this number remains unaltered.

No. 984

The Committee adopted the new text appearing in Annex II to this report. The provisions of this number will be applicable during and after the transition period.

Chairman :

P. MORTENSEN

Annexes : 2

A N N E X I

Article 7

.....

MOD 445 (4) In Regions 2 and 3, carrier frequencies 2635 kc/s [assigned frequency 2636.4 kc/s] and 2638 kc/s [assigned frequency 2639.4 kc/s] are used as single sideband intership radio-telephony working frequencies in addition to the specific frequencies prescribed for common use in certain services. The carrier frequency 2635 kc/s [assigned frequency 2636.4 kc/s] may be used only with class A3A and A3J emissions. The carrier frequency 2638 kc/s may, in addition, be used with class A3 and A3H emissions. After the transition period, only class A3A or A3J emissions shall be used on both frequencies. In Region 3, these frequencies are protected by a guard-band between 2634 and 2642 kc/s.

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A N N E X II

Article 28

NOC Section IV - Ship Stations using radiotelephony

NOC - Bands between 1605 and 4000 kc/s

NOC 983

MOD 984 (a) - Send class A3 or A3H emissions with carrier frequency on 2182 kc/s, and receive class A3 and A3H emission with carrier frequency on 2182 kc/s.

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INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 202-E

4 October 1967

Original : English

PLENARY MEETING

FIRST REPORT OF COMMITTEE 6 (OPERATION)

Subjects : Conditions to be Observed by Mobile Stations
(Article 28, Section I, General Provisions)

Revision of Appendix 16 - Phonetic Alphabet and
Figure Code

Abrogation of Recommendations No. 27 and No. 30
Draft Resolution

Committee 6 (Operation) unanimously adopted the texts referring
to the above subjects which appear in the Annex attached hereto.

Konstantin ČOMIC
Chairman

Annex : 1



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A N N E X

Article 28, Section I

NOC	955
SUP	956
NOC	957 - 964 inclusive
ADD	964A <u>/Held in abeyance/</u>

DRAFT RESOLUTION

Relating to the abrogation of Resolution No. ... and
Recommendations Nos. 27 and 30 of the Administrative
Radio Conference, Geneva, 1959

The World Administrative Radio Conference, Geneva, 1967

considering

that the texts in question are now obsolete,

decides

that the undermentioned Resolutions and Recommendations of
the Administrative Radio Conference, Geneva, 1959, are abrogated :

Recommendation No. 27 Relating to Hours of Service for Ship
Stations.

Recommendation No. 30 Relating to the Phonetic Figure Table.

Note to the Editorial Committee

It is anticipated that several other Resolutions or Recommendations may be included in this Resolution.

APPENDIX 16PHONETIC ALPHABET AND FIGURE CODE

(see Article 33)

MOD 1. When it is necessary to spell out call signs, service abbreviations and words, the following letter spelling table shall be used :

Letter to be transmitted	Word to be used	Spoken as *)
A	Alfa	<u>AL</u> FAH
B	Bravo	<u>BRAH</u> VOH
C	Charlie	<u>CHAR</u> LEE or <u>SHAR</u> LEE
D	Delta	<u>DELL</u> TAH
E	Echo	<u>ECK</u> OH
F	Foxtrot	<u>FOKS</u> TROT
G	Golf	GOLF
H	Hotel	HOH <u>TELL</u>
I	India	<u>IN</u> DEE AH
J	Juliett	<u>JEW</u> LEE <u>ETT</u>
K	Kilo	<u>KEY</u> LOH
L	Lima	<u>LEE</u> MAH
M	Mike	MIKE
N	November	NO <u>VEM</u> BER
O	Oscar	<u>OSS</u> CAH
P	Papa	PAH <u>PAH</u>
Q	Quebec	KEH <u>BECK</u>
R	Romeo	<u>ROW</u> ME OH

*) The syllables to be emphasized are underlined.

Appendix 16 (cont.)

Letter to be transmitted	Word to be used	Spoken as *)
S	Sierra	SEE <u>AIR</u> RAH
T	Tango	<u>TANG</u> GO
U	Uniform	<u>YOU</u> NEE FORM or <u>OO</u> NEE FORM
V	Victor	<u>VIK</u> TAH
W	Whiskey	<u>WISS</u> KEY
X	X-ray	<u>ECKS</u> <u>RAY</u>
Y	Yankee	<u>YANG</u> KEY
Z	Zulu	<u>ZOO</u> LOO

ADD 2. When it is necessary to spell out figures or marks, the following table shall be used :

Figure or mark to be transmitted	Code word	Spoken as
0	NADAZERO	NAH-DAH-ZAY-ROH
1	UNAONE	OO-NAH-WUN
2	BISSOTWO	BEES-SOH-TOO
3	TERRATHREE	TAY-RAH-TREE
4	KARTEFOUR	KAR-TAY-FOWER
5	PANTAFIVE	PAN-TAH-FIVE
6	SOXISIX	SOK-SEE-SIX
7	SETTESEVEN	SAY-TAY-SEVEN
8	OKTOEIGHT	OK-TOH-AIT
9	NOVENINE	NO-VAY-NINER
Decimal point	DECIMAL	DAY-SEE-MAL
Full stop	STOP	STOP

Note : Each syllable should be equally emphasized.

MOD 3. However, stations of the same country may use, when communicating between themselves, any other table recognized by their administration.

*) The syllables to be emphasized are underlined.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 203-E

3 October 1967

Original : English

COMMITTEE 4

REPORT BY WORKING GROUP 4 AD HOC (FOOTNOTES)

Participants : Sweden (Chairman)
Australia
France
India
Italy
Japan
Poland
Portugal
Mr. Berrada (Vice-Chairman of the I.F.R.B.)
Mr. Stead (General Secretariat)

The ad hoc group entrusted with the task of investigating the possibilities of changing the footnotes 196 (J/90), 197 (AUS/54,3), 199 (IND/99,4) and 163 (POL - oral proposal) has arrived at the following conclusions :

- A. It seems that the proposed amendments would be justified since :
- 1) the administrations concerned have stated that the present texts are the results of errors or misunderstandings;
 - 2) the proposed revised texts would likely have been accepted by the 1959 Administrative Radio Conference if then proposed by the countries in question;
 - 3) the proposed corrections would be a step forward to international standardization of the frequency usage.
- B. However, the present Conference cannot fully solve the problem above as :
- 1) it is outside the agenda as far as services other than the maritime mobile service are concerned;



2) the agenda of the present Conference could not in practice be amended in due time (see Convention Nos. 70 and 76);

3) amendments of the Radio Regulations cannot be adopted by correspondence (decision of the Plenipotentiary Conference, Montreux).

Consequently, within the framework of the terms of reference of this Conference, the ad hoc group proposes the following partial solution :

a) Modify footnote 196 as follows :

"MOD 196 ... of not more than 50 watts¹⁾.

ADD 196.1 In Japan the stations of the maritime mobile service are authorized to use this band subject to agreements to be reached with administrations, the services of which operate in this band in accordance with the Table and which may be affected."

b) Modify footnotes 197 and 199 in a similar manner.

c) Modify footnote 163 as follows :

"MOD 163 ... to operate¹⁾.

ADD 163.1 In Poland the stations of the maritime mobile service are authorized to use the bands 80-84 kc/s, 86-112 kc/s, 115-126 kc/s and 129-150 kc/s subject to agreements to be reached with administrations, the services of which operate in these bands in accordance with the Table and which may be affected."

Per AAKERLIND
Chairman of the Working Group

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 204-E
4 October 1967
Original : English

COMMITTEE 7

WORKING GROUP TO CONSIDER THE FORM OF THE FINAL ACTS OF THE CONFERENCE SECOND REPORT TO COMMITTEE 7

Since preparing its first Report to Committee 7 (Document No. 191) the Working Group has been considering the following questions :

- i) The need for a Manual for use by the Maritime Mobile Service.
- ii) The desirability of consolidating the Radio Regulations so as to incorporate the partial revisions made since 1959.
- iii) The desirability, and difficulties, of segregating the provisions of the Radio Regulations which relate to the Maritime Mobile Service from those relating to other services, and re-grouping them in more logical sequence.

The Group's conclusions on these three questions, in the form of a draft Resolution and two draft Recommendations, are at Annexes 1, 2 and 3.

P.W. FRYER
Chairman of the Working Group

Annexes : 3



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A N N E X 1

RESOLUTION No. ...

Relating to the establishment of a Manual
for use by the Maritime Mobile Service

The World Administrative Radio Conference, Geneva, 1967,

considering

that provision has now been made in Appendix 11 to the Radio Regulations for the carriage by ship stations of a Manual for use by the Maritime Mobile Service as an alternative to the Radio Regulations and Additional Radio Regulations and such provisions of the Convention as relate to the radiocommunications service on board ship;

resolves

1. that
 - a) those provisions of the Radio Regulations (including its Appendices) and the Additional Radio Regulations, Geneva, 1959, as revised by the World Administrative Radio Conference, 1967;
 - b) those provisions of the Telegraph Regulations and the Telephone Regulations; and
 - c) those provisions of the International Telecommunication Convention,

which are applicable and useful to stations in the Maritime Mobile Service shall be assembled by the Secretary-General in a manual entitled "Manual for Use by the Maritime Mobile Service";

2. that the Secretary-General shall publish such a Manual, using as a basis the "Manual for Use by the Mobile Services" published in 1961, with the exception of such provisions as do not relate to the Maritime Mobile Service, and shall make it available by the date of entry into force of the Final Acts of the present Conference;

3. that the Secretary-General may consult the following Administrations on questions relating to the tasks entrusted to him in accordance with paragraphs 1 and 2 above :

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4. That the Secretary-General shall examine the possibility of issuing this Manual in loose-leaf form to facilitate its being kept up-to-date following any revision by future conferences of the provisions referred to in 1 a), b) and c) above.

A N N E X 2

RECOMMENDATION No.

Relating to a re-edition of the Radio Regulations

The World Administrative Radio Conference, Geneva, 1967

considering

that the Radio Regulations, Geneva, 1959, have undergone partial revision by the Extraordinary Administrative Radio Conference to Allocate Frequency Bands for Space Radiocommunication Purposes, Geneva, 1963, the Extraordinary Administrative Radio Conference for the Preparation of a Revised Allotment Plan for the Aeronautical Mobile (R) Service, Geneva, 1966, and the present Conference,

is of the opinion

that the task of administrations would be facilitated if the 1959 Regulations were re-edited to include the partial revisions carried out by the above mentioned conferences;

recommends

1. that the Secretary-General should consult all administrations as to :
 - a) the desirability of carrying out such a re-edition;
 - b) the desirability of issuing the new publication in loose-leaf form, with the pages of each article numbered separately so as to facilitate its being kept up to date to reflect any partial revisions of the Radio Regulations which may be carried out by future conferences;
2. that if the response as regards 1.a) is favourable, the Secretary-General should proceed with the re-edition, with a view to it being available by the date of entry into force of the Final Acts of the present Conference.

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A N N E X 3

RECOMMENDATION No.

Relating to a re-grouping of the Radio Regulations
appertaining to the maritime mobile service

The World Administrative Radio Conference, Geneva, 1967

in view of

the terms of Administrative Council Resolutions Nos. 522, 549 and Decision No. 346 relating to a possible revision of the structure of the Radio Regulations;

considering

- a) that in order to facilitate the work of future maritime conferences it is desirable that those provisions of the Radio Regulations which relate to the maritime mobile service be segregated from those relating to other services and re-grouped in logical sequence;
- b) that the Administration of the United Kingdom of Great Britain and Northern Ireland submitted to the present Conference Document No. 117, aimed at a re-grouping of the provisions of the Radio Regulations relating to the maritime mobile service, but that time did not permit its detailed examination;
- c) that it is in general very difficult for a conference of limited duration, charged with the revision of the substance of only part of the Radio Regulations, to undertake at a sufficiently early stage in its work a revision of the order in which they are arranged;

recommends

- 1. that the Administrative Council :
 - a) should bear in mind the desirability of including a re-grouping of the Radio Regulations relating to the maritime mobile service in the agenda of the first World Administrative Radio Conference at which, in the Council's opinion, it would be practicable to undertake this task; and

- b) in particular, the possibility that it might be included in the agenda of the Conference referred to in Recommendation No. ... of the present Conference;

2. that the Secretary-General should ask all administrations to take the present Recommendation into account in connection with any studies they may be making in accordance with Council Decision No. 346.

Annex : Decision No. 346

Annex

"D No. 346

POSSIBLE REVISION OF THE STRUCTURE OF THE RADIO
REGULATIONS

The Council, having taken note of I.F.R.B. Circular-letter No. 102 dated 24 June 1964, and of the I.F.R.B. Report in Document No. 3336/CA20, decided to invite Administrations to continue their study of the problem in connection with their preparations for the next World Administrative Radio Conference competent to deal with this matter.

This Decision replaces Resolution No. 549.

Ref.: Docs. 3336, 3440/CA20 - April/May 1965; Docs. 3617, 3707 and 3713/CA22 - May 1967"

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 205-E

4 October 1967

Original : English

COMMITTEE 7

WORKING GROUP TO CONSIDER THE FORM
OF THE FINAL ACTS OF THE CONFERENCE

THIRD REPORT TO COMMITTEE 7

A draft preamble for the Final Acts of the Conference is annexed for consideration by the Committee. As drafted it relates only to the revision of the Radio Regulations - i.e. any reference to a revision of the Additional Radio Regulations has been excluded. The Working Group considers that a revision of the Additional Radio Regulations will require a separate preamble, although this can be patterned closely on the text annexed.

P.W. FRYER
Chairman of the Working Group

Annex : 1



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DRAFT

The delegates signing this revision of the Radio Regulations hereby declare that should an administration make reservations concerning the application of one or more of the revised provisions of the Radio Regulations, **no** other administration shall be obliged to observe that provision or those provisions in its relations with that particular administration.

Members and Associate Members of the Union shall inform the Secretary-General of their approval of the revision of the Radio Regulations, Geneva, 1959, by the World Administrative Radio Conference to deal with matters relating to the Maritime Mobile Service, Geneva, 1967. The Secretary-General will inform Members and Associate Members of the Union regarding receipt of such notifications of approval as they are received.

In witness whereof the delegates of the Members of the Union represented at the World Administrative Radio Conference to deal with matters relating to the Maritime Mobile Service, Geneva, 1967, have signed in the names of their respective countries this revision of the Radio Regulations and in a single copy which will remain in the archives of the International Telecommunication Union and of which a certified copy will be delivered to each Member and Associate Member of the Union.

Done at Geneva, ... November, 1967.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 206-E
4 October 1967
Original : English

COMMITTEES 4 AND 5

SECOND REPORT OF COMMITTEE 6 (OPERATION)

Subjects : Use of selective calling devices
 Special calling frequencies
 Emergency position-indicating radiobeacons

Article 1, ADD 68A Definition
Article 19, Section I MOD 736
 Section III SUP 760, ADD 768A
 Section IV ADD 777A
Article 36, Section I ADD 1388A
 Section III ADD 1466A, 1473A
 ADD new Section VIIIA
ADD new Appendix 20A

1. Use of selective calling devices

Committee 6 (Operation) unanimously adopted the statement of principles and frequency requirements which appears in Annex 1 attached hereto and invited the attention of Committees 4 and 5 to paragraph 4 entitled "Frequency requirements"

2. Special calling frequencies

2.1 Proposal No. ISR/130(8) was the subject of a full debate in Committee 6 on the operational aspects of the question as distinct from the frequency aspect. By a majority vote, Committee 6 agreed the principle of introducing provisions for special calling frequencies as proposed, however, specifying that their use would be optional and on a trial basis.

2.2 Committee 6 agreed to ask Committee 4 to try to provide the frequencies.

2.3 Committee 6 also agreed that further consideration of the proposal to add a new paragraph 1013A in this connection (ISR/130(8)) in Section III of Article 29 (General Radiotelegraph Procedures) would be given in



Working Group 6A and/or Committee 6 in the light of the decision of Committee 4 with respect to frequencies.

3. Emergency position-indicating radiobeacons

3.1 Committee 6 unanimously adopted the texts appearing in Annex 2 attached hereto with the exception of new No. 1476D, about which the Delegations of Poland and the U.S.S.R. reserved the right to express their views in the Plenary Meeting, if they still so desire.

3.2 The provisions contained in the new Section VIIIA to Article 36 (RR 1476A-K) have been agreed subject to

- a) consideration by Committees 4 and 5 with respect to providing frequencies and
- b) reconsideration in Working Group 6B and/or Committee 6 for final adoption in the light of the decisions of Committees 4 and 5.

Konstantin V. COMIC
Chairman

Annexes : 2

A N N E X 1USE OF SELECTIVE CALLING DEVICES1. General principle

Committee 6 (Operation) unanimously decided that a selective calling system should be used in the Maritime Mobile Service and that provisions to this effect should be introduced into the Radio Regulations.

2. Final objective

Committee 6 unanimously decided that a single international system should be adopted operating on all bands allocated to the Maritime Mobile Service.

However, this system does not rule out the possibility of using national systems operating in frequencies other than international calling frequencies.

Committee 6 also recognized that the final objective of a single international system could not be attained during the lifetime of the new provisions of the Radio Regulations at present being worked out.

3. Identification of calling station by ship stations

For this system to be fully effective, ship stations should be able to identify the calling station but this should not necessarily be compulsory during the lifetime of the new provisions of the Radio Regulations at present being worked out.

4. Frequency requirements

Selective calls should normally be made on the international calling frequencies (500 kc/s, 2182 kc/s, 156.8 Mc/s) but this does not preclude the use of working frequencies or national frequencies.

As regards the HF range, Committee 6 unanimously decided that a frequency is required in each of the bands allocated exclusively to the Maritime Mobile Service.

5. Conclusion

Committee 6 recommended that the selective calling system adopted should be such as to enable a coast station to contact a ship irrespective of the type of radio equipment used by the ship or the nature of the traffic to be exchanged.

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A N N E X 2

Article 1 - Terms and Definitions

ADD 68A Emergency position-indicating radiobeacon station :
A station in the mobile service the emissions of
which are intended to facilitate search and rescue
operations.

Note to the Editorial Committee

A consensus of opinion preferred radiobeacon written in one word viz. No. 68 of the Radio Regulations. However, attention has been drawn to the Safety of Life at Sea Convention, London, 1960, in which the term appears in two words.

Article 19, Section I

MOD 736 (2) However, the requirements of identification need not apply to :

- survival craft stations when transmitting distress signals automatically, or
- emergency position-indicating radiobeacons.

Article 19, Section III

SUP 760

ADD Emergency position-indicating radiobeacon stations

ADD 768A §18(bis) - the morse letter B and/or the call sign of the parent ship to which the radiobeacon belongs.

Article 19, Section IV

ADD 777A (4) Emergency position-indicating radiobeacon stations

When speech transmission is used (No. 1476G)

- the name and/or the call sign of the parent ship to which the radiobeacon belongs.
-

Article 36, Section I

ADD 1388A § 5(bis). The characteristics of the emergency position-indicating radiobeacon **signals** are given in Nos. 1476B, 1476C and 1476D.

Article 36, Section III

ADD 1466A (3) The use of the radiotelephone alarm signal (see No. 1465) by emergency position-indicating radiobeacons is indicated in Article 36, Section VIII A.

ADD 1473A (1 bis) The radiotelephone alarm signal may be used by emergency position-indicating radiobeacons of Type H (No. 1476C).

Note to Editorial Committee

In the English version of the Radio Regulations, at least one edition contains an error in the paragraph numbering of RR 1388 which should read: "(2)" instead of "5 (1)"; also the fifth word should read "radiotelephone".

ADD Section VIIIA - Emergency position-indicating
radiobeacon signals

ADD 1476B a) for medium frequencies,

or

or

or

ADD 1476F* (3) The keying cycle of the signal in No. 1476C (and of the signal in No. 1476B, when used on a high power beacon - Type H), shall consist alternately of the keying signal having a duration between thirty and fifty seconds followed by a period of silence having a duration between thirty and sixty seconds.

* See alternative version of 1476E and 1476F at the bottom of the next page.

- ADD 1476G (4) However, the keying cycles in Nos. 1476E and 1476F may be interrupted for speech transmission if administrations so desire.
- ADD 1476H (5) The essential purpose of the emergency position-indicating radiobeacon signals is to facilitate determining the position of survivors in search and rescue operations.
- ADD 1476I (6) This signal shall indicate that a person(s) is in a distress situation, may no longer be on board a ship or an aircraft and that receiving facilities may not be available.
- 1476J (7) Any mobile service station receiving one of these signals, while no distress or urgent traffic is being passed, shall consider that the circumstances are as described in Nos. 1452 and 1453.
- ADD 1476K (8) Equipment designed to transmit emergency position-indicating radiobeacon signals on the frequency 2182 kc/s shall meet the requirements specified in Appendix 20A.

The alternative version of Nos. 1476E and 1476F which follow result from the understanding reached on the English Channel in Committee 6 following an amendment put forward by the Delegations of Denmark and New Zealand :

- ADD 1476E (2) When used on a low power radio-beacon (Type L), the signal in No. 1476B shall be sent continuously.
- ADD 1476E (3) When used on a high-power radio-beacon (Type H), the keying cycle of the signal in 1476B or No. 1476C shall consist alternatively of the keying signal having a duration between thirty and fifty seconds followed by a period of silence having a duration between thirty and sixty seconds.

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ADD

APPENDIX 20A

Technical characteristics of emergency position-indicating
radiobeacons operating on the carrier frequency 2182 kc/s

(See Section VIIIA of Article 36)

Emergency position-indicating radiobeacons shall fulfil the following conditions :

- a) The power radiated by low power radiobeacons (Type L) shall be of a value necessary to produce at a distance of 30 nautical miles at sea level a field strength equal to or less than 10 microvolts per metre, with a minimum initial field strength of at least 2.5 microvolts per metre.
- b) The power radiated by high power radiobeacons (Type H) shall be of a value necessary to produce at a distance of 30 nautical miles at sea level a field strength greater than 10 microvolts per metre.
- c) After a period of 48 hours continuous operation the radiated power shall not be less than 20 per cent of the initial power.
- d) The radiobeacons shall be capable of Class A2 or A2H emission, with a depth of modulation between 30 and 90 per cent.
- e) The audio frequency tolerance of emissions used for emergency position-indicating radiobeacons (Nos. 1476B and 1476C) are :
 - ± 20 c/s for the frequency of 1300 c/s
 - ± 35 c/s for the frequency of 2200 c/s
- f) Equipment shall be so designed as to comply with relevant C.C.I.R. recommendations.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 207-E
4 October 1967
Original : English/French

COMMITTEE 5

SECOND REPORT OF WORKING GROUP 5A
TO COMMITTEE 5

Article 28

No. 985

The Working Group adopted the new text appearing in the Annex to this report as well as the text of two additional footnotes 985.2 and 985.3; the text of the footnote 985.1 remains unaltered.

No. 986

The Working Group adopted the new text which appears in the Annex to this report, as well as the text of the new footnote 986.4.

No. 987

The Working Group decided that the text of this number would remain unaltered.

No. 992

The Working Group adopted the following text for the last part of this number :

"or, on the carrier frequency 2182 kc/s, transmitting class A3 or A3H emissions and receiving class A3 and A3H emissions."
(The drafting of the first part of this number has been dealt with by Committee 4.)

No. 996

The Working Group adopted the new text which appears in the Annex to this report.

The Chairman :
P. AAKERLIND



Annex : 1

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A N N E X

Article 28

-
- MOD 985 b) send in addition class :
- i) A3, or
 - ii) A3H, A3A and A3J
- emissions on at least two working frequencies; 1) 2) 3),
- MOD 986 c) receive in addition class :
- i) A3 and A3H or
 - ii) A3, A3H, A3A and A3J.
- emissions on all the other frequencies necessary for their service; 4)
- NOC 987
-
- NOC 985.1
- ADD 985.2 2) "During the transition period
- a) In certain areas administrations may reduce this requirement to class A3 and A3J, or class A3H and A3J emissions on working frequencies.
 - b) For Japanese ships, emissions on working frequencies may be confined to class A3J emission only for communication with their own coast stations where the circuits are not extended to the public telephone network."
- ADD 985.3 3) After the end of the transition period class A3 and A3H emissions are no longer authorized.
- ADD 986.4 4) After the end of the transition period, the ability to receive class A3 and A3H emissions is no longer required.
-
- MOD 996 - in the bands between 1605 and 2850 kc/s, be able to transmit on carrier frequency 2182 kc/s using class A3 or A3H emissions. If a receiver is provided for any of these bands, it shall be able to receive class A3 and A3H emissions on carrier frequency 2182 kc/s.
-

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 208-E
4 October 1967-
Original: French

COMMITTEE 3

STATEMENT OF EXPENDITURE FOR MARITIME CONFERENCE AT 30 SEPTEMBER 1967

Rule 5 of Chapter 9 of the General Regulation annexed to the International Telecommunication Convention, Montreux, 1965, states that the Budget Control Committee shall approve the accounts for expenditure incurred throughout the duration of the Conference and shall present a report to the Plenary Meeting showing, as accurately as possible, the estimated total expenditure of the Conference.

In pursuance of the above provisions, a statement showing the expenditure incurred for the Conference up to 30 September 1967 is herewith submitted to the Budget Control Committee. An estimate of expenditure up to the end of the Conference is also given.

Head of I.T.U. Finance Division:

Roger C. CHATELAIN

Annex : 1 table



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A N N E XSTATEMENT OF EXPENDITURE FOR THE MARITIME CONFERENCE AT 30 SEPTEMBER 1967

Subheads and items	Budget	Transfer of credits		Total credits available	Actual expenditure	Commitment to expenditure	Estimated expenditure	Total estimated expenditure
		Item to item	Subhead to subhead					
<u>I. Staff</u>								
<u>7.701 - Administration</u>								
- Salaries						51,942.-	1,896.-	53,838.-
- Travel					283.65	471.35	-	755.-
- Overtime					-	3,490.-	15,792.-	19,282.-
- Miscellaneous							2,125.-	2,125.-
	71,500.-	+ 5,000.-		76,500.-	283.65	55,903.35	19,813.-	76,000.-
<u>7.702 - Language services</u>								
- Salaries					29,800.05	388,330.-	49,826.-	467,956.05
- Travel					14,006.95	2,283.35	-	16,290.30
- Overtime					-	5,000.-	20,000.-	25,000.-
- Miscellaneous					-	-	5,753.65	5,753.65
	587,000.-	- 12,000.-	+38,000.-	613,000.-	43,807.-	395,613.35	75,579.65	515,000.-
<u>7.703 - Reproduction</u>								
- Salaries					8,892.40	28,296.30	300.-	37,488.70
- Travel					-	-	-	-
- Overtime					-	6,891.-	11,620.30	18,511.30
- Miscellaneous					-	-	2,000.-	2,000.-
	69,000.-	+ 5,000.-	-16,000.-	58,000.-	8,892.40	35,187.30	13,920.30	58,000.-
<u>7.704 - Insurance</u>								
- Accident Insurance					35.45	-	3,498.55	3,534.-
- Sickness Insurance/Pension Fund					1,644.05	553.60	1,268.35	3,466.-
	5,000.-	+ 2,000.-		7,000.-	1,679.50	553.60	4,766.90	7,000.-
TOTAL, Subhead I	732,500.-	-	+22,000.-	754,500.-	54,662.55	487,257.60	114,079.85	656,000.-

Subheads and items	BUDGET	Transfer of credits		Total credits available	Actual expenditure	Commitment to expenditure	Estimated expenditure	Total estimated expenditure
		item to item	subhead to subhead					
<u>II. Premises and equipment</u>								
<u>7.705. Premises, furniture, machines</u>								
- rent, Maison des Congrès						61,200.-	3,000.-	64,200.-
- installation costs						550.-	950.-	1,500.-
- hire of furniture and machines						16,000.-	7,500.-	23,500.-
- upkeep and repair of machines						-	1,000.-	1,000.-
- miscellaneous						-	800.-	800.-
	70,000		+ 16,000.-	86,000.-	-	77,750.-	13,250.-	91,000.-
<u>7.706. Document Production</u>								
- paper and offset workshop					7,673.80	9,000.-	9,326.20	26,000.-
- stencils					631.95	750.-	1,618.05	3,000.-
- ink					583.65	500.-	916.35	2,000.-
- Final Acts							90,000.-	90,000.-
- translation of Final Acts into R. and C.							15,000.-	15,000.-
	115,000.-		+ 9,000.-	124,000.-	8,889.40	10,250.-	116,860.60	136,000.-
<u>7.707. Office supplies and overheads</u>								
- office supplies					1,073.75	2,616.10	2,610.15	6,300.-
- removal expenses					-	700.-	1,300.-	2,000.-
- postage, teleph., telegr.					14,873.35	-	3,126.65	18,000.-
- local transport					167.80	400.-	632.20	1,200.-
- guide, badges, list of participants					2,008.25	150.-	41.75	2,200.-
- miscellaneous, cars						1,900.-	500.-	2,400.-
- purchase of files						3,900.-	-	3,900.-
	27,000.-		+ 10,000.-	37,000.-	18,123.15	9,666.10	8,210.75	36,000.-
<u>7.708. Simultaneous interpretation and other sound equipment</u>								
- hire of equipment					-	-	-	-
- magnetic tapes, etc.					-	-	-	-
	1,000.-			1,000.-	-	-	-	-

[illegible]

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. ~~200~~-E

5 October 1967

Original : English/Spanish
French

PLENARY MEETING
COMMITTEE 5

FIRST REPORT OF

COMMITTEE 4

1. The attached texts, which concern Nos. 158, 167, 200, 437A, 438, 439, 451, 453, 455, 974, 975, 976, 978, 981, 995, 997, 1155, 1156 and 1157 of the Radio Regulations, have been unanimously adopted by Committee 4.
2. Concerning No. 992 of the Radio Regulations, the text has been co-ordinated with the Chairman of Committee 5 and the part in square brackets will be finally agreed upon in Committee 5.

F.G. PERRIN
Chairman of Committee 4

Annex : 1



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A N N E X

MOD	158	Limited to coast telegraph stations (A1 and F1 only). Exceptionally, the use of A7J is permissible subject to the bandwidth not exceeding that normally used for A1 or F1 emissions in the bands concerned.
MOD	167	Only classes A1 or F1, A4 or F4 emissions are authorized in the band 90 - 160 kc/s for stations of the fixed and maritime mobile services. Exceptionally, A7J emission is also authorized in the band 90 - 160 kc/s for stations of the maritime mobile service.
SUP	200	
ADD	437A	§ 7 (bis). Stations of the maritime mobile service employing single sideband radiotelegraph transmissions shall use upper sideband emissions. The discrete frequencies specified in the Radio Regulations for class A2H emission in the maritime mobile service such as 410, 425, 448, 454, 468, 480, 500, 512 and 8364 kc/s, shall be used as carrier frequencies.
NOC	438	
NOC	439	
MOD	451	

Note to the Editorial Committee

ADD 437A should be inserted following the title "Section IV. Maritime mobile service" and before No. 438.

MOD 451 concerns only the French text.

MOD (title)	453	g) Coast stations, wideband and manual telegraphy, facsimile, special and data transmission systems and direct printing telegraph systems.
SUP	455	
MOD	974	a) send class A2 or A2H ¹ and receive A2 and A2H with carrier frequency on 500 kc/s;
MOD	975	b) send, in addition, class A1 and either A2 or A2H emissions on at least two working frequencies;
MOD	976	c) receive, in addition, class A1, A2 and A2H emissions on all other frequencies necessary for their services.
MOD	978	§ 17. In Region 2, any radiotelegraph station installed on board a ship which uses frequencies in the band 2088.5 - 2093.5 kc/s for call and reply shall be provided with at least one other frequency in the authorized bands between 1605 and 2850 kc/s.
MOD	981	b) changes of frequency in transmitting apparatus shall be effected as quickly as practicable, but within fifteen seconds in any event;
MOD	992	§ 22. (1) Any aircraft following a maritime course and required by national or international regulations to communicate, for safety purposes, with stations of the maritime mobile service shall be capable of transmitting preferably class A2 or A2H and receiving preferably class A2 and A2H emissions on the carrier frequency 500 kc/s or, / on the carrier frequency 2182 kc/s, transmitting class A3 or A3H and receiving class A3 and A3H emissions./

Note to the Editorial Committee

In No. MOD 992 the part in square brackets will be finally agreed upon in Committee 5.

- MOD 995 - in the bands between 405 and 535 kc/s, be able to transmit with carrier frequency on 500 kc/s, using class A2 or A2H emissions, / (but see No. 677) 7. If a receiver is provided for any of these bands, it shall be able to receive class A2 and A2H emissions on the carrier frequency 500 kc/s;
- MOD 997 - in the bands between 4000 and 27 500 kc/s, be able to transmit on the carrier frequency 8364 kc/s using class A2 or A2H emissions. If a receiver is provided for any of these bands, it shall be able to receive class A1, A2 and A2H emissions throughout the band 8320 to 8745 kc/s;
- SUP 1155
- MOD 1156 § 20. (1) Stations installed on ships shall, at the discretion of the administration controlling the ship station concerned, use either the high traffic band (see No. 1151) or the low traffic band (see No. 1153), depending on their traffic requirements.
- SUP 1157
-

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 210-E
11 October 1967
Original : French/English

COMMITTEE 6

SUMMARY RECORD

of the

SECOND MEETING OF COMMITTEE 6

(OPERATION)

Tuesday, 3 October 1967, at 1500 hours

Chairman : Mr. K. ČOMIC (Yugoslavia)

<u>Subjects discussed :</u>	<u>Documents Nos.</u>
1. Adoption of the Summary Record of the First Meeting	162
2. Adoption of the Second Report of Working Group 6A; Use of Selective Calling Devices	189
3. Adoption of the Third Report of Working Group 6A; Special Calling Frequencies	194
4. Adoption of the First Report of Working Group 6B; Revision of Appendix 16 - Phonetic Alphabet and Figure Code	186 and Add.
Abrogation of Recommendation No. 30 - Draft Resolution	
Article 1, New No. 68A - Emergency position-indicating radiobeacon station	
Article 36, new Section VIIIA - Emergency position- indicating radiobeacon signals	
5. Adoption of the Second Report of Working Group 6B; Emergency position-indicating radiobeacons	193
6. Approval of the First Report of Working Group 6C; Conditions to be observed by Mobile Stations	188
7. Coordination of work between Committees	



1. Adoption of the Summary Record of the First Meeting (Document No. 162)

1.1 The delegate of the Federal Republic of Germany said that the name of the Chairman of Working Group 6C, on page 3, should be spelt "Wiefelspütz".

1.2 The Summary Record of the First Meeting, thus amended, was adopted.

2. Adoption of the Second Report of Working Group 6A : Use of Selective Calling Devices (Document No. 189)

Document No. 189 was adopted without modification.

3. Adoption of the Third Report of Working Group 6A : Special Calling Frequencies (Document No. 194)

3.1 The delegate of Israel proposed that Document No. 194 be discussed.

3.2 The proposal was supported by the delegate of the United Kingdom and the Chairman opened the discussion.

3.3 The proposal contained in Document ISR/130(8) was opposed by some delegates and supported by others.

3.4 The delegate of Portugal said that implementation of the Israeli proposal would only worsen the present situation.

3.5 The delegate of the U.S.S.R., supported by the delegate of Poland, said that the conditions obtaining at the present time met the requirements of ship operators and did not justify the establishment of special calling frequencies. Such a step could perhaps be taken if there were an unlimited number of frequencies in the HF bands and that use could be made of frequencies which would otherwise be lost to traffic. Moreover, the problem of a ship/coast station selective calling system had not yet been studied by the C.C.I.R. and could not be solved for some years to come.

3.6 The delegates of Norway and Denmark said that the proposal was of no value to countries with large merchant fleets.

3.7 The delegate of the United States of America said that the present procedure had proved inadequate and many Administrations had suggested it should be modified. The Israeli proposal would give coast stations an additional optional facility, which would decrease congestion in the HF calling bands and improve matters. The proposed method should be tried out.

3.8 The delegate of the United Kingdom said it was difficult to see the value of the Israeli proposal except perhaps for countries with a small merchant fleet. He was, however, prepared to support the proposal if the scheme envisaged were an optional one.

3.9 The delegates of Australia and the Republic of South Africa agreed.

3.10 The delegate of Israel, explaining his country's views on the possibility of abuse of the special calling frequencies, said that a similar risk applied to all the provisions of the Radio Regulations. The proposed system would, however, increase the probability of replies being obtained and would thus reduce the number of useless calls. The numerous proposals submitted to the Conference concerning the calling system in the HF bands suggested that the present situation would not be satisfactory. The proposed method would be optional and would be used in addition to the procedure already followed.

3.11 On behalf of the shipping companies, the representative of the International Chamber of Shipping (I.C.S.) said that the Israeli proposal offered considerable advantages and should be closely studied.

3.12 The delegates of Venezuela, Canada, India, Ghana and Japan supported the Israeli proposal.

3.13 The delegate of the United Kingdom, supported by the delegate of the United States of America, said that the special calling frequencies would not necessarily be chosen in the HF bands and that the question thus concerned Committee 4.

3.14 Replying to the delegate of Denmark, the delegate of Israel said that he had only discussed the question from the point of view of operation, for which Committee 6 was responsible. If this proposal were accepted, it would have to be submitted to Committee 4, which would decide which frequencies to allocate. Any suitable set of frequencies would be acceptable provided it were reserved for the proposed calling system and had a minimum guard-band.

3.15 The Chairman, closing the discussion, asked the Committee whether it wished to submit a request to Committee 4 to allocate frequencies in the HF bands in line with the Israeli proposal.

3.16 By 16 votes to 15, and with 6 abstentions, it was so agreed.

4. Adoption of the First Report of Working Group 6B (Document No. 186 and Add)

Revision of Appendix 16 - phonetic alphabet and figure code

Abrogation of Recommendation No. 30 - draft resolution

New No. 68A of Article 1 - Emergency position-indicating radio-beacon station

New Section VIIIA of Article 36 - Emergency position-indicating radiobeacon signals

4.1 A discussion took place following a remark made by the representative of the Intergovernmental Maritime Consultative Organization (I.M.C.O.) concerning the expression "emergency position-indicating radiobeacon station" and the spelling of the word "radiobeacon". It was pointed out that "radiobeacon" can be written as one word or with a hyphen.

4.2 After statements by the delegates of France, the United Kingdom, the Federal Republic of Germany and the Republic of South Africa, the representative of the I.F.R.B. emphasized the necessity for uniformity within the Radio Regulations. He suggested that the decision be left to the Editorial Committee. The Chairman proposed that the Committee adopt that suggestion.

It was so decided.

4.3 Page 3 of Document No. 186, Appendix 16

The delegate of Argentina said that the code word "QUE BEX" should read "QUE BEK" in the Spanish text.

It was decided to amend the document as suggested.

4.4 Page 5 of Document No. 186, abrogation of Recommendation No. 30 - Draft Resolution

The draft Resolution was adopted without modification.

4.5 Page 6 of Document No. 186, new No. 68 of Article 1 - Emergency position-indicating radiobeacon station

The new text of No. 68A was approved without modification.

4.6 Page 6 of Document No. 186, Article 36, Section VIIIA - Emergency position-indicating radiobeacon signals ADD 1476D b)

4.7 The delegate of the U.S.S.R. said that Committee 6 was not competent to take decisions with regard to frequencies in the Aeronautical Service. Sub-paragraph b) should therefore be deleted.

4.8 The delegate of Poland agreed.

4.9 The Chairman of Working Group 6B said that the new proposals were intended to improve search and rescue operations and that the question just raised had been thoroughly discussed by his Working Group. It had been finally decided that VHF frequencies were needed by various administrations for emergency position-indicating radiobeacon signals. That point should therefore be mentioned in No. 1476D.

4.10 The delegate of the United States of America said that radio-beacon stations had been used in considerable numbers for a number of years by the mobile maritime service as well as the Aeronautical Service. The Radio Regulations contained instructions relating to both services. When search and rescue operations were necessary, everything was done to make them a success and use was made of ships as well as aircraft. The Conference must not limit the means available.

4.11 The delegate of Brazil agreed.

4.12 The delegate of Denmark, supported by the delegate of the Netherlands, said that the data given in sub-paragraph b) were in line with those of I.C.A.O. and that radiobeacons were also extremely valuable to the maritime service. The new provision (1476D) should be adopted.

4.13 The delegate of Canada emphasized that the international distress frequency 2182 kc/s was insufficient. It was already congested and it was often difficult to pick up weak signals transmitted by radiobeacons. It would be useful, therefore, to have the frequencies 121.5 Mc/s and 243 Mc/s available and to make specific provision to that effect in the Radio Regulations. The insertion of sub-paragraph b) of No. 1476D was entirely justified.

4.14 The delegate of Norway said that the Norwegian rescue service was dependent on assistance from the aeronautical rescue centres using helicopters and other planes, and he therefore preferred the possibility of using emergency position-indicating radiobeacons in the VHF bands. He associated himself with the views expressed by the delegates of Denmark and the Netherlands.

4.15 The delegate of Australia also favoured retention of paragraph b).

4.16 The delegate of Venezuela thought b) was necessary, particularly as in his country most of the important towns were located near the sea and the sea and air traffic was very intense.

4.17 The representative of the C.C.I.R. explained the present situation of that organ. A question had been adopted by Study Group XIII following its interim meeting in September 1965 and a Recommendation on characteristics for use of 2182 kc/s and Opinion No. 25 were both adopted at Oslo in 1966. However, the original question had been cancelled following the decision that the C.C.I.R. would not study the question further unless requested to do so by I.C.A.O.

4.18 The delegate of the U.S.S.R. pointed out that in I.M.C.O. discussions on navigational safety it had always been assumed that beacon characteristics should be unified, and he was therefore somewhat surprised to hear proposals recommending different types for various purposes. He felt it unwise to take a decision at the present stage and reserved his delegation's right to speak to the point in Plenary Meeting.

4.19 The delegate of France said he could accept the addition, although it meant that the Committee was making rules for radiobeacons which were not used exclusively by the maritime mobile service. It was not the first time that new regulations were added which affected equipment already in use, but traditionally care was taken to ensure that existing material and services were not jeopardized or outlawed. He therefore proposed that account be taken of existing radiobeacons, particularly those using standards previously recognized by I.C.A.O., in other words, to divide paragraph b) into two parts, by adding : "ii) of a constant audio frequency".

4.20 The delegates of Spain and Belgium supported that proposal.

4.21 The delegate of the United States of America proposed the insertion of the word "exceptionally" at the beginning of ii), as swept tone modulation was the accepted standard in more than a hundred countries.

4.22 The delegate of Canada was not in favour of that amendment, as there might be some confusion with reception of two different signals, nominally on the same frequency but actually 100 c/s apart. He would prefer a broken tone to indicate that it was a modulation applied to the carrier of a position-indicating beacon. Since swept tone modulation was now internationally agreed, he favoured a single type of modulation.

4.23 The delegate of France agreed to the addition of the word "exceptionally". In reply to the Canadian objection, he said that the beacons in question were very small (L type) with a limited range and could not in any case be used for long-distance locating.

4.24 The delegate of Canada said he would not oppose the amendment.

The amendment to 1476D was approved, as amended.

4.25 Page 7

The delegates of France and New Zealand said they would hand in drafting changes to the secretary.

4.26 No. 1476E:

The delegate of Denmark pointed out that the position of the words between brackets should be changed to follow the word "continuously" as they affected the sense of the paragraph; also, only the term "Type L" need appear between brackets.

It was agreed to make the change and to put the brackets around the words "(Type L)" only (Document No. 206, page 8 refers).

4.27 No. 1476I:

The delegate of Poland proposed reversing the order of the words "aircraft" and "ship".

It was so agreed.

4.28 The delegate of Israel drew attention to the necessity of knowing on what frequency the beacons were operating and wondered if some indication to that effect could be given opposite the name of the ship in the List of Ship Stations.

4.29 The delegate of Denmark said that a joint Danish/Norwegian proposal on that subject would be dealt with by Working Group 6A.

4.30 No. 1476J:

The delegate of the Federal Republic of Germany said that reference should be made to No. 1452 as well as No. 1453, which was incomplete in itself.

It was so agreed.

4.31 No. 1476K:

The delegate of the Republic of South Africa pointed out that the title of Appendix 20A did not correspond exactly with the wording of No. 1476K, and that the latter should be amended to read :

"... radiobeacon signals on the carrier frequency 2 182 kc/s".

It was so agreed.

4.32 Document No. 186 as a whole was approved, with the amendments agreed and with the reservations mentioned.

Addendum to Document No. 186

The Chairman said that as all the delegations listed had spoken, there was no further action to be taken on the document.

5. Approval of the Second Report of Working Group 6B
Emergency position-indicating radiobeacons (Document No. 193)

Page 4

5.1 The delegate of Italy proposed the deletion of the headings in paragraphs a) and b) and the insertion of the appropriate words in the text of the paragraphs, e.g.:

"a) The power radiated by low power radiobeacons (Type L) shall be..."

5.2 The delegate of France having supported those amendments, they were approved, it being understood that the power values with which to complete the text would result from decisions of Committee 4.

5.3 The delegate of the Federal Republic of Germany proposed that paragraph d) begin with the words "The beacons..." for the sake of consistency.

5.4 The delegate of the United Kingdom agreed with the amendment, but suggested "The radiobeacons...".

It was so agreed.

5.5 The delegate of the Federal Republic of Germany also proposed replacing the word "frequency" in paragraph e) by "audio frequency".

5.6 The delegate of Norway saw no need for such an amendment; the type of frequency did not have to be defined as it was the tolerance that was in question.

5.7 The delegate of Canada considered that confusion was very unlikely, but supported the amendment proposed by the delegate of the Federal Republic of Germany.

It was so agreed.

Page 5

5.8 The delegate of Denmark, supported by the delegate of the United States of America, proposed the deletion of paragraph f), with the result that the present paragraph g) would become f).

It was so agreed.

Page 7

5.9 The delegate of the United States of America pointed out that the reference to No. 1476C in No. 777A should read 1476G.

It was so agreed.

5.10 Document No. 193 as a whole was approved, as amended.

6. Approval of the First Report of Working Group 6C
Conditions to be observed by Mobile Stations (Document No. 188)

Document No. 188 was approved.

7. Co-ordination of work between Committees

7.1 The Chairman announced that a difficult situation had arisen in which Committee 6 might have to give up some of its time to Committees 4 and/or 5. As those two Committees would be passing documents on to Committee 6 for consideration some time during the following week, and as the time-limit for the conclusion of Working Group meetings was fixed at 13 October, he asked for an opinion as to whether or not Committee 6 would be able to get through its work on time.

7.2 The delegate of France, speaking as Chairman of Working Group 6A, said he could not affirm that that Group could finish by the date mentioned, especially if the Groups were unable to meet either due to shortage of interpretation facilities or the demands of other Committees.

7.3 There being no other comments, the Chairman said he would make the situation known to the Steering Committee.

The meeting rose at 1820 hours.

Secretary of Committee 6 :

A.A. MATTHEY

Chairman of Committee 6 :

K. COMIC

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 211-E

5 October 1967

Original : English/French

COMMITTEE 4

SUMMARY RECORD

of the

NINTH MEETING OF COMMITTEE 4

Monday, 2 October 1967, at 0930 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist Republic)

Subject discussed :

Revision of Appendix 15, Section A
(continued)

Document No.

DT/16
178



Revision of Appendix 15, Section A (continued)(Documents Nos. DT/16,178)

The Chairman said that during the previous meeting he had suggested that the delegates of the United States of America and the U.S.S.R. prepare a draft resolution on the use of frequencies allocated for oceanography and the role of the I.O.C. and W.M.O. Others who were interested should contact one of the two delegates mentioned.

The delegate of France expressed his intention of joining the group.

The delegate of the U.S.S.R. proposed that as the service was a new one the Committee should take into account the definition of oceanography when considering Appendix 15A. It would therefore be preferable for a representative of the I.F.R.B. to participate in the working group.

The Chairman reminded delegates that channel spacings had been agreed for low traffic, calling and high traffic frequencies, with the exception of the 6 and 22 Mc/s bands, on which the delegates of the United States of America and Poland were to consult.

The delegate of the United States of America said there was verbal agreement among delegates present at the consultation on the following channel spacings : 2.5 kc/s in the 22 Mc/s band and 0.75 kc/s in the 6 Mc/s band, with the understanding that those ship stations which were using synthesizers need not necessarily use that equipment in their tuning capability which put them closest to 0.75 kc/s, i.e. if they had 100 c/s tuning equipment, they would clearly be expected to tune to 0.7 or 0.8, but to avoid interference it might be to their advantage to use some other decimal figure within the overall tolerance permitted for ship stations.

The delegate of Norway thought that channel spacing of 2.5 kc/s in the 22 Mc/s band was illogical; spacing between new assignable frequencies could more conveniently be divided in half or even into three, i.e. 3 or 2 kc/s.

The delegates of Brazil and Greece endorsed that view.

The Chairman suggested that Document No. 178 should henceforth be used as the basis for discussion, to avoid going over the same points twice. He added that when the Committee produced a revised version, it would omit the left-hand column dealing with radiotelephony.

At the request of the Chairman, the delegate of the United Kingdom introduced Document No. 178.

The proposal was intended to indicate one way by which it would be possible to meet the requirements of a number of proposals put forward in respect of the use of the frequencies now included in Appendix 15. It included changes already agreed by the Committee, together with some of those not yet decided upon. Detailed suggestions for the revision of each band were given in the Annexes 1 - 6.

Low traffic : it had been agreed that the frequencies allotted to low-traffic ships could be reduced, but the actual amounts had not been fixed; the proposal provided for release of frequencies to provide more radiotelephony channels.

Calling : no change in the band limits but spacing reduced to 0.5 kc/s as agreed.

High traffic : it had been thought preferable, in the 4 and 6 Mc/s bands, to retain roughly the same number of channels as at present because although the bands were comparatively lightly loaded, there would be a reduction of low traffic frequencies and a possible increase in the number of ships using the bands as a result of the revision of Nos. 1156 and 1157. In the 8, 12, 16 and 22 Mc/s bands, however, provision had been made for a slight increase, as those bands were more heavily loaded.

It should also be noted that a number of ships at present in the high traffic category would use radioteleprinters and move into the appropriate bands.

Teleprinter : when considering the assignment of frequencies for teleprinters, it was important to stress the fact that the frequencies in this band were intended for a direct printing telegraph service accepting signals conforming to C.C.I.T.T. Code No. 2 at a modulation rate of 50 bauds and providing similar signals at output for extension to the public telegraph network (C.C.I.R. Recommendation 440). Spacing of 0.5 kc/s was suggested (as recommended by the C.C.I.R.).

Oceanography : it was proposed to provide 3.5 kc/s in each band for oceanography, to be used in accordance with the principles given in Document No. 32 (Italy).

Wideband.: for the wideband channels, the only change was the displacement of all except 4 Mc/s slightly higher in frequency.

The delegate of Norway, referring to the proposals for the 16 Mc/s band, asked what use would be made of the 4 kc/s made available in the low traffic band for radiotelephony, since the figures did not correspond with those in Appendix 15B.

The delegate of the United Kingdom replied that the intention had been to give an overall picture rather than follow exactly the figures given in Appendix 15B.

The delegate of Greece expressed support for the principle of the document. He noted that 0.5 kc/s spacing for teleprinters was proposed in all bands, and asked whether investigations had been made on whether that conformed with the frequency tolerances in Appendix 3.

The delegate of the United States of America remarked that a proposal for a more limited tolerance for teleprinters was contained in the Addendum to Document No. 22. He supported the proposals contained in the United Kingdom document.

The delegate of France felt that 0.5 kc/s spacing was too narrow from a practical viewpoint.

The Acting Chairman of the I.F.R.B. also thought that 0.5 kc/s spacing was rather too narrow. He had made no comment on the 0.5 kc/s spacing agreed for high traffic ships, as operators could distinguish messages in spite of low field ratios. But in the case of teleprinters, protection should not go below 15 db and a very sensitive receiver was required to achieve that figure.

In reply to the delegate of the U.S.S.R., the delegate of the United Kingdom said that C.C.I.R. Recommendation No.440 indicated F1 emission with a frequency shift of 170 c/s.

The delegate of the U.S.S.R. said that in his experience a shift of 250 c/s was used in practice with the F1 system. Transmission speed could attain 100 bauds and an error correction system would increase that speed. He therefore proposed 1 kc/s spacing in all bands.

The delegates of the United Kingdom and Canada pointed out that 100 bauds was a maximum rate; the normal information rate would be 50 bauds and use of a forward error correcting system would increase, but not necessarily double it. Frequency shift of 170 c/s had been considered perfectly adequate.

The delegate of France, together with the delegates of Poland and Czechoslovakia, agreed that in principle the speed would not exceed 100 bauds but thought it would be wiser to fix the spacing at 1 kc/s as a realistic measure, as there might very well be interference using 0.5 kc/s.

The delegate of the United States of America said that administrations were free to use alternate channels if they so desired.

The delegate of Denmark said that if 1 kc/s spacing were used, the amount of ship stations on each channel would be doubled, a fact which would have to be taken into consideration.

The delegate of Greece asked if any tests had been carried out keeping within the tolerances given in Appendix 3, and without using synthesizers and automatic error correction.

The delegate of Australia said that his Administration's tests were made with a transmission rate of 50 bauds (70 bauds with error correction) and remained well within 0.5 kc/s; they were carried out on the upper channel of a multi-channel fixed service (i.e. with possibility of interference on one side) by a coast station using F1 transmitting to a ship. The equipment used was fairly simple, and he pointed out that equipment installed for a new service would naturally be of a higher standard than that already in existence.

The delegate of Hungary said his Administration had carried out tests and found a spacing of 1 kc/s desirable.

The delegate of the United States of America, referring to the Addendum to Document No. 22, said that the tolerance proposed for ships was 100 c/s long term and 40 c/s short term.

The delegate of the United Kingdom said he had calculated a bandwidth requirement of little more than 260 c/s. If 100 c/s long term tolerance were accepted, then 500 c/s spacing would be ample.

The delegate of France calculated that the occupied bandwidth would be 476 kc/s, which would necessitate use of a very sensitive receiver.

The delegate of Norway said he had originally favoured 0.5 kc/s spacing, but if the tolerance were 100 c/s, in the worse case two stations could be only 300 c/s apart. If the required bandwidth was almost 300 c/s the workable margin would be very slight, especially if the unwanted signal were strong. In those circumstances, he thought 1 kc/s spacing might be a wise precaution.

The delegate of Greece, supported by the delegates of Canada, the United States of America, the United Kingdom, the Netherlands, the Federal Republic of Germany, Norway, Sweden and Australia, proposed that for the teleprinter service a channel spacing of 0.5 kc/s be adopted for the 4, 6 and 8 Mc/s bands and a spacing of 1 kc/s for the 12, 16 and 22 Mc/s bands.

The delegate of France said that the proposal in Document No. 178 concerning the number of channels was not the most suitable. It had often been noted that the major difficulties encountered when establishing a plan were connected with low or medium frequencies. He did not understand how the Committee, having fixed the same tolerance, bandwidth and modulation rate in all bands, could decide that spacing should differ according to bands.

The delegate of Denmark supported that comment. The Committee could adopt a spacing of 0.5 kc/s in all bands.

The Chairman said that a large number of delegations seemed to favour the compromise solution proposed by the delegate of Greece. He therefore proposed that the Committee accept that solution.

It was so decided.

Provision of frequencies for oceanography

The delegate of France pointed out that Document No. 178 contained a proposal concerning the overall bandwidth (3.5 kc/s), but not channel spacing. He would like to know the arguments in favour of that bandwidth for ocean data transmission.

The delegate of the United States of America said that nine administrations had proposed the above-mentioned bandwidth, following coordination of the studies undertaken by the Intergovernmental Oceanographic Commission (I.O.C.) and the World Meteorological Organization (W.M.O.) with a

view to assessing the overall needs of the ocean data transmission service if a world system was established. During the past five years there had been a certain amount of planning on the basis of a 3.5 kc/s bandwidth which sufficed for the needs of that service.

The representative of the I.O.C. said that, following studies on propagation, various tests and experiments had been made with the collaboration of the Boulder Laboratory of the Institute for Telecommunication, Sciences and Aeronomy. The results obtained had shown that a bandwidth of 3.5 kc/s and a modulation rate of 100 bauds were quite suitable.

The delegate of the U.S.S.R. said that in the absence of technical criteria and of a C.C.I.R. Recommendation on the matter, and since no Administrative Radio Conference had yet dealt with the question of allocating frequencies to oceanography, he was not in a position to express an opinion on the matter. It could be admitted that it would be necessary to allocate frequencies to the ocean data transmission service but that in the absence of the relevant technical standards it was currently impossible to specify the channel spacing and the bandwidth to be adopted. The question should first be studied by I.O.C., W.M.O. and the C.C.I.R. and a decision could be taken at the world maritime conference responsible for preparing a plan for the use of the single sideband technique.

The delegate of the United States of America, supported by the delegate of Sweden, drew a comparison between the current Conference and the Space Conference which had allocated frequencies for satellite telecommunication systems without previously preparing a specific plan. Similar action could be taken with respect to the ocean data service, to which a 3.5 kc/s bandwidth should be allocated.

The delegate of the U.S.S.R. said that the comparison was inappropriate.

The delegate of Czechoslovakia said that meeting the needs of the ocean data service could be considered without expressly mentioning that service, for which there was no provision in the Radio Regulations. He supported the U.S.S.R. delegate's opinion that the next maritime radio conference should be instructed to take a decision concerning the frequencies to be allocated to oceanography.

The delegate of Portugal, speaking on a point of order, said that it had already been decided to allocate to the ocean data service certain frequencies currently used by the maritime mobile service. The documents

and papers submitted to the current Conference on the frequency needs for the transmission of ocean data led to the conclusion that a bandwidth of 3.5 kc/s was appropriate and would be used in a rational manner.

The delegates of New Zealand, Canada and the United Kingdom supported that opinion.

The delegate of Poland recognized the importance of the ocean data service but considered it essential to have a plan and technical standards. He therefore supported the opinion expressed by the U.S.S.R. delegate.

The delegate of Denmark, supported by the delegate of Bulgaria, said that the U.S.S.R. delegate's proposal was not a bad one. The main question, however, was that of the overall bandwidth to be allocated to the ocean data service and it would undoubtedly be preferable to allocate a specific band to that service.

The delegate of Portugal, reverting to his point of order, proposed that the Committee should allocate for ocean data transmission a bandwidth of 3.5 kc/s in each of the 4, 6, 8, 12, 16 and 22 Mc/s bands and provide for ten channels spaced at 300 c/s with a guardband of 250 c/s on each side.

The proposal, having been supported by the delegate of the United States of America, the Chairman put it to the vote.

The Portuguese proposal was adopted by 36 votes to 14 with 8 abstentions.

The meeting rose at 1300 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4 :

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 212-E
5 October 1967
Original : English

COMMITTEE 6

SECOND REPORT OF WORKING GROUP 6C
TO COMMITTEE 6 (OPERATION)

Chapter IX - Radiotelegrams and Radiotelephone Calls - Articles 37, 38, 39 and 40.

Appendices 21 and 22 - Additional Radio Regulations in part

Having considered all the proposals submitted to it on the above provisions, Working Group 6C unanimously adopted the status quo or revision as shown in the Annex attached hereto.

F. WIEFELSPÜTZ
Chairman

Annex : 1



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A N N E XArticles 37, 38 and 39

NOC 1496 - 1504

Article 40

NOC 1505 - 1529

(MOD) 1530 (concerns French and Spanish texts only - replace "or" by "and")

NOC 1531 - 1559

NOC Appendices 21 and 22Additional Radio RegulationsArticles 1, 2 and 3

NOC 2001 - 2017

Article 4

NOC 2018 - 2030

SUP 2031

NOC 2032 - 2039

(MOD) 2040

§11. The land station or ship or aircraft station charges for radio-telegrams concerning stations not yet included in the appropriate list of stations are fixed, as part of its duties, by the office which collects the charge. The ship or aircraft station charges pertaining to radio-telegrams intended for mobile stations the names or call signs of which are replaced by the indication of the route followed or by any other equivalent indication (see No. 2011), are also fixed, as part of its duties, by the office which collects the charge.

They are the normal rates notified by the administration(s) concerned or, in the absence of such notification, they are the maximum charges prescribed in No. 2025.

NOC 2041 - 2053

MOD 2054 Meteorological radiotelegrams must bear the service instruction =OBS= at the beginning of the preamble and the paid service indication =OBS= before the address. This paid service indication is the only one admitted.

NOC 2055 - 2057

NOC D. Press radiotelegrams

ADD 2057A Press telegrams from a mobile station to a land station shall be admitted as press radiotelegrams.

NOC 2058

MOD 2059 §18. (1) The land station and ship or aircraft charges are reduced by 50 per cent. These radiotelegrams are subject to the conditions of acceptance laid down in Articles 65 to 69 of the Telegraph Regulations (Geneva revision, 1958). For those radiotelegrams which are addressed to a destination in the country of the land station, the telegraph charge to be collected is one-half of the telegraph charge applicable to an ordinary radiotelegram.

NOC 2060 - 2062

Articles 5 and 6

NOC 2063 - 2106

Article 7

NOC	2107	
MOD	2108	a) Press radiotelegrams in the conditions specified in Nos. 2057A to 2060.
MOD	2109	b) Meteorological radiotelegrams in the conditions mentioned in Nos. 2053 to 2057.
NOC	2110 - 2111	
NOC	2112	
NOC	2113 - 2117	
ADD	2117A	The supplementary charges levied by the offices of origin or by mobile stations for the special radiotelegram category mentioned in Nos. 2110 to 2117 inclusive shall be the charges specified in the Telegraph Regulations.
MOD	2118	k) Radiotelegrams to be retransmitted by one or two mobile stations at the sender's request (=RM=), (in the conditions specified in Nos. 2152 to 2154).
MOD	2119	l) Radiomaritime letters and radio air letters (in the conditions specified in Article 6 AR).
MOD	2120	m) Radiotelegrams concerning persons protected in time of war by the Geneva Conventions of 12 August 1949 (=RCT=) (in the conditions specified in Nos. 2061 and 2062).
SUP	2121	

MOD 2122 §2. In addition, the following paid service indications shall be permitted in radio-telegrams : =GP=, =GPR=, =MP=, =TR=, =TFx= (from ship or aircraft to land), =TLXx= (from ship or aircraft to land), =Jx= (from land to ship or aircraft), =Réexpédié de x= (only when the charge for forwarding can be collected), =Jour=, =Nuit=, =Etat Priorité Nations=, =Etat Priorité=, =Etat=, =Remettre x= (from ship or aircraft to land).

NOC 2123

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 213-E
5 October 1967
Original : English

COMMITTEE 5

SUMMARY RECORD

of the

THIRD MEETING OF COMMITTEE 5

Tuesday, 3 October 1967, at 1430 hours

Chairman : Mr. P. MORTENSEN (Norway)

Vice-Chairman : Mr. A. de SOUZA COELHO (Brazil)

Subjects discussed :

Documents Nos.

1. Approval of the summary records of the first and second meetings
2. First report of Working Group 5A
3. Oral progress reports of the Chairman of the Working Groups

161, 171, 174, 182

192



1. Approval of the summary records of the first and second meetings
(Documents Nos. 161, 171, 174 and 182)

Summary record of the first meeting (Document No. 161)

The summary record of the first meeting was approved.

Summary record of the second meeting
(Documents Nos. 171, 174 and 182)

Document No. 171

Page 2

The Chairman said that the Polish delegation had asked that the word "Poland" should be deleted from the list of countries in the first paragraph and the following new paragraph inserted :

"The delegate of Poland said that he shared the views expressed concerning the necessity of introducing the SSB technique in the maritime mobile service but that he would be in favour of later dates for the implementation of this technique, i.e. the date of 1 January 1972 as the date by which the installation of new DSB equipment should no longer be authorized, the date of 1 January 1977 as the date by which coast stations should cease DSB transmissions and the date of 1 January 1980 as the date by which ship stations should cease DSB transmissions both in the MF and HF bands."

The delegate of Spain asked that the following new paragraph should also be added after the first paragraph from which the word "Spain" should be deleted :

"The delegation of Spain agrees with the views expressed by the previous speakers as to the necessity to make the conversion from DSB to SSB and for the same reasons; however, they consider that such a conversion must not be completed before 1 January 1980 in the MF bands and not before 1 January 1977 in the HF bands."

The delegate of the Netherlands said that in the fifth paragraph the word "also" should be deleted.

Page 3

The delegate of Mexico said that in the sixth paragraph the full stop should be replaced by a comma and followed by the words "since his Administration had a large fishing fleet which basically used the MF bands".

The delegate of Pakistan said that so far as his Administration was concerned the words "and MF" should be inserted between the words "HF" and "bands" in the last line of the paragraph.

Page 5

The delegate of the U.S.S.R. said that the words "at the next Conference" should be inserted after the word "revised" in the fourth paragraph.

Document No. 171, as amended, was approved.

Document No. 174

Page 3

The delegate of the U.S.S.R. said that the words "five to" should be inserted between the words "about" and "ten" in the antepenultimate line of the first paragraph.

Document No. 174, as amended, was approved.

Document No. 182

Document No. 182 was approved.

2. First report of Working Group 5A (Document No. 192)

The Chairman of Working Group 5A, introducing the Group's first report (Document No. 192), said that under Article 23, Nos. 863 and 903, the only question to be dealt with was that of designation of the power. The Working Group had decided on a peak envelope power four times the carrier power previously permitted. The provisions of the paragraphs would be applicable before and after the transition to SSB.

With respect to Article 7, No. 442, the Working Group had decided that the guardband for the distress and calling frequency should be reduced and that the two adjacent channels of 3.5 kc/s each should be reserved for the maritime mobile service. The exact allocation of the bands would be decided later. It had been agreed that the provisions of Nos. 443 and 444 of Article 7 should remain in force during the transition period and that a decision concerning the part of the Final Act in which they would appear would be taken later.

A new text for No. 445 had been adopted (Document No. 192, Annex I); a decision on the assigned frequencies would not be taken until the question of technical specifications had been dealt with. No change had been proposed for No. 998, and a new text had been adopted for No. 984, the provisions of which would be applicable during and after the transition period.

The Chairman said that it had been necessary to modify the Spanish text of Annex I; a revised version would appear in the first report of Committee 5.

The Working Group's decisions relating to Article 23, Nos. 863 and 903 were approved.

The delegate of France, supported by the delegate of the United Kingdom, suggested that the word "Maritime" should be deleted from the Working Group's decision relating to Article 7, No. 442.

The delegate of Brazil said that the provisions of No. 442 applied to Region I only. It would be necessary to modify No. 1325 in order that the guardband reduction could be applied to all regions.

The delegate of Sweden asked if approval of the French suggestion would mean that the two channels obtained by reducing the guardband would be available to land mobile as well as aeronautical and maritime mobile services.

The Chairman said that in considering that question members should bear in mind the wording of the 2170-2194 kc/s box in the frequency allocation table on page 41 of the Radio Regulations, footnote No. 201 to that table and the provisions of Article 35, No. 1325.

The representative of the I.F.R.B. said that the question was a delicate one, involving the competence of the Conference. It was difficult, in view of No. 1325 of the Radio Regulations, to know whether the bands obtained by reducing the guardband could be reserved exclusively for the maritime mobile service, or be still allocated to the mobile service. The question would be less debatable if, in the recommendations of Working Group 5A, the words "maritime mobile service" were replaced by the words "mobile service", which were those used for the 2170-2194 kc/s box in the Allocation Table on page 41 of the Radio Regulations. This would not prevent, in his view, almost exclusive use by the maritime mobile service.

The delegate of Sweden said that No. 1325 should be read in conjunction with No. 1323. It appeared that the band could not be used by the land mobile service and the wording in the report could therefore be used.

The delegate of the Federal Republic of Germany drew attention to the title of Article 35.

The delegate of the U.S.S.R. said that, in his opinion, these bands were to be used only by the maritime mobile service.

The Chairman pointed out that it could be argued that the Committee was bound by the wording used in the pertinent box of the Allocation Table.

The delegate of the United Kingdom suggested that in the last line of the Working Group's suggestion the words "for calling" should be inserted between the words "bands" and "would".

The delegate of Portugal, referring to footnote No. 201, Article 35 and No. 1320, said it could be concluded that the 2170-2194 kc/s band had been allocated to the maritime mobile service but could also be used by the aeronautical mobile service. It therefore seemed that the 2182 kc/s guardband could be reduced and the two channels thus obtained could be used exclusively by the maritime mobile service.

The delegates of South Africa and Italy said that the wording suggested by the Working Group should be retained. Insofar as the United Kingdom proposal was concerned, no firm decision had been taken on the matter.

The delegates of France and the United Kingdom withdrew their proposals.

The Working Group's proposals for the 2182 kc/s guardband were approved.

The delegate of Canada, pointing out that the provisions of No. 442 applied to Region 1 only, asked how the change in the 2182 kc/s guardband would be applied in the other regions.

The Chairman said that Working Group 5A would consider the matter when it dealt with Article 35.

The Working Group's proposals on Nos. 443 and 444 were approved.

The representative of the I.F.R.B., referring to the last two lines of the Working Group's decision on Nos. 443 and 444, said that he thought that it was for the Committee to decide in which part of the Final Act such provisions should appear. He recommended that a uniform presentation should be adopted for all the positions relating to the transition period.

The Chairman suggested that the provisions of Nos. 443 and 444 should be retained in the same article of the Radio Regulations. The introduction would have to be amended to make it clear that they applied to the transition period only. There would eventually be other provisions relating to the situation after the transition period. He would discuss the matter with the Chairman of Working Group 5A, who would refer to it in one of the Group's subsequent reports.

The Working Group's text of Annex I was approved.

The Working Group's suggestions for Nos. 983 and 984 of Article 28 were approved.

Document No. 192 as a whole was approved.

3. Oral progress reports of the Chairmen of the Working Groups

The Chairman of Working Group 5A said that the Group's second draft report was contained in Document No. DT/35; it covered those parts of Article 28 not dealt with in Document No. 192. At its next meeting the Group would start, but probably would not complete, its discussions on Articles 35, 5 and 33. It would then deal with the technical specifications and timetable for the transition to SSB.

The Chairman of Working Group 5B said that the Group had had two meetings during which it had examined proposals under its terms of reference, particularly with respect to Article 35. Its main work - the preparation of a new Appendix 17 - depended, however, on Committee 4's work on Appendix 15. It was not yet possible to tell when the Group would complete its work.

The Chairman of Working Group 5C said that the Group had met once and had started work on the most difficult item on its agenda, namely, the splitting of the channels in Appendix 18. While there was unanimous agreement that the channels should be split to meet existing and future needs in the VHF band, the Group had not yet agreed whether the revised allocation plan should be prepared at the current, or a later, conference. Questions relating to the conversion procedure and timetable had also been discussed and it appeared that most delegations were in favour of a fairly long conversion period.

The Chairman of Working Group 5D said that the Group had held two meetings. At the first it had discussed questions relating to Appendix 25 in accordance with the specific terms of reference given to it by the Committee. All relevant documents had been considered and the Group had discussed the possibility of the current Conference preparing a revised

Frequency Allotment Plan. It appeared from the discussions that the majority of delegations agreed that Appendix 25 should be retained and that at a future date a W.A.R.C. be convened to prepare a new Frequency Allotment Plan.

At its second meeting the Working Group had established an ad hoc group whose terms of reference were given in Document No. DT/22. The ad hoc group had completed its work and its report (Document No. DT/36) would be submitted to Working Group 5D on 4 October.

The Working Group was awaiting the results of the work of Committee 4 and Working Group 5A before completing its examination of all the proposals listed in Document No. DT/19.

The meeting rose at 1540 hours.

Secretary of Committee 5 :

J. BALFROID

Chairman of Committee 5 :

P. MORTENSEN

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 214-E
5 October 1967
Original : French

COMMITTEE 5

SECOND REPORT BY WORKING GROUP 5B TO COMMITTEE 5

Article 35

Nos. 1351A and 1355A

The Working Group decided that the texts of Nos. 1351A and 1351B as shown in Annex I hereto should be adopted. They incorporate the provisions which it was proposed to include in Nos. 1351A and 1355A. It was agreed that :

- 1) the bandwidth required should be determined at a later date;
- 2) the conference to be convened to prepare a new plan should decide whether the use of class A3B emission should be retained after the transition period.

No. 1358

It was decided that the technical characteristics of transmitters and, as the case may be, of receivers should be the subject of a special appendix (Appendix 17A). A reference to this appendix will be made in No. 1358 (Article 35), the new text of which is given in Annex I hereto.

Appendix 17A

The Working Group adopted the text of paragraph 1 with regard to classes of emission A3J and A3A (points a) and b)) (see Annex II). It considered it unnecessary to give a definition of class of emission A3H.

J. BES
Chairman

Annexes : 2



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A N N E X I

Article 35

NOC

Section III

Bands between 4000 and 23 000 kc/s

ADD

A(0). Mode of operation of stations.

ADD

1351A

Unless otherwise provided in these Regulations [see Nos.], the class of emission used for radiotelephony in the bands between 4000 and 23 000 kc/s shall be A3A or A3J; the upper sideband shall be used and the necessary bandwidth shall not exceed [] kc/s. Until the end of the transition period, the classes of emission A3, A3H and, exceptionally, A3B may be authorized. The matter as to whether or not class A3B emissions should be retained after the transition period shall be examined at the conference convened to prepare a revised Appendix 25.

ADD

1351B

The normal mode of operation of each coast station is shown in the List of Coast Stations.

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MOD

1358

The technical characteristics of transmitters [and receivers] used in the maritime mobile service for radiotelephony in the bands between 4000 and 23 000 kc/s are specified in Appendix 17A.

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A N N E X II

ADD

APPENDIX 17A

Technical Characteristics of Transmitters /and Receivers/
used in the Maritime Mobile Service for Radiotelephony in
the Bands between 4000 and 23 000 kc/s

1. a) For emissions in class A3J the power of the carrier shall
 be at least 40 db below the peak power of the emission.
- b) For emissions in class A3A the power of the carrier shall
 be 16 ± 2 db below the peak power of the emission.

.....

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 215-E
6 October 1967
Original : English

COMMITTEE 4

SUMMARY RECORD

of the

TENTH MEETING OF COMMITTEE 4

Tuesday, 3 October 1967, at 0930 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist Republic)

Subject discussed

Document No.

Revision of Appendix 15, Section A (continued)

178



Revision of Appendix 15 Section A (Document No. 178) (continued)

Wide-band telegraphy channel spacing

The delegate of the United States of America said that his Administration's extensive monitoring of the spectrum allocated to wide-band telegraphy showed that it was heavily used. He suggested that the overall bandwidths be maintained and supported the proposals in Document No. 178 for accommodation of those bands.

The delegate of the United Kingdom said he supported the existing band limits, but could agree to a displacement of the band edges to a slightly higher value.

The delegate of France said he was in favour of a 4 kc/s spacing for all the wide-band frequencies.

The delegate of the Federal Republic of Germany supported the spacing recommended in Document No. 178.

The total bandwidth and channel spacing proposed in Document No. 178 was approved in principle.

The delegate of Singapore observed that only the word "wide-band" was used as a heading in the annexes to Document No. 178, whereas the corresponding heading in Appendix 15A was much fuller.

The delegate of the United Kingdom explained that the column headings in Document No. 178 had been chosen for convenience only and were not intended to be final.

The Chairman said that full headings would be included in the revised text of Appendix 15A.

Channel spacing for high traffic ships in the 22 Mc/s band

In reply to a question by the delegate of France, the Chairman explained that only the spacing in the 22 Mc/s band remained to be decided.

The delegate of Norway pointed out that he had already proposed a spacing of 2 or 3 kc/s and he would prefer 2 kc/s.

The delegate of New Zealand said that, although he had originally proposed a spacing of 2.5 kc/s, he could support the Norwegian proposal for 2 kc/s, which would make more channels available to ships.

The delegates of Denmark, the Federal Republic of Germany, Japan, Sweden, Yugoslavia, France, the United States of America, the United Kingdom, and Singapore also supported the Norwegian proposal.

The proposal was approved.

The Chairman invited the Committee to consider the number of channels to be provided for the various bands.

Low traffic ships

The Chairman pointed out that the number of channels suggested in the many proposals on that band varied from 84 to 102.

The delegate of the United Kingdom said that the number of channels available to low traffic ships depended on many factors. For instance, the bands suggested in Document No. 178 were intended to allow for reduction in favour of radiotelephony, but the bandwidth of radiotelephone channels had not yet been decided; a figure of 3.5 kc/s, 3.2 kc/s, or an even lower figure might be acceptable. Moreover, the possible allocation of one of the new telephony pairs for an international selective calling system should be borne in mind. In his opinion, 84 was the minimum number of channels for all bands for low traffic ships except the 22 Mc/s band, the minimum for which should be 38.

Referring to the 16 Mc/s band, he said that the upper frequency limit in the low traffic column shown in Document No. 178 should perhaps be 16 920 kc/s, rather than 16 924 kc/s.

The delegate of Norway pointed out that the figure 16 924 kc/s may have been obtained by multiplying the basic frequency 4231 kc/s by four. The figure 16 924 kc/s proposed in Document No. 178 made it easier to use crystals for the lower bands. He suggested that the minimum number of channels should be 84 and that the upper frequency limit be retained at 16 924 kc/s.

The delegate of the United Kingdom agreed to the retention of frequency 16 924 kc/s.

The number of 84 channels proposed as a minimum for low traffic ships in Document No. 178 was approved.

Calling frequencies

The Chairman said that the number of channels for calling frequencies proposed in Document No. 178 was 17 in all bands.

The delegate of France pointed out that, in the case of calling frequencies, the use of many channels would require more operators to maintain watch.

The delegate of the United States of America observed that a reduction of the number of calling channels would mean reversing a decision already taken in that regard, and would also involve an increase in the number of crystals required. He opposed any change in the proposals in Document No. 178.

The delegate of Norway supported that view.

The proposals in Document No. 178 concerning a minimum number of 17 channels for calling were approved.

High traffic ships

The Chairman, referring to Document No. 178 said that the proposals for the number of channels varied from band to band, except for the 4 and 6 Mc/s bands. He suggested dealing with the 4 and 6 Mc/s bands first.

The delegate of France observed that, since Appendix 15A specified 11 channels for all bands and Document No. 178 also provided 11 channels for the 4 and 6 Mc/s bands, no advantage was being gained after having reduced the spacing.

The delegate of the United Kingdom, referring to Nos. 1156 and 1157 of the Radio Regulations, said it had been agreed that more ships could use high traffic bands. Other ships would use teleprinters. He considered 11 channels to be adequate.

The delegate of the U.S.S.R., supported by the delegate of Poland, said that 11 channels would not be sufficient, and the number should be increased to 20.

The delegates of the United States of America, Netherlands, South Africa, Australia, Federal Republic of Germany and Brazil supported the United Kingdom proposal for a minimum of 11 channels for high traffic ships in the 4 and 6 Mc/s bands.

The proposal was approved.

The Chairman, opening discussion on the 8 Mc/s band, said that the number of channels suggested in Document No. 178 was 13, which represented an increase of two over the figure in Appendix 15A.

The increase from 11 to a minimum of 13 channels was approved.

The Chairman said that the proposal for the 12 Mc/s band in Document No. 178 was 17 channels, representing an increase of six over Appendix 15A.

The delegate of the Netherlands suggested reducing the number of channels in the 12 and 16 Mc/s bands, thereby setting aside a few channels for radiotelephony simplex operation.

The delegate of the United Kingdom, replying to the Netherlands suggestion, said that three more channels for radiotelephony were already provided. He doubted whether more could be spared.

The delegate of Norway supported the United Kingdom proposal.

The proposal of 17 channels minimum for the 12 Mc/s band was approved.

The Chairman asked for suggestions on the number of channels for the 16 Mc/s band.

The delegate of the Netherlands said that 17 channels in the 12 Mc/s band and 25 channels in the 16 Mc/s band was out of proportion and that some of them could be better used for other purposes.

The delegate of the U.S.S.R. said that he preferred a larger number of channels than had been provided for in Document No. 178 and could not agree with reduction proposed by the Netherlands.

The proposal for 25 channels minimum in the 16 Mc/s band was approved.

With regard to the 22 Mc/s band, the delegate of Norway proposed that the number of channels should be increased to 18, as a consequence of spacing changes.

The delegate of New Zealand supported that proposal.

The delegate of the U.S.S.R. also supported the Norwegian proposal, but suggested that the number of channels should be 25.

The delegates of the United Kingdom, the United States of America and Hungary supported the Norwegian proposal to increase the number of channels to a minimum of 18.

The Norwegian proposal was approved.

Teleprinter service

The Chairman summarized the proposals for teleprinter channels in Document No. 178 as follows :

In the 4 Mc/s band, 15 channels

"	"	6	"	"	20	"
"	"	8	"	"	20	"
"	"	12	"	"	20	"
"	"	16	"	"	20	"
"	"	22	"	"	20	"

The delegate of the U.S.S.R., supported by the delegates of Czechoslovakia and Poland, suggested 20 channels for the 4 and 6 Mc/s bands and 30 channels for the 8, 12, 16 and 22 Mc/s bands.

The delegates of the United Kingdom, the United States of America, the Federal Republic of Germany, Greece, the Netherlands, Argentina, Spain, Canada, New Zealand, Mexico and Australia supported the proposals outlined by the Chairman.

The delegate of the U.S.S.R. said that, in submitting its proposals, his Administration had realized that the bands for high traffic must be maintained, and had suggested 20 channels for the 4 Mc/s band with a view to keeping a balance between the various services.

The Chairman said he thought that the proposals he had read out provided such a balance.

The proposals read out by the Chairman were approved.

1. Ocean data

The Chairman stated that it had been decided that a total bandwidth of 3.5 kc/s would be allocated in each band for this purpose providing ten 300 c/s channels with a guard band of 250 c/s on either side.

2. Wide-band telegraphy

The Chairman also stated that it had been decided to adopt the minimum number of channels as proposed in Document No. 178 for all bands.

25 Mc/s band

The Chairman observed that there were several proposals to change the channel spacing in the 25 Mc/s band, although some administrations were in favour of retaining the existing spacing and number of channels.

The delegate of Denmark said that his Administration found the band very useful and thought it would be very important in the future, especially in periods of high sunspot activity. Since the total bandwidth was small, it would probably be wise to adopt the smallest possible channel spacing, which would be 0.5 kc/s. In any case, the question of spacing should be settled first.

The delegate of the Netherlands supported by the delegate of France, thought it would be logical to use the same spacing as for calling frequencies and low traffic ships in the 22 Mc/s band. That would allow for an increase from 11 to 13 channels.

The delegate of Norway explained that his Administration was in favour of 1.5 kc/s, because the crystals already installed would be usable even after the spacing had been changed. Norway currently had 500 ships with crystals in the 25 Mc/s band; each ship had two crystals and used the band in conjunction with coast stations in the 25 Mc/s band, in accordance with footnote No. 453.1 of the Radio Regulations. Use of the band, which was regarded as additional to the use of the 22 Mc/s band, had been most successful in the past few years; the traffic was increasing, and a further increase might be foreseen in connection with sunspot activity.

He suggested that the Committee might consider the advantages of splitting the 25 Mc/s band so that about one quarter could be used as a calling band and three quarters as a working band.

The delegate of Brazil said that, although his Administration had proposed to retain the 3 kc/s spacing, it could agree to reducing the figure to 1 or 1.5 kc/s, in view of the decision taken for the 22 Mc/s band. In his opinion, a spacing of 0.5 kc/s would be too tight for the band in question.

The delegate of the U.S.S.R. said he saw no reason for increasing the number of channels and supported the French proposal to retain the existing spacing and number of channels.

The delegate of Denmark said that, although his Administration considered the optimum spacing to be 0.5 kc/s, it was prepared to accept 1 kc/s as a compromise solution. In any case, the existing spacing was too high.

The delegate of Japan supported that suggestion.

The delegate of Sweden agreed that the spacing should be reduced to 1 or 1.5 kc/s and that the band should be allocated for calling and working.

The delegate of New Zealand proposed that the band should be split into 6 calling channels and 20 working channels, with 1.5 kc/s spacing for both categories.

The delegate of Norway supported that proposal.

The delegate of the United Kingdom said he could accept a spacing of 1.5 kc/s, but would like to have time to consider the implications of the proposal to split the band.

The delegates of Venezuela, the Netherlands, France and the United States of America said they could agree to a spacing of 1.5 kc/s.

It was agreed that the spacing for the 25 Mc/s band should be 1.5 kc/s.

The Chairman observed that the minimum number of channels would therefore be 26.

He announced that the Committee had dealt with the principal aspects of Appendix 15A, and proposed that an Ad Hoc Working Group, consisting of the delegates of the United Kingdom, the U.S.S.R., the United States of America, France, the Netherlands, Canada and Norway and the representative of C.I.R.M. should be convened by the delegate of the United Kingdom to prepare a revised text of the Appendix.

It was so decided.

The Chairman proposed that the terms of reference of the Ad Hoc Working Group should be :

"To revise Appendix 15, Section A, taking into account the discussions in Committee 4, in particular concerning harmonic relationships, channel spacing, the minimum number of channels, the minimum number of changes for existing assigned frequencies and total bandwidth and, in connection with the 25 Mc/s band, to consider the split in the band proposed by Norway and New Zealand and also to take into account Document No. 130 submitted by Israel".

The delegate of the U.S.S.R. said that he had no objection to those terms of reference, but that he wanted to know what bands had been allocated to the ocean data service and whether that allocation had been made on an exclusive basis or on a common basis with the maritime mobile service.

The Chairman drew the U.S.S.R. delegate's attention to the decision that the Committee had taken by vote at its eighth meeting, on the basis of a proposal by Portugal. At that time, two delegations had reserved the right to raise the question again in Plenary Meeting. The allocation had been made on an exclusive basis, in line with the equality of treatment for various services laid down in the Radio Regulations.

The delegate of the U.S.S.R. observed that that interpretation had not been decided on in the Committee.

The Chairman pointed out that the Committee had been examining Appendix 15A on the basis of the table in Document No. 178, which distinguished clearly between the various sub-allocations.

The delegate of Denmark asked that the question of frequency tolerance should also be included in the Ad Hoc Working Group's terms of reference.

The delegate of Canada suggested that his Administration's proposals on selective calling in Document No. 107 should also be considered by the Ad Hoc Working Group.

The delegates of the United Kingdom, the United States of America and France considered that the title, "Oceanography" in the table of Document No. 178 should be made more descriptive and that the Ad Hoc Working Group should take into account the Italian proposals in Document No. 32, which had been used as a basis for the relevant discussions.

In reply to a comment by the delegate of South Africa the Chairman said that the Ad Hoc Working Group would also consider possible changes in band edges.

The proposed terms of reference of the Ad Hoc Working Group were approved, with the addition of the above suggestions.

The meeting rose at 1230 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4 :

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 216-E
6 October 1967
Original : French/English

COMMITTEE 6

FOURTH REPORT OF WORKING GROUP 6A TO COMMITTEE 6

(OPERATION)

General Radiotelegraph Procedure (Article 29, Section III continued to Section VII)

Calls by Radiotelegraphy (Article 30)

Radiotelegraphic Calls to Several Stations (Article 31)

Working Group 6A unanimously agreed the new provisions and revision of the Radio Regulations reproduced in the Annex attached hereto. However, the Delegation of Norway indicated it may still wish to speak on the subject of No. 1068A in Committee 6.

A. CHASSIGNOL
Chairman

Annex : 1



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A N N E XArticle 29. Section III (cont.)

NOC	1013	
ADD	1013A	The procedure given in No. 1013 is not applicable to the maritime mobile service (see Nos. 1077A, 1077B and 1077C).
NOC	1014	
MOD	1015	[held in abeyance]
ADD	1015A	[held in abeyance]
NOC	1016	
MOD	1017	(2) When, in the aeronautical mobile service, as an exception to this rule, the call is not followed by an indication of the frequency to be used for the traffic, this indicates :
MOD	1018	a) Where the calling station is a land station, that it proposes to use for traffic its normal working frequency shown in the appropriate document.
NOC	1019	
ADD	1019A	(3) When, in the maritime mobile service, as an exception to No. 1016 the call is not followed by an indication of the frequency to be used for the traffic, this indicates that the calling station is a coast station and that it proposes to use for traffic its normal working frequency shown in the List of Coast Stations.
NOC	1020 - 1022	
MOD	1023	§11.(1) Except as otherwise provided for in these regulations, for transmitting the reply to calls and to preparatory signals, the station called shall use the frequency on which the calling station keeps watch, unless the calling station has specified a frequency for the reply.

Article 29. Section III (cont.)

SUP 1024
SUP 1025
SUP 1026
NOC 1027 -
1040

Sections IV - VII

NOC 1041 -
1062

Article 30

NOC 1063 -
1068

ADD 1068A (2) bis. However, in the bands between 4000 and 27 500 kc/s a coast station, using Type 1 transmission, may transmit its call sign at intervals to enable mobile stations to select the calling band with the most favourable propagational characteristics for effecting reliable communication (see No. 1162).

MOD 1069 (3) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. This transmission shall be preceded by a call to all stations (CQ).

MOD 1070 (4) The call to all stations announcing the traffic list may be sent on a calling frequency in the following form :

- CQ, not more than three times;
- the word DE;
- the call sign of the calling station, not more than three times;
- QSW followed by the indication of the working frequency or frequencies on which the traffic list is about to be sent.

In no case may this preamble be repeated.

Article 30 (cont.)

- MOD 1071 (5) The provisions of No. 1070 :
- ADD 1071A a) are obligatory when 500 kc/s is used;
- (MOD) 1072 b) do not apply when frequencies in the bands between 4000 and 27 500 kc/s are used.
- NOC 1073-
1076
- NOC 1077
- ADD Method of calling in the maritime mobile service
bands between 4000 kc/s and 27 500 kc/s
- ADD 1077A (1) bis. The call consists of :
- the call sign of the station called, not more than three times;
 - the word DE;
 - the call sign of the calling station, not more than three times;
 - the signal — ... — (separation sign);
 - the call sign of the station called, once only;
 - the letter K.
- ADD 1077B (1) ter. When the requirements of No. 1162 have been met, the call specified in No. 1077A may be repeated at intervals of not less than one minute for a period not exceeding five minutes and shall not be renewed until after an interval of ten minutes.
- ADD 1077C (1) quater. When, however, the conditions of establishing contact are difficult, the call sign may be transmitted not more than ten times in succession. The call shall consist of :

- the call sign of the station called, not more than ten times;
-
- the word DE;
- the call sign of the calling station, not more than three times;
- the signal — ... — (separation sign);
- the call sign of the station called, once only;
- the letter K.

If necessary, this call may be transmitted a second time, (see No. 1079). The call or group of two consecutive calls may be repeated three times at intervals of two minutes; thereafter it shall not be repeated until an interval of 10 minutes has elapsed.

NOC 1078

NOC 1079

SUP 1080

NOC 1081-
1087

Article 31

NOC 1088-
1094

Note : In the First Report of Working Group 6A (Document No. 181) the text of No. 1012A should be deleted as the same text has been incorporated in Article 30 with the numbering 1077A.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 217-E
6 October 1967
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COMMITTEE 5

THIRD REPORT OF WORKING GROUP 5A
TO COMMITTEE 5

Article 35

No. 1319

It was decided that the text of this number would remain unaltered.

No. 1320

No decision has been taken with respect to this number since it had already been dealt with by Working Group 5B which referred it to Committee 7.

No. 1321

No proposal having been submitted with respect to this number, it thus remains unchanged.

No. 1321A

The Working Group adopted the new text which appears in the annex.

No. 1322

No proposal having been submitted with respect to this number, it thus remains unchanged.

No. 1322A

The Working Group adopted the new text which appears in the annex.

Chairman :

P. AAKERLIND

Annex : 1



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A N N E XArticle 35

.....

NOC 1319

.....

NOC 1321

ADD 1321A Frequencies on which SSB emissions are sent shall be designated by the carrier frequency, followed, in brackets, by the assigned frequency.

NOC 1322

.....

ADD 1322A Unless otherwise specified in the present Regulations (see Nos. 987, 996, 1323, 1336 and 1337), the class of emission to be used in the bands between 1605 and 4000 kc/s shall be class A3A or class A3J using the upper sideband and with the necessary bandwidth not exceeding 2.7 kc/s/. During the transition period, class A3 or A3H emissions shall also be used. The normal method of operation for each coast station shall be indicated in the List of Coast Stations.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 218-E
6 October 1967
Original : English

COMMITTEE 6

THIRD REPORT OF WORKING GROUP 6C TO COMMITTEE 6 (OPERATION)

ADDITIONAL RADIO REGULATIONS (IN PART)

Having considered all the proposals submitted to it on the above provisions, Working Group 6C unanimously adopted the status quo or revision as shown in the Annex attached hereto.

F. WIEFELSPUTZ

Chairman

Annex : 1



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A N N E XADDITIONAL RADIO REGULATIONSArticle 10

MOD 2152 Mobile stations shall, if the sender so requests, serve as intermediaries for the routing of radiotelegrams; the number of intermediary mobile stations is, however, limited to two.

NOC 2153-
2156

MOD 2157 (3) The station assisting in the free retransmission in accordance with the provisions of Nos. 2155 and 2156 must enter the service abbreviation QSP ... (name of the mobile station) at the end of the preamble of the radiotelegram.

NOC 2158

Article 11

NOC 2159

MOD 2160 §2. When a radiotelegram received at a mobile station cannot be delivered, that station so informs the office or mobile station of origin by a service advice. In the case of a radiotelegram originating on land, this service advice is sent, whenever possible, to the land station through which the radiotelegram passed, or, if necessary, to another land station of the same country, or of a neighbouring country quoting the name or call sign of the station from which the radiotelegram was received, as far as existing conditions or special arrangements permit.

Articles 12, 13 and 14

NOC 2161-
2165

Articles 8 and 9 to follow

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 219-E
10 October 1967
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COMMITTEE 4

SUMMARY RECORD

of the

ELEVENTH MEETING OF COMMITTEE 4

Wednesday, 4 October 1967, at 0930 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist Republic)

Subjects discussed :

Document Nos.

1. Summary Record of fifth meeting	185
2. Summary Record of sixth meeting	190
3. Draft First Report of Committee 4	DT/12 (Rev.)
4. Report of the ad hoc Group on footnotes 163, 196, 197 and 199, Article 5 of the Radio Regulations	203
5. Proposals concerning Article 32 of the Radio Regulations	DT/41, DT/2



1. Summary Record of fifth meeting (Document No. 185)

Page 7

The delegate of Sweden said that the word "as" should be replaced by "and" at the end of the second line of the penultimate paragraph.

Document No. 185, as amended, was approved.

2. Summary Record of sixth meeting (Document No. 190)

Page 4

The delegate of the United States of America said that the words "not exceeding 50 bauds" in the reference to the footnote to the table in the first paragraph should read "not exceeding 40 bauds".

The Chairman said that Mexico should be deleted from the speakers referred to in the penultimate paragraph.

Page 5

The delegate of the United States of America said that the words "4 Mc/s band" in the last line should read "6 Mc/s band".

Page 6

The delegates of South Africa and Italy, referring to the fourth paragraph, pointed out that the Italian proposal for spacing in the 6 Mc/s band, was wrongly given as 0.5 kc/s in the penultimate paragraph of page 5. The correct figure was 0.75 kc/s.

Document No. 190, as amended, was approved.

3. Draft First Report of Committee 4 (Document No. DT/12(Rev.))

The Chairman, observing that the Committee was embarking on a second reading of its first draft report, pointed out that "SUP 455" should be inserted after "MOD 453" at the top of page 3 and that the corresponding reference should be included between "453" and "974" on page 1; the suppression of No. 455 would probably be discussed in connection with the Japanese proposal to use the 2091 kc/s frequency for safety. Some slight grammatical errors in the Spanish text might be left to the Editorial Committee to rectify; in that text, also, the square brackets around the

last phrase of No. 992 had been omitted. The report as approved by the Committee would be annexed to the summary record of the current meeting.

Document No. DT/12(Rev.) was approved, with those drafting changes.

4. Report of the Ad hoc Group on footnotes 163, 196, 197 and 199, Article 5 of the Radio Regulations (Document No. 203)

Speaking at the invitation of the Chairman, the delegate of Sweden, who had convened the Ad hoc Group, explained that the Group had reached only a partial solution of the problems entrusted to it, for the reasons set out in Section B of its report (Document No. 203).

The delegate of Poland said that, in respect of footnote 163, he appreciated the legal difficulties involved but he could not state his Administration's final position on the question at this meeting.

The delegate of Japan said that, although the solution with regard to footnote 196 was not wholly adequate to meet his Administration's needs, he could accept it, pending a complete solution at the next Administrative Radio Conference.

In reply to a query by the delegate of New Zealand, the Chairman said that the modifications referred to in sub-paragraph B 3) b) of the report would apply to all the countries referred to in the footnotes concerned.

The solutions for footnotes 196, 197 and 199 were approved, and the solution for footnote 163 was left in abeyance pending a reply from the Polish Administration.

5. Proposals concerning Article 32 of the Radio Regulations (Documents Nos. DT/41, DT/2)

The Chairman invited the Committee to consider the proposals in question on the basis of Document No. DT/41.

Section I

The delegate of France objected to the suppression of the entire section as proposed by the Administrations of the United Kingdom, Greece and the United States of America, since the 143 kc/s band was still being used by ships.

The delegate of the United States of America said that the suppressions had been proposed as a result of the Committee's decision to delete footnote 171, and consequently to abolish the designation of 143 kc/s as a calling frequency.

The delegate of France, supported by the delegate of Italy, considered that at least a brief reference to the bands 90 - 160 kc/s should be kept in Article 32. He proposed that Nos. 1098 and 1100 should be combined to indicate the manner in which the frequencies were used.

The Representative of the I.F.R.B. pointed out that, after the suppression of frequency 143 kc/s, the bands in question might be treated on the same basis as those below 90 kc/s, which did not appear in Article 32. In any case, there was no question of removing the bands 90 - 160 kc/s from the maritime mobile service, which would continue to appear in the appropriate table in Article 5.

The delegates of France and Italy withdrew their objection in the light of that explanation.

Section I (Nos. 1095 - 1105) was suppressed.

Section II

No. 1106A

The Chairman said that the Administrations of France and Brazil had submitted analogous proposals for a new No. 1106A (Document No. DT/2, page 233).

The delegates of the United Kingdom and the United States of America considered that the point was already covered in No. 974.1, approved in the Committee's first report (DT/12(Rev.)).

The delegate of Brazil agreed with that view and said he would not press his proposal.

The delegate of France pointed out that No. 974.1 related only to ship stations, while the proposed No. 1106A was more generally applicable to the maritime mobile service. Perhaps the Regulation could appear as Section I of Article 32, with the heading "General", so that it should be applicable to all bands, not only the 405 - 535 kc/s range.

After a discussion in which the delegates of Norway, the United States of America, South Africa, New Zealand, Switzerland, Italy, the United Kingdom and Portugal, the Chairman and the Acting Chairman of the I.F.R.B. took part, the delegate of South Africa proposed that the French draft of No. 1106A should become Section I of Article 32, headed "General", and that No. 974.1 should be deleted from Document No. DT/12(Rev.).

That proposal was approved.

Nos. 1111, 1113 and 1113A

Approved.

No. 1113B

The delegate of the United Kingdom, supported by the delegate of Norway, proposed that the words "distress stations" of the French proposal on page 234 of Document No. DT/2 should be changed to "stations in distress".

Approved as amended.

Nos. 1115A, 1115B, 1116 and 1117

Approved.

No. 1121

The delegate of Israel considered that the possibility of the use of A2 emissions by ship stations should be retained, as messages could be received from A2 emissions on frequencies otherwise congested by A1 emissions.

The Chairman observed that that possibility was covered by the use of the word "should", rather than "shall".

The delegate of South Africa proposed that the words "or A2H" should be added after "A1", as those signals had similar characteristics.

The delegate of Norway supported that proposal.

The delegate of France said that the effect of the adoption of the South African proposal would be further to congest the spectrum, contrary to the intention of the French Administration's proposal.

The delegates of the U.S.S.R., the Netherlands, Norway, Ireland, Belgium and Roumania supported the original French proposal, in the light of that explanation.

The delegate of South Africa withdrew his proposal.

No. 1121 was approved.

No. 1122

The delegates of Australia, India, Pakistan and Indonesia supported the United Kingdom proposal that No. 1122.1 be deleted.

The Chairman suggested that the United Kingdom proposals for the modification of No. 1122 and the deletion of No. 1122.1 be approved.

It was so decided.

No. 1123

The delegate of the United States of America, supported by the delegate of the United Kingdom, proposed that the United States and United Kingdom proposals on No. 1123 be combined and that the new text read as follows; "Ship stations operating in the authorized bands between 405 and 535 kc/s shall use working frequencies chosen from the following: 425, 454, 468, 480 and 512 kc/s, except as permitted by No. 418".

It was so decided.

No. 1124

The delegate of the United States of America said that the modification proposed by his Administration to No. 1124 was consequential on the change made to No. 1123. There would no longer be any frequencies not designated as world-wide.

The United States modification of No. 1124 was approved.

No. 1125

The representative of the I.F.R.B. pointed out that in No. 1123 the calling frequency 512 kc/s had been in a different position from the other calling frequencies. Now that it was in the same position as the other frequencies it was overburdened when frequency 500 kc/s was used for distress in accordance with No. 1129.

The Chairman proposed that the modification of No. 1125 proposed by the United States be approved.

It was so decided.

No. 1134

The Chairman said that there was no difference in substance between the modifications to No. 1134 proposed by the various delegations. For the purposes of the record, however, it would be necessary to approve one of those modifications and he therefore proposed that the Netherlands proposal be approved.

It was so decided.

No. 1137

The Chairman said that the number in the first line of page 3 of Document No. DT/41 should read "1337". As that regulation did not form part of Article 32, the line should be deleted.

Section IV - Nos. 1139 - 1144

The delegate of Australia said that, when submitting its proposal for the deletion of Section IV, Australia had been unaware that Japan still required the services provided for in that Section. In the circumstances, Australia could agree to the retention of Section IV, provided its provisions applied only to Region 3 areas North of the Equator. The heading of the Section should therefore be amended to read: "Section IV. Additional Provisions Applicable to Region 3 Areas North of the Equator only". That would allow Australia to use the band as it wished and would also allow Japan to use the band as it wished North of the Equator.

The delegate of India endorsed that proposal.

The delegate of Japan said that his Administration wanted to use 2091 kc/s as the calling and safety frequency band in the radiotelegraphy maritime mobile service. It had therefore proposed the modifications to Nos. 1139 and 1140 shown on page 243 of Document No. DT/2. It also proposed that the word "also" be inserted before the word "reserved" in footnote 455.

The delegate of Canada asked if the Japanese delegation would agree to narrow the guardband.

The delegate of Japan said that his Administration could accept a guardband of 3 kc/s. The frequency limits in Nos. 1139 and 1140 should be altered to read "2089.5 - 2092.5".

The delegate of Australia said that his delegation could accept the Japanese modifications to Nos. 1139 and 1140, provided Australia's amendment to the heading of Section IV was approved.

The delegate of France proposed that the last six words of the Japanese modification to No. 1140 be deleted.

The delegate of Japan said that his Administration could accept that amendment. It could also accept the Australian amendment to the heading of Section IV.

The Chairman suggested that in that case the Japanese amendment to No. 455 would not be necessary.

The delegate of Japan said he would not insist on the amendment.

The Chairman proposed that the Australian amendment to the heading of Section IV and the Japanese modifications to Nos. 1139 and 1140, be approved as amended.

It was so decided.

The Chairman said that as a consequence of the amendments to Nos 1139 and 1140, the frequency limits in Nos. 1141 and 1142 would have to be altered to 2089.5 - 2092.5.

The delegate of Australia pointed out that as Section IV was being retained, his Administration's modifications to the headings of Sections V and VI were no longer necessary.

Section V - No. 1145

The delegate of the United States of America proposed that the French proposals in respect of Nos. 1145, 1146 and 1158 should not be discussed until the Ad hoc Working Group on Appendix 15A had completed its work.

It was so decided.

The meeting rose at 1230 hours.

Secretary of Committee 4:

E. LURASCHI

Chairman of Committee 4:

F.G. PERRIN

Annex: 1

A N N E X

MOD	158	Limited to coast telegraph stations (A1 and F1 only). Exceptionally, the use of A7J is permissible subject to the bandwidth not exceeding that normally used for A1 or F1 emissions in the bands concerned.
MOD	167	Only classes A1 or F1, A4 or F4 emissions are authorized in the band 90 - 160 kc/s for stations of the fixed and maritime mobile services. Exceptionally, A7J emission is also authorized in the band 90 - 160 kc/s for stations of the maritime mobile service.
SUP	200	
ADD	437A	§ 7 (bis). Stations of the maritime mobile service employing single sideband radiotelegraph transmissions shall use upper sideband emissions. The discrete frequencies specified in the Radio Regulations for class A2H emission in the maritime mobile service such as 410, 425, 448, 454, 468, 480, 500, 512 and 8364 kc/s, shall be used as carrier frequencies.
NOC	438	
NOC	439	
MOD	451	

Note to the Editorial Committee

ADD 437A should be inserted following the title "Section IV. Maritime mobile service" and before No. 438.

MOD 451 concerns only the French text.

- MOD 453 (title) g) Coast stations, wideband and manual telegraphy, facsimile, special and data transmission systems and direct printing telegraph systems.
- SUP 455
- MOD 974 a) send class A2 or A2H and receive A2 and A2H with carrier frequency on 500 kc/s;
- MOD 975 b) send, in addition, class A1 and either A2 or A2H emissions on at least two working frequencies;
- MOD 976 c) receive, in addition, class A1, A2 and A2H emissions on all other frequencies necessary for their services.
- MOD 978 § 17. In Region 2, any radiotelegraph station installed on board a ship which uses frequencies in the band 2088.5 - 2093.5 kc/s for call and reply shall be provided with at least one other frequency in the authorized bands between 1605 and 2850 kc/s.
- MOD 981 b) changes of frequency in transmitting apparatus shall be effected as quickly as practicable, but within fifteen seconds in any event;
- MOD 992 § 22. (1) Any aircraft following a maritime course and required by national or international regulations to communicate, for safety purposes, with stations of the maritime mobile service shall be capable of transmitting preferably class A2 or A2H and receiving preferably class A2 and A2H emissions on the carrier frequency 500 kc/s or, on the carrier frequency 2182 kc/s, transmitting class A3 or A3H and receiving class A3 and A3H emissions.

Note to the Editorial Committee

In No. MOD 992 the part in square brackets will be finally agreed upon in Committee 5.

- MOD 995 - in the bands between 405 and 535 kc/s, be able to transmit with carrier frequency on 500 kc/s, using class A2 or A2H emissions, / (but see No. 677) 7. If a receiver is provided for any of these bands, it shall be able to receive class A2 and A2H emissions on the carrier frequency 500 kc/s;
- MOD 997 - in the bands between 4000 and 27 500 kc/s, be able to transmit on the carrier frequency 8364 kc/s using class A2 or A2H emissions. If a receiver is provided for any of these bands, it shall be able to receive class A1, A2 and A2H emissions throughout the band 8320 to 8745 kc/s;
- SUP 1155
- MOD 1156 § 20. (1) Stations installed on ships shall, at the discretion of the administration controlling the ship station concerned, use either the high traffic band (see No. 1151) or the low traffic band (see No. 1153), depending on their traffic requirements.
- SUP 1157
-

Transmitted to Committee 7

10 October 1967

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 220-E
9 October 1967
Original: English

PLENARY MEETING

NOTE BY THE CHAIRMAN OF THE CONFERENCE

The attached letter from the President of the International Association of Physical Oceanography is published for the information of the Conference.

R.M. BILLINGTON
Chairman of the Conference

Annex: 1



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A N N E X

INTERNATIONAL ASSOCIATION OF
PHYSICAL OCEANOGRAPHY

President : Dr. Roger Revelle
Center for Population Studies
Harvard School of Public Health
665 Huntington Avenue
Boston, Massachusetts 02115
U.S.A.

Berne, 4 October 1967

The President,
World Administrative Radio Conference,
International Telecommunication Union,

GENEVA
Switzerland

Dear Mr. President,

As President of the International Association of Physical Oceanography I have the honour to transmit to you the enclosed Resolution, for consideration by the World Administrative Radio Conference. This Resolution has just been passed unanimously by the plenary session of the XIV General Assembly of the International Association of Physical Oceanography.

We understand that the subject of this Resolution has been discussed during the meeting of the World Administrative Radio Conference and that the members of the Conference have been informed of the great importance and urgency of establishing an ocean-wide network of marine meteorological and oceanographic observing stations with radio links to data-collecting centres. We wish to confirm and endorse these statements in the strongest possible terms and to express our conviction that the assignment of the requested frequencies would bring great practical benefits not only in the improvement of atmospheric and oceanic forecasting but in many diverse ways.

Respectfully,

Sign.: Roger REVELLE

RESOLUTION No. 8

The International Association of Physical Oceanography;

endorsing strongly the request of the Intergovernmental Oceanographic Commission and of the World Meteorological Organization for assignment of certain radio frequencies within the 3-30 MHz region for exclusive use by the oceanographic and meteorological scientific communities for transmission of data from sea;

being aware that use of such frequencies will become an absolute necessity within the next five years for the adequate conduct of environmental science at sea;

being informed that the opportunity of obtaining such frequencies may not be available again for at least a decade;

resolves that the President of the Association should communicate with the President of the World Administrative Radio Conference on Maritime Mobile expressing the urgent request of the XIV General Assembly of the Association that every possible consideration be given by the W.A.R.C. to this proposal for use of certain radio frequencies for transmission of oceanographic and meteorological scientific data from sea.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 221-E

9 October 1967

Original : French

COMMITTEE 7

SUMMARY RECORD

of the

SECOND MEETING OF COMMITTEE 7

Thursday, 5 October 1967, at 1500 hours

Chairman : Mr. H. BEN CHEIKH (Tunisia)

Vice-Chairmen : Mr. F. BENITO MESTRE (Spain)

Mr. J.D. CAMPBELL (Australia)

<u>Subjects discussed</u>	<u>Documents Nos.</u>
1. Approval of the Summary Record of the First Meeting	180
2. Introduction of the reports of the Final Acts Working Group (Documents Nos. 191, 204 and 205)	---
3. First Report of the Final Acts Working Group	191
4. Second Report of the Final Acts Working Group	204
5. Proposal by Poland	187
6. Third Report of the Final Acts Working Group	205
7. Other business	---



1. Approval of the Summary Record of the First Meeting (Document No. 180)

Document No. 180 was approved without amendment.

2. Introduction of the Reports of the Final Acts Working Group
(Documents Nos. 191, 204 and 205)

The Chairman of the Working Group said that various proposals on the form to be given to the Final Acts of the Conference for the purpose of facilitating reference had been considered. It was decided that in the existing circumstances the only practical solution was to print the Final Acts of the present Conference in the same form as those of the Space Conference (Geneva 1963) and the Aeronautical Conference (Geneva, 1966) (see Document No. 191).

Three other questions, mentioned on page 1 of Document No. 204, were considered. The Working Group's conclusions were presented in the form of a draft resolution and two draft recommendations (see Annexes 1, 2 and 3 to Document No. 204).

Finally, a draft preamble to the Final Acts was submitted for approval by Committee 7 in the Working Group's Third Report.

In view of the proposal submitted by his Administration (see Document No. 187), the delegate of the People's Republic of Poland had attended the meetings of the Working Group. Annex 2 to Document No. 204 took account of that proposal.

3. First Report of the Final Acts Working Group (Document No. 191)

Document No. 191 was approved without amendment.

4. Second Report of the Final Acts Working Group (Document No. 204)

Annex 1, page 3

Referring to the draft resolution on the Manual for use by the maritime mobile service (see paragraph 1), to be made available by the date of entry into force of the Final Acts of the present Conference, the Secretary of the Conference suggested the addition of a paragraph stating that, as from that date, the former manual would be obsolete and superseded by the new one.

This suggestion was accepted. It was decided that the Secretary of the Conference should prepare the necessary text for insertion as paragraph 5 on page 4 of Document No. 204.

The Secretary of the Conference pointed out that "Geneva, 1959" should be deleted in paragraph 1 a) in view of the revisions introduced by Administrative Conferences after 1959.

The Committee so agreed.

Page 4

The Chairman proposed that the names of the Administrations mentioned in Resolution No. 12 of the Radio Regulations (Geneva, 1959) should be included in paragraph 3.

Subject to the agreement of the administrations concerned, it was so decided.

The delegates of the United States of America, France and the United Kingdom agreed to insertion of the names of their administrations in paragraph 3.

With regard to Italy, the Netherlands and Sweden, the Chairman asked the Committee if it would agree to his contacting the delegates of those countries with a view to mentioning their administrations also in paragraph 3.

There being no objection, it was so decided.

Subject to the foregoing, Annex 1 to Document No. 204 was approved.

Annex 2, page 5

For the sake of greater clarity, the Chairman of the Working Group and the English-speaking Vice-Chairman proposed a few drafting changes in the English text of the recommendation.

The delegate of France and the Spanish-speaking Vice-Chairman pointed out that the French and Spanish texts should be changed accordingly.

The delegate of Algeria, the Representative of the I.F.R.B., the Secretary of the Conference and the Chairman suggested other similar changes to be made in the draft recommendation.

The Committee agreed to the changes.

In reply to a remark by the Chairman on the form in which the Radio Regulations should be reprinted, the Secretary of the Conference said that, for financial considerations, it would doubtless be preferable to leave it to the Secretary-General to decide, in the light of information received from administrations, whether the new edition and the manual should both be published in the usual form or in loose-leaf form.

There being no objection, it was so decided. Subject to the foregoing, Annex 2 to Document No. 204 was approved.

The delegate of Algeria raised a legal point of order. As the Radio Regulations were to be reprinted to incorporate the partial revisions adopted by the Space Conference, (Geneva, 1963), the Aeronautical Conference (Geneva, 1966) and the current Conference, he wished to know whether the new publication should be regarded simply as a working document or whether it would have an official character, in which case the question would arise as to the status of the Radio Regulations signed in 1959.

The Chairman explained that the question had been considered by Committee 7. The present Conference could only recommend the reprinting of the 1959 provisions taking into account the revisions adopted in 1963, 1966 and at the current Conference. Both the texts adopted in 1959 and the subsequent revisions retained their full legal force and the new publication would be used only as a working document.

Annex 3, page 7

In reply to a comment by the representative of the I.F.R.B., the Chairman said that the recommendation in Annex 3 applied both to the Radio Regulations and to the Additional Radio Regulations and for that reason the English text should be amended to accord exactly with the French.

The Committee decided that the Secretary of the Conference, assisted by the Chairman of the Working Group, should make the required amendment.

Subject to the foregoing, Annex 3 to Document No. 204 was approved.

5. Proposal by Poland (Document No. 187)

The Chairman recalled that the Polish proposal had been incorporated in the recommendation in Annex 2 to Document No. 204.

6. Third Report by the Final Acts Working Group (Document No. 205)

The Secretary of the Conference pointed out that two separate preambles would raise practical difficulties. He therefore suggested that there should be only one preamble applying both to the revised Radio Regulations and to Additional Radio Regulations, it being understood that the United States of America (which had not signed the Additional Radio Regulations of 1959) would be able to have a statement included in the Additional Protocol and Final Acts of the Conference to the effect that their signature of the Final Acts was valid only with respect to the Radio Regulations.

The Chairman proposed that, pending a reply from the United States Administration which had been consulted on the matter, the Committee should provisionally approve the suggestion of the Secretary of the Conference.

It was so decided.

At the request of the Secretary of the Conference, it was further decided to delete the word "November" from the last line on page 4.

7. Other business

In view of the decisions reached at the meeting, the Chairman proposed that Committee 7 should not hold a further meeting on the questions discussed and should leave it to him, assisted by the Conference Secretariat, to prepare the report to be submitted to the Plenary Assembly.

There being no objection, it was so decided.

Secretary of Committee 7 :

A. WINTER-JENSEN

Chairman, Committee 7 :

H. BEN CHEIKH

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 222-E
9 October 1967
Original : French

PLENARY MEETING

NOTE FROM THE SECRETARIAT

The attached letter from the Ministry of Foreign Affairs of the Republic of Chad is submitted to the Conference for information.

C. STEAD
Secretary of the Conference

Annex : 1



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A N N E X

REPUBLIC OF THE CHAD

MINISTRY OF FOREIGN AFFAIRS

GENERAL SECRETARIAT

No. 2678 AFF.ET.SG

UNITE - TRAVAIL - PROGRES
- - - - -

Fort-Lamy, 30 September 1967

The Secretary-General
International Telecommunication
Union

GENEVA (Switzerland)

Dear Sir,

I have the honour to inform you that I give the Delegation of the Federal Republic of Cameroun the power to represent the Government of the Republic of the CHAD at the forthcoming Maritime Conference in GENEVA.

Please accept, Sir, the assurances of my highest consideration.

(Sign.): NAYMBAYE Raymond

MINISTER OF FOREIGN AFFAIRS a.i.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 223-E
11 October 1967
Original : English

COMMITTEE 6

THIRD REPORT OF WORKING GROUP 6B TO COMMITTEE 6 (OPERATION)

Amendments in Article 29 consequential to the establishment of
an Appendix 13A (Miscellaneous Abbreviations and Signals to be
Used for Radiocommunications in the Maritime Mobile Service)

Upon the recommendation of Working Group 6B ad hoc, Working
Group 6B unanimously agreed to recommend adoption of MOD 1004 and
MOD 1005 appearing in the Annex attached hereto.

H.A. FEIGLESON
Chairman

Annex : 1



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A N N E X

Article 29

General Radiotelegraph Procedure ...

MOD 1004

g3. (1) In order to facilitate radio-communications, stations of the mobile service, other than the maritime mobile service, shall use the service abbreviations given in Appendix 13.

MOD 1005

(2) In the maritime mobile service, only the service abbreviations given in Appendix 13A are to be used.

Notes:

- 1) The above texts complete page 3 of Document No. 181 (First Report of Working Group 6A to Committee 6).
- 2) The attention of the Editorial Committee is invited to the possible need for modifying the title of Appendix 13 in the light of MOD 1005.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 224-E
12 October 1967
Original: English

COMMITTEE 3

SUMMARY RECORD

of the

FIRST MEETING OF COMMITTEE 3

Friday, 6 October 1967, at 1500 hours

Chairman : Mr. J. HERNANDEZ (Mexico)

Vice-Chairman : Mr. V.V. RAO (India)

<u>Subjects discussed:</u>	<u>Documents Nos.</u>
1. Terms of reference of the Budget Control Committee	
2. Budget of the Conference	144
3. Position of the Conference Accounts	208
4. Organization of the Committee's work	



1. Terms of reference of the Budget Control Committee (Annex to Doc. C3/1(Rev))

The terms of reference were approved.

2. Budget of the Conference (Document No. 144)

The representative of the Finance Division said that the overall amount of 1,050,000 Swiss francs had been fixed by the Administrative Council, which left the breakdown into items to the Coordination Committee.

Document No. 144 was noted.

3. Position of the Conference Accounts (Document No. 208)

The Chairman said that the document indicated actual expenditure up to 30 September and estimated expenditure for the remainder of the Conference, on the basis of a total duration of seven weeks.

The representative of the Finance Division, giving some explanations regarding the transfer of credits said that, under the Financial Regulations, transfers from one item to another could be approved by the Secretary-General, whereas transfers from one subhead to another had to be approved by the Committee.

i) Under Book of proposals, the overall figure of 57,000 Swiss francs had been transferred to other subheads, as it had been found impossible to separate the expenditure of preparatory documents and conference documents proper.

ii) With regard to the assembly of documents, the Secretary-General had decided, after thorough study, to purchase an assembly machine, for the sake of economy, on the assumption that the cost of the machine would be amortized by charging it to conferences. It was therefore proposed to transfer the sum of 16,000 Swiss francs from item 7.703 to item 7.705. That sum represented the salaries for two months of the seven persons which the purchase of the assembly machine had made it unnecessary to recruit.

At that stage the margin compared with the budget stood at 84,500 Swiss francs.

In reply to queries from the Vice-Chairman, he said that the Conference's contribution to the cost of printing the Final Acts had been estimated at 90,000 Swiss francs. Owing to the Editorial Committee's decision to use typeset reproduction, the Plenary Meeting would have to

decide on the percentage which the Conference would pay, but a figure of one-third had been included provisionally, as for previous Conferences. A definite proposal on the subject would be submitted to a later meeting of the Committee.

For the present Conference the transfer of credits from one subhead to another was a purely formal matter, as the Coordination Committee had been given full discretion within the overall limit. Finally, all Conference expenditure had been based on seven weeks, but some of the interpreters' contracts were for six weeks only, as fewer would be required during the final week.

The Chairman noted the Editorial Committee's decision regarding the printing of the Final Acts and the fact that the Plenary would have to fix the percentage contribution.

Document No. 208 was approved.

4. Organization of the Committee's work

The Chairman said that the second meeting of Committee 3 would be arranged in two or three weeks' time when a further report would be made on the position of accounts.

The meeting rose at 1520 hours.

Secretary of Committee 3:

R. PRELAZ

Chairman of Committee 3:

J. HERNANDEZ

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 225-E (Rev.)
31 October 1967
Original : English

PLENARY MEETING

THIRD REPORT OF COMMITTEE 6 (OPERATION)

General Radiotelegraph Procedure (Article 29)

Calls by Radiotelegraphy (Article 30)

Radiotelegraphic Calls to Several Stations (Article 31)

Radiotelegrams and Radiotelephone Calls (Articles 37, 38, 39 and 40)

Appendices 21 and 22

Additional Radio Regulations (Articles 1 to 7 and 10-14)

Committee 6 unanimously adopted the revised provisions and status quo reproduced in the Annex hereto.

The attention of the Editorial Committee is invited to the desirability of inserting an appropriate sub-title between No. 1077C and No. 1078 in Article 30.

KONSTANTIN ČOMIĆ
Chairman

Annex : 1

N.B. Revision concerns only :

- (1) the re-insertion at the beginning of ADD 1077B the words "For normal calling," omitted inadvertently. Decision of Committee 6 is recorded in Document No. 263 paragraph 5.
- (2) the addition of a note on page 7.



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A N N E X

Article 29

Section I

NOC 1000

NOC 1001

NOC 1002

NOC 1003

MOD 1004 §3. (1) In order to facilitate radiocommunications, stations of the mobile service, other than the maritime mobile service, shall use the service abbreviations given in Appendix 13.

MOD 1005 (2) In the maritime mobile service, only the service abbreviations given in Appendix 13A are to be used.

Section II

SUP 1006

NOC 1007-
1011

Section III

NOC 1012

Note : The attention of the Editorial Committee is invited to the possible need for modifying the title of Appendix 13 in the light of MOD 1005.

Article 29, Section

NOC	1013	
ADD	1013A	The procedure given in No. 1013 is not applicable to the maritime mobile service (see Nos. 1077A, 1077B and 1077C).
NOC	1014	
MOD	1015	[held in abeyance]
ADD	1015A	[held in abeyance]
NOC	1016	
MOD	1017	(2) When, in the aeronautical mobile service, as an exception to this rule, the call is not followed by an indication of the frequency to be used for the traffic, this indicates :
MOD	1018	a) Where the calling station is a land station, that it proposes to use for traffic its normal working frequency shown in the appropriate document.
NOC	1019	
ADD	1019A	(3) When, in the maritime mobile service, as an exception to No. 1016 the call is not followed by an indication of the frequency to be used for the traffic, this indicates that the calling station is a coast station and that it proposes to use for traffic its normal working frequency shown in the List of Coast Stations.
NOC	1020 - 1022	
MOD	1023	§11.(1) Except as otherwise provided for in these regulations, for transmitting the reply to calls and to preparatory signals, the station called shall use the frequency on which the calling station keeps watch, unless the calling station has specified a frequency for the reply.

Article 29, Section III, cont.

SUP 1024
SUP 1025
SUP 1026
NOC 1027 -
1040

Sections IV - VII

NOC 1041 -
1062

Article 30

NOC 1063 -
1068

ADD 1068A (2) bis. However, in the bands between 4000 and 27 500 kc/s a coast station, may transmit its call sign at intervals, using Type 1 transmission, to enable mobile stations to select the calling band with the most favourable propogational characteristics for effecting reliable communication (see No. 1162).

MOD 1069 (3) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. This transmission shall be preceded by a call to all stations (CQ).

MOD 1070 (4) The call to all stations announcing the traffic list may be sent on a calling frequency in the following form :

- CQ, not more than three times;
- the word DE;
- the call sign of the calling station, not more than three times;
- QSW followed by the indication of the working frequency or frequencies on which the traffic list is about to be sent.

In no case may this preamble be repeated.

Article 30, cont.

- MOD 1071 (5) The provisions of No. 1070 :
- ADD 1071A a) are obligatory when 500 kc/s is used;
- (MOD) 1072 b) do not apply when frequencies in the bands between 4000 and 27 500 kc/s are used.
- NOC 1073-
1076
- NOC 1077
- ADD Method of calling in the maritime mobile service
bands between 4000 kc/s and 27 500 kc/s
- ADD 1077A (1) bis. The call consists of :
- the call sign of the station called, not more than three times;
 - the word DE;
 - the call sign of the calling station, not more than three times;
 - the signal — ... — (separation sign);
 - the call sign of the station called, once only;
 - the letter K.
- ADD 1077B (1) ter. For normal calling, when the requirements of No. 1162 have been met, the call specified in No. 1077A may be repeated at intervals of not less than one minute for a period not exceeding five minutes and shall not be renewed until after an interval of ten minutes.
- ADD 1077C (1) quater. When, however, the conditions of establishing contact are difficult, the call sign may be transmitted not more than ten times in succession. The call shall consist of :

1077C
(cont.)

- the call sign of the station called, not more than ten times;
- the word DE;
- the call sign of the calling station, not more than three times;
- the signal — ... — (separation sign);
- the call sign of the station called, once only;
- the letter K.

If necessary, this call may be transmitted a second time, (see No. 1079). The call or group of two consecutive calls may be repeated three times at intervals of two minutes; thereafter it shall not be repeated until an interval of 10 minutes has elapsed.

NOC 1078

NOC 1079

SUP 1080

NOC 1081-
1087

Article 31

NOC 1088-
1094

N.B. - Reference Nos. 1086 and 1087, see Document No. 289 page 11.

Articles 37, 38 and 39

NOC 1496 - 1504

Article 40

NOC 1505 - 1529

(MOD) 1530 (concerns French and Spanish texts
only - replace "or" by "and")

NOC 1531 - 1559

NOC Appendices 21 and 22

Additional Radio Regulations

Articles 1, 2 and 3

NOC 2001 - 2017

Article 4

NOC 2018 - 2030

SUP 2031

NOC 2032 - 2039

(MOD) 2040 §11. The land station or ship or aircraft station charges for radio-telegrams concerning stations not yet included in the appropriate list of stations are fixed, as part of its duties, by the office which collects the charge. The ship or aircraft station charges pertaining to radio-telegrams intended for mobile stations the names or call signs of which are replaced by the indication of the route followed or by any other equivalent indication (see No. 2011), are also fixed, as part of its duties, by the office which collects the charge.

They are the normal rates notified by the administration(s) concerned or, in the absence of such notification, they are the maximum charges prescribed in No. 2025.

NOC 2041 - 2053

MOD 2054

Meteorological radiotelegrams must bear the service instruction =OBS= at the beginning of the preamble and the paid service indication =OBS= before the address. This paid service indication is the only one admitted.

NOC 2055 - 2057

NOC

D. Press radiotelegrams

ADD 2057A

Press telegrams from a mobile station to a land station shall be admitted as press radiotelegrams.

NOC 2058

MOD 2059

§18. (1) The land station and ship or aircraft charges are reduced by 50 per cent. These radiotelegrams are subject to the conditions of acceptance laid down in Articles 65 to 69 of the Telegraph Regulations (Geneva revision, 1958). For those radiotelegrams which are addressed to a destination in the country of the land station, the telegraph charge to be collected is one-half of the telegraph charge applicable to an ordinary radiotelegram.

NOC 2060 - 2062

Articles 5 and 6

NOC 2063 - 2106

Article 7

NOC	2107	
MOD	2108	a) Press radiotelegrams in the conditions specified in Nos. 2057A to 2060.
MOD	2109	b) Meteorological radiotelegrams in the conditions mentioned in Nos. 2053 to 2057.
NOC	2110 - 2111	
NOC	2112	
NOC	2113 - 2117	
ADD	2117A	The supplementary charges levied by the offices of origin or by mobile stations for the special radiotelegram category mentioned in Nos. 2110 to 2117 inclusive shall be the charges specified in the Telegraph Regulations, Geneva Revision, 1958.
MOD	2118	k) Radiotelegrams to be retransmitted by one or two mobile stations at the sender's request (=RM=), (in the conditions specified in Nos. 2152 to 2154).
MOD	2119	l) Radiomaritime letters and radio air letters (in the conditions specified in Article 6 of these Regulations.
MOD	2120	m) Radiotelegrams concerning persons protected in time of war by the Geneva Conventions of 12 August 1949 (=RCT=) (in the conditions specified in Nos. 2061 and 2062).
SUP	2121	

MOD 2122

§2. In addition, the following paid service indications shall be permitted in radio-telegrams : =GP=, =GPR=, =MP=, =TR=, =TFx= (from ship or aircraft to land), =TLXx= (from ship or aircraft to land), =Jx= (from land to ship or aircraft), =Réexpédié de x= (only when the charge for forwarding can be collected), =Jour=, =Nuit=, =Etat Priorité Nations=, =Etat Priorité=, =Etat=, =Remettre x= (from ship or aircraft to land).

NOC 2123

Additional Radio Regulations (cont.)

Article 10

- MOD 2152 Mobile stations shall, if the sender so requests, serve as intermediaries for the routing of radiotelegrams; the number of intermediary mobile stations is, however, limited to two.
- NOC 2153-2156
- MOD 2157 (3) The station assisting in the free retransmission in accordance with the provisions of Nos. 2155 and 2156 must enter the service abbreviation QSP ... (name of the mobile station) at the end of the preamble of the radiotelegram.

NOC 2158

Article 11

NOC 2159

- MOD 2160 §2. When a radiotelegram received at a mobile station cannot be delivered, that station so informs the office or mobile station of origin by a service advice. In the case of a radiotelegram originating on land, this service advice is sent, whenever possible, to the land station through which the radiotelegram passed, or, if necessary, to another land station of the same country, or of a neighbouring country quoting the name or call sign of the station from which the radiotelegram was received, as far as existing conditions or special arrangements permit.

Articles 12, 13 and 14

NOC 2161-2165

Articles 8 and 9 to follow

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 225-E
11 October 1967
Original : English

PLENARY MEETING

THIRD REPORT OF COMMITTEE 6 (OPERATION)

General Radiotelegraph Procedure (Article 29)

Calls by Radiotelegraphy (Article 30)

Radiotelegraphic Calls to Several Stations (Article 31)

Radiotelegrams and Radiotelephone Calls (Articles 37, 38, 39 and 40)

Appendices 21 and 22

Additional Radio Regulations (Articles 1 to 7 and 10-14)

Committee 6 unanimously adopted the revised provisions and status quo reproduced in the Annex hereto.

The attention of the Editorial Committee is invited to the desirability of inserting an appropriate sub-title between No. 1077C and No. 1078 in Article 30.

KONSTANTIN ČOMIĆ
Chairman

Annex : 1



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A N N E X

Article 29

Section I

NOC 1000

NOC 1001

NOC 1002

NOC 1003

MOD 1004

§3. (1) In order to facilitate radiocommunications, stations of the mobile service, other than the maritime mobile service, shall use the service abbreviations given in Appendix 13.

MOD 1005

(2) In the maritime mobile service, only the service abbreviations given in Appendix 13A are to be used.

Section II

SUP 1006

NOC 1007-
1011

Section III

NOC 1012

Note : The attention of the Editorial Committee is invited to the possible need for modifying the title of Appendix 13 in the light of MOD 1005.

Article 29, Section

NOC	1013	
ADD	1013A	The procedure given in No. 1013 is not applicable to the maritime mobile service (see Nos. 1077A, 1077B and 1077C).
NOC	1014	
MOD	1015	[held in abeyance]
ADD	1015A	[held in abeyance]
NOC	1016	
MOD	1017	(2) When, in the aeronautical mobile service, as an exception to this rule, the call is not followed by an indication of the frequency to be used for the traffic, this indicates :
MOD	1018	a) Where the calling station is a land station, that it proposes to use for traffic its normal working frequency shown in the appropriate document.
NOC	1019	
ADD	1019A	(3) When, in the maritime mobile service, as an exception to No. 1016 the call is not followed by an indication of the frequency to be used for the traffic, this indicates that the calling station is a coast station and that it proposes to use for traffic its normal working frequency shown in the List of Coast Stations.
NOC	1020 - 1022	
MOD	1023	§11.(1) Except as otherwise provided for in these regulations, for transmitting the reply to calls and to preparatory signals, the station called shall use the frequency on which the calling station keeps watch, unless the calling station has specified a frequency for the reply.

Article 29, Section III, cont.

SUP 1024
SUP 1025
SUP 1026
NOC 1027 -
1040

Sections IV - VII

NOC 1041 -
1062

Article 30

NOC 1063 -
1068

ADD 1068A (2) bis. However, in the bands between 4000 and 27 500 kc/s a coast station, may transmit its call sign at intervals, using Type 1 transmission, to enable mobile stations to select the calling band with the most favourable propogational characteristics for effecting reliable communication (see No. 1162).

MOD 1069 (3) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. This transmission shall be preceded by a call to all stations (CQ).

MOD 1070 (4) The call to all stations announcing the traffic list may be sent on a calling frequency in the following form :

- CQ, not more than three times;
- the word DE;
- the call sign of the calling station, not more than three times;
- QSW followed by the indication of the working frequency or frequencies on which the traffic list is about to be sent.

In no case may this preamble be repeated.

Article 30, cont.

MOD 1071 (5) The provisions of No. 1070 :

ADD 1071A a) are obligatory when 500 kc/s is used;

(MOD) 1072 b) do not apply when frequencies in the bands between 4000 and 27 500 kc/s are used.

NOC 1073-
1076

NOC 1077

ADD Method of calling in the maritime mobile service
bands between 4000 kc/s and 27 500 kc/s

ADD 1077A (1) bis. The call consists of :

- the call sign of the station called, not more than three times;
- the word DE;
- the call sign of the calling station, not more than three times;
- the signal — ... — (separation sign);
- the call sign of the station called, once only;
- the letter K.

ADD 1077B (1) ter. When the requirements of No. 1162 have been met, the call specified in No. 1077A may be repeated at intervals of not less than one minute for a period not exceeding five minutes and shall not be renewed until after an interval of ten minutes.

ADD 1077C (1) quater. When, however, the conditions of establishing contact are difficult, the call sign may be transmitted not more than ten times in succession. The call shall consist of :

1077C
(cont.)

- the call sign of the station called, not more than ten times;
- the word DE;
- the call sign of the calling station, not more than three times;
- the signal — ... — (separation sign);
- the call sign of the station called, once only;
- the letter K.

If necessary, this call may be transmitted a second time, (see No. 1079). The call or group of two consecutive calls may be repeated three times at intervals of two minutes; thereafter it shall not be repeated until an interval of 10 minutes has elapsed.

NOC 1078

NOC 1079

SUP 1080

NOC 1081-
1087

Article 31

NOC 1088-
1094

Articles 37, 38 and 39

NOC 1496 - 1504

Article 40

NOC 1505 - 1529

(MOD) 1530 (concerns French and Spanish texts
only - replace "or" by "and")

NOC 1531 - 1559

NOC Appendices 21 and 22

Additional Radio Regulations

Articles 1, 2 and 3

NOC 2001 - 2017

Article 4

NOC 2018 - 2030

SUP 2031

NOC 2032 - 2039

(MOD) 2040 §11. The land station or ship or aircraft station charges for radio-telegrams concerning stations not yet included in the appropriate list of stations are fixed, as part of its duties, by the office which collects the charge. The ship or aircraft station charges pertaining to radio-telegrams intended for mobile stations the names or call signs of which are replaced by the indication of the route followed or by any other equivalent indication (see No. 2011), are also fixed, as part of its duties, by the office which collects the charge.

They are the normal rates notified by the administration(s) concerned or, in the absence of such notification, they are the maximum charges prescribed in No. 2025.

NOC 2041 - 2053

MOD 2054

Meteorological radiotelegrams must bear the service instruction =OBS= at the beginning of the preamble and the paid service indication =OBS= before the address. This paid service indication is the only one admitted.

NOC 2055 - 2057

NOC

D. Press radiotelegrams

ADD 2057A

Press telegrams from a mobile station to a land station shall be admitted as press radiotelegrams.

NOC 2058

MOD 2059

§18. (1) The land station and ship or aircraft charges are reduced by 50 per cent. These radiotelegrams are subject to the conditions of acceptance laid down in Articles 65 to 69 of the Telegraph Regulations (Geneva revision, 1958). For those radiotelegrams which are addressed to a destination in the country of the land station, the telegraph charge to be collected is one-half of the telegraph charge applicable to an ordinary radiotelegram.

NOC 2060 - 2062

Articles 5 and 6

NOC 2063 - 2106

Article 7

NOC	2107	
MOD	2108	a) Press radiotelegrams in the conditions specified in Nos. 2057A to 2060.
MOD	2109	b) Meteorological radiotelegrams in the conditions mentioned in Nos. 2053 to 2057.
NOC	2110 - 2111	
NOC	2112	
NOC	2113 - 2117	
ADD	2117A	The supplementary charges levied by the offices of origin or by mobile stations for the special radiotelegram category mentioned in Nos. 2110 to 2117 inclusive shall be the charges specified in the Telegraph Regulations, Geneva Revision, 1958.
MOD	2118	k) Radiotelegrams to be retransmitted by one or two mobile stations at the sender's request (=RM=), (in the conditions specified in Nos. 2152 to 2154).
MOD	2119	l) Radiomaritime letters and radio air letters (in the conditions specified in Article 6 of these Regulations.
MOD	2120	m) Radiotelegrams concerning persons protected in time of war by the Geneva Conventions of 12 August 1949 (=RCT=) (in the conditions specified in Nos. 2061 and 2062).
SUP	2121	

MOD 2122 S2. In addition, the following paid service indications shall be permitted in radio-telegrams : =GP=, =GPR=, =MP=, =TR=, =TFx= (from ship or aircraft to land), =TLXx= (from ship or aircraft to land), =Jx= (from land to ship or aircraft), =Réexpédié de x= (only when the charge for forwarding can be collected), =Jour=, =Nuit=, =Etat Priorité Nations=, =Etat Priorité=, =Etat=, =Remettre x= (from ship or aircraft to land).

NOC 2123

Additional Radio Regulations (cont.)

Article 10

- MOD 2152 Mobile stations shall, if the sender so requests, serve as intermediaries for the routing of radiotelegrams; the number of intermediary mobile stations is, however, limited to two.
- NOC 2153-2156
- MOD 2157 (3) The station assisting in the free retransmission in accordance with the provisions of Nos. 2155 and 2156 must enter the service abbreviation QSP ... (name of the mobile station) at the end of the preamble of the radiotelegram.

NOC 2158

Article 11

NOC 2159

- MOD 2160 §2. When a radiotelegram received at a mobile station cannot be delivered, that station so informs the office or mobile station of origin by a service advice. In the case of a radiotelegram originating on land, this service advice is sent, whenever possible, to the land station through which the radiotelegram passed, or, if necessary, to another land station of the same country, or of a neighbouring country quoting the name or call sign of the station from which the radiotelegram was received, as far as existing conditions or special arrangements permit.

Articles 12, 13 and 14

NOC 2161-2165

Articles 8 and 9 to follow

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 226-E
10 October 1967
Original : French

PLENARY MEETING

NOTE FROM THE SECRETARIAT

The attached letter from the Minister of Communications (P.T. & T.) of the Hashemite Kingdom of Jordan is submitted to the Conference for information.

C. STEAD
Secretary of the Conference

Annex : 1



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A N N E X

THE HASHEMITE KINGDOM
OF JORDAN

MINISTRY OF POSTS,
TELEGRAPHS & TELEPHONES

Ref. : No. FR/G/5/1/8

Amman, 4th October 1967

LETTER OF CREDENTIALS

WHEREAS The Hashemite Kingdom of Jordan is not attending the World Maritime Conference now in session in Geneva, I, EZZULDEEN EL-MUFTI, Minister for Communications of the Hashemite Kingdom of Jordan, in accordance with the authority vested in me and in compliance with Paragraph 630 of Chapter (5) of the International Telecommunication Convention (Montreux, 1965), DO HEREBY authorise the Head of Delegation of State of Kuwait to that Conference to represent the Ministry for Communications (PTT) of Jordan and confer on him full powers to vote and sign Final Acts on its behalf; subject to ratification by competent authorities.

IN WITNESS WHEREOF, I have signed this document and affixed thereto the seal of the Ministry of Communications of the Hashemite Kingdom of Jordan.

DONE IN AMMAN THIS 4TH DAY OF OCTOBER, 1967.

(Sign.): EZZULDEEN EL-MUFTI
MINISTER OF COMMUNICATIONS
P. T. & T.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 227-E
10 October 1967
Original : English

COMMITTEE 4

SUMMARY RECORD

of the

TWELFTH MEETING OF COMMITTEE 4

Thursday, 5 October 1967, at 0930 hours

Chairman : Mr. F.G. FERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist
Republic)

Subject discussed :

Proposals concerning Article 32 of the
Radio Regulations

Document No.

DT/41
DT/2



Proposals concerning Article 32 (Documents Nos. DT/41, DT/2)

Nos. 1145 and 1146

At the suggestion of the Chairman, it was decided to defer discussion on the proposal for those numbers, as they were consequential on the deletion of Appendix 15, Section B, which had not yet been decided.

No. 1148

The Chairman announced two typing errors in the United Kingdom proposal : line 2 should read " .. A1 or F1 .." and the figure 15 Mc/s should read 16 Mc/s.

The proposal was supported by the delegate of the United States of America.

No. 1148 was approved.

No. 1148A

The delegate of the United States of America said that in view of the approval of the amendment to No. 1148, he would withdraw his proposal regarding No. 1148A in favour of the United Kingdom proposal.

The delegate of France doubted the wisdom of increasing the power in each telegraphy channel, as wideband transmission generally caused interference.

The delegate of the United States of America pointed out that that problem would be covered by the Article 9 procedure, which was designed to minimize probability of interference.

Proposal G/78(92) for No. 1148A was approved.

No. 1149

The delegate of Brazil, supported by the delegate of the United States of America, said that proposal B/142(99) specified the division of the band into six parts instead of five, which conformed with decisions taken by the Committee.

The delegate of France, together with the delegates of the United Kingdom, Australia and the U.S.S.R., said that as Nos. 1149 to 1153 were concerned with putting into words the contents of Appendix 15, Section A, it would be preferable to await the report of the ad hoc Working Group before dealing with them.

It was so decided.

No. 1154

The delegate of Norway suggested that discussion be deferred, as the division of the 25 Mc/s band into a calling and a working band was to be considered by the ad hoc Group.

It was so decided.

No. 1158

Deferred, at the Chairman's suggestion.

No. 1159A

The delegate of France said that he had no objection to the figures proposed but that the first part should be modified in the light of decision already taken. The question whether to insert the proposal in Article 32 or in Appendix 3 would also have to be considered.

The delegate of the United States of America agreed that the heading should conform with earlier decisions. He confirmed that the tolerance was intended to be ± 100 c/s and ± 40 c/s and agreed to the inclusion of the $\pm$ sign if required. He could also accept the inclusion of the item in Appendix 3, not in Article 32, if the Committee thought that preferable.

The delegate of the United Kingdom said that Committee 5 was considering including technical characteristics in the Regulations themselves as well as in the relevant Appendices. He thought the heading should be finalized in case the Editorial Committee decided to put the item into the Regulations.

The delegate of South Africa thought that the $\pm$ signs were unnecessary, as tolerances in Appendix 3 all indicated departure from the central frequency.

The delegate of Italy proposed that the tolerances be included only in Appendix 3, as technical characteristics did not appear in other parts of the Regulations.

The delegates of Portugal, the U.S.S.R., Norway and France agreed with that view, but the latter suggested that the $\pm$ signs be left in until the figures were actually included in Appendix 3, to avoid any possible misunderstanding.

The tolerances given in No. 1159A were approved and it was decided that they should be included in Appendix 3.

No. 1159B

The delegate of the United Kingdom asked why a tolerance of 40 c/s was proposed for telegraphy when 20 c/s tolerance for radiotelephony (as recommended by the C.C.I.R.) had been accepted. He thought the tolerance should be the same for both.

The delegate of France agreed with that view.

The delegate of Greece asked whether the tolerances quoted could be achieved with crystal oscillators or whether they required more sophisticated equipment.

The delegate of the United States of America, in reply, said that 40 c/s was recommended for operational reasons, as there was little to be gained by requiring coast stations to work to a tolerance of 20 c/s when the ship stations with which it corresponded worked with tolerances varying from 40 to 100 c/s. In his view, it was quite possible to work to those tolerances with simple crystal oscillators.

No. 1159B was approved.

No. 1168

It was agreed to defer discussion, owing to the absence of the delegate of Israel.

Nos. 1173, 1174, 1174A, 1175 and 1176

Deferred, pending the decisions of the ad hoc Group.

No. 1177

The delegate of Australia withdrew his proposal in view of the Committee's decision to retain harmonic relationship in the bands in question.

The delegate of Denmark suggested re-wording the regulation to permit Administrations to assign more than one calling frequency in each band, as experience had shown that ships had had their calling frequencies blocked by out-of-band interference for considerable periods. The first sentence could read :

" ... assign to it one or more series of calling frequencies ..."

The delegates of France, the United Kingdom and the Netherlands thought that there was a risk of increasing congestion, and that the principle of uniform distribution would be affected.

The delegate of the Federal Republic of Germany preferred to keep No. 1177 unchanged, from the operational viewpoint.

The delegate of Denmark failed to see the risk of additional congestion, as a ship would only be using one frequency at a time.

The delegate of Sweden supported the Danish proposal. Sending replacement crystals when a frequency proved unusable was a lengthy procedure and the possibility of assigning more than one calling frequency would solve that problem.

The delegate of Norway confirmed that, since potential interference was very great, an additional calling frequency would facilitate contact with a coast station, without affecting loading on the band.

The delegate of Roumania also supported the Danish proposal.

The delegate of the United States of America suggested amending No. 1177 to read :

" ... a series of calling frequencies including one or more frequencies in each of the bands ..."

The delegates of Bulgaria and the U.S.S.R. supported the Danish proposal but with the more flexible wording of the United States amendment. The former said he would like every ship station to have not less than two or three calling frequencies in each band.

The delegate of Italy, supported by France and Portugal, proposed "one or two series" instead of "one or more", as he saw no reason for providing, for emergency use, several additional frequencies instead of a single one.

The delegate of Denmark said that at the present time it would be difficult to have more than two frequencies in each band, but when ships were fitted with synthesizers they would be able to choose any of the calling frequencies in Appendix 15. He was therefore in favour of flexibility, so that a ship could listen in and choose the frequency which offered least interference.

The Acting Chairman of the I.F.R.B. proposed an addition, to read : "One or two supplementary series can be assigned for use in cases when the assigned series is not usable."

The delegate of the United Kingdom said that, while much of the interference was caused by numbers of calls sent consecutively, there was a proposal for remedying that situation. The solution lay in trying to clear congestion and interference from non-maritime services, and the assistance of the I.F.R.B. might be requested to that end.

The delegates of Bulgaria and Denmark pointed out that a great deal of the interference came from other ships transmitting on the same frequency.

The delegate of France suggested adding a phrase permitting the assignment of one or two emergency frequencies in case of excessive interference.

In reply to that suggestion, the delegates of Denmark and Norway said it was essential for the extra frequency to be assigned before the interference actually occurred, so that the crystals could be stocked on board.

The delegate of the United Kingdom proposed the following sentence to be inserted after the end of the first sentence of No. 1177.

"Administrations may, however, assign a supplementary series of calling frequencies for use in the event of interference."

No. 1177, with that amendment, was approved.

The Chairman suggested that action should be deferred on Nos. 1180 to 1182 inclusive, 1185 to 1192A inclusive, and 1201 to 1206C inclusive.

No. 1179A

The delegate of the United Kingdom suggested a rewording for that Regulation based on the United Kingdom proposals contained in Document No. DT/2, page 268. The end of the first sentence would then read :

" ... printing telegraph systems are spaced at 0.5 kc/s in the 4, 6 and 8 Mc/s bands, and at 1 kc/s in the 12, 16 and 22 Mc/s bands."

That amendment was approved subject to editorial changes.

No. 1183

The delegate of the United Kingdom explained his Administration's proposal which related to harmonic relationships.

That proposal was approved.

No. 1184

The Chairman said that Australia had suggested suppression of that Regulation, that France and the United Kingdom had submitted amendments and that the United States of America had proposed no change.

The delegate of Greece supported the United Kingdom proposal but with the omission of the words "as follows" in the penultimate line.

The delegate of the United States of America pointed out that the only change proposed by the United Kingdom was the deletion of the words "Section A of".

The Chairman suggested that the decision on No. 1184 should be deferred.

It was so decided.

No. 1193

The Chairman suggested that consideration of No. 1193 be deferred.

It was so decided.

No. 1197

The delegate of Australia, referring to nos. 1197 - 1199 and 1205 - 1206, said that the statistics showed uneven loading on those bands. He suggested that it would be better to abandon Groups A and B.

The delegate of the Netherlands disagreed with the delegate of Australia. In the Netherlands there was a 50% division of traffic between Groups A and B, one frequency from each series being given to each ship. That amounted to even loading.

The delegates of the United States of America, the United Kingdom, the Federal Republic of Germany, France and Argentina were in favour of retaining No. 1197 without change.

It was so decided.

No. 1198

The Chairman referred to the Australian proposal for the suppression of No. 1198 contained in Document AUS/122(36).

The delegate of Denmark said that, in connection with calling frequencies, synthesizers would be in wide use in a few years' time and asked whether the Committee could consider that use of synthesizers.

The delegate of Australia withdrew his proposal on No. 1198.

The delegate of the United States of America, referring to the Committee's decision to reduce the spacing in Group B, said that difficulties could be avoided by deleting the last sentence of No. 1198.

The delegates of the United Kingdom, France, Norway, Roumania and Denmark supported the United States proposal.

That proposal was approved.

No. 1199

The delegate of Australia withdrew his proposal to suppress No. 1199.

The delegate of the United States of America, supported by the delegate of Brazil, said he supported the suppression of No. 1199, since it merely gave an explanation of the last sentence of No. 1198.

The delegate of the Netherlands, supported by the delegate of Portugal, expressed some misgivings about No. 1198 and asked whether the distribution provided for in that Regulation was effective.

The delegates of France and Portugal said that if the last sentence of No. 1198 were deleted, it would be logical to suppress No. 1199.

The delegate of Australia said that the deletion of the last sentence in No. 1198 would mean that there was no longer any need for separate Groups A and B.

The delegate of the United States of America pointed out that there were no proposals for the modification of Nos. 1200 and 1201, which were intended to ensure equal distribution.

The delegate of New Zealand thought that the ad hoc Working Group which was revising Appendix 15A might be expected to recommend the maintenance of Groups A and B.

The delegate of the United Kingdom, speaking as Chairman of the ad hoc Working Group, said that the point mentioned by the delegate of New Zealand had not yet been discussed by the Group. He considered that equal distribution between Groups A and B should be maintained.

The delegate of the Netherlands, stressing that the matter under consideration needed careful study, suggested that discussion be deferred until the revised Appendix 15A was available.

The delegate of the United States of America suggested rewording the last sentence of No. 1198 to read - "In so far as practicable, in each band, the two working frequencies are separated by half the width of the assignable band."

The delegates of Portugal, France, Bulgaria and Spain supported the Netherlands proposal for deferment.

The delegate of the United Kingdom said that, although the Regulations under discussion were designed to give equal loadings, experience had shown that Group A was more heavily loaded than Group B.

The delegate of Denmark agreed with the delegate of the United Kingdom.

The delegate of the Netherlands could not agree with the United Kingdom. The Regulations provided guide-lines for equal loadings on frequencies in Groups A and B.

The delegate of Norway supported the Danish delegate's views. Half the ships should be instructed to begin calling on Group A and the other half on Group B.

The delegate of the United States of America said that that procedure was followed in the United States.

The Chairman suggested deferring discussion on those Regulations pending receipt of the ad hoc Working Group's report.

It was so decided.

The meeting rose at 1225 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4 :

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 228-E(Rev.)

11 October 1967

Original : French

PLENARY MEETING

Note by the Secretary-General

TABLE OF ALLOCATION OF INTERNATIONAL CALL SIGN SERIES

(No. 747 OF THE RADIO REGULATIONS)

Since the Radio Regulations, Geneva, 1959, came into force, new international series of call signs have been allocated on a provisional basis subject to confirmation by the next conference, in accordance with No. 749 of these Regulations.

These new series, which are inserted in alphabetical order in the 1959 Table, are listed for information in the Annex hereto.

Mohamed MILI

Secretary-General a.i.

Annex : 1



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A N N E X

Table of Allocation of International Call Sign Series

(No. 747 of the Radio Regulations, Geneva, 1959, amended in accordance with No. 749 thereof)

Call Sign Series	Allocated to	Call Sign Series	Allocated to
AAA-ALZ	United States of America	JYA-JYZ	Jordan (Hashemite Kingdom of)
AMA-AOZ	Spain	JZA-JZZ	Western New Guinea
APA-ASZ	Pakistan	KAA-KZZ	United States of America
ATA-AWZ	India (Republic of)	LAA-LNZ	Norway
AXA-AXZ	Australia (Commonwealth of)	LOA-LWZ	Argentine Republic
AYA-AZZ	Argentine Republic	LXA-LXZ	Luxembourg
BAA-BZZ	China	LYA-LYZ	Lithuania
CAA-CEZ	Chile	LZA-LZZ	Bulgaria (People's Republic of)
CFA-CKZ	Canada	MAA-MZZ	United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man
CLA-CMZ	Cuba		United States of America
CNA-CNZ	Morocco (Kingdom of)	NAA-NZZ	Peru
COA-COZ	Cuba	OAA-OCZ	Lebanon
CPA-CPZ	Bolivia	ODA-ODZ	Austria
CQA-CRZ	Portuguese Oversea Provinces	OEA-OEZ	Finland
CSA-CUZ	Portugal	OFA-OJZ	Czechoslovak Socialist Republic
CVA-CXZ	Uruguay (Oriental Republic of)	OKA-OMZ	Belgium
CYA-CZZ	Canada	ONA-OTZ	Denmark
DAA-DTZ	Germany	OUA-OZZ	Netherlands (Kingdom of the)
DUA-DZZ	Philippines (Republic of the)	PAA-PIZ	Netherlands Antilles
EAA-EHZ	Spain	PJA-PJZ	Indonesia (Republic of)
EIA-EJZ	Ireland	PKA-POZ	Brazil
EKA-EKZ	Union of Soviet Socialist Republics	PPA-PYZ	Surinam
ELA-ELZ	Liberia (Republic of)	PZA-PZZ	(Service abbreviations)
EMA-EOZ	Union of Soviet Socialist Republics	QAA-QZZ	Union of Soviet Socialist Republics
EPA-EQZ	Iran	RAA-RZZ	Sweden
ERA-ERZ	Union of Soviet Socialist Republics	SAA-SMZ	Poland (People's Republic of)
ESA-ESZ	Estonia	SNA-SRZ	United Arab Republic
ETA-ETZ	Ethiopia	SSA-SSM	Sudan (Republic of the)
EUA-EWZ	Belorussian Soviet Socialist Republic	SSN-STZ	United Arab Republic
EXA-EZZ	Union of Soviet Socialist Republics	SUA-SUZ	Greece
FAA-FZZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency	SVA-SZZ	Turkey
GAA-GZZ	United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man	TAA-TCZ	Guatemala
HAA-HAZ	Hungarian People's Republic	TDA-TDZ	Costa Rica
HBA-HBZ	Switzerland (Confederation)	TEA-TEZ	Iceland
HCA-HDZ	Ecuador	TFA-TFZ	Guatemala
HEA-HEZ	Switzerland (Confederation)	TGA-TGZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HFA-HFZ	Poland (People's Republic of)	THA-THZ	Costa Rica
HGA-HGZ	Hungarian People's Republic		Cameroon (Federal Republic of)
HHA-HHZ	Haiti (Republic of)	TIA-TIZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HIA-HIZ	Dominican Republic	TJA-TJZ ¹⁾	Central African Republic
HJA-HKZ	Colombia (Republic of)	TKA-TKZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HLA-HMZ	Korea (Republic of)		Congo (Republic of the) (Brazzaville)
HNA-HNZ	Iraq (Republic of)	TLA-TLZ ¹⁾	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HOA-HPZ	Panama	TMA-TMZ	Gabon Republic
HQA-HRZ	Honduras (Republic of)		Tunisia
HSA-HSZ	Thailand	TNA-TNZ ¹⁾	Chad (Republic of the)
HTA-HTZ	Nicaragua	TOA-TQZ	Ivory Coast (Republic of the)
HUA-HUZ	El Salvador (Republic of)		France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HVA-HVZ	Vatican City State	TRA-TRZ ¹⁾	Dahomey (Republic of)
HWA-HYZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency	TSA-TSZ ²⁾	Mali (Republic of)
HZA-HZZ	Saudi Arabia (Kingdom of)	TTA-TTZ ¹⁾	
IAA-IZZ	Italy and Territories under mandate of U.N.	TUA-TUZ ¹⁾	
JAA-JSZ	Japan	TVA-TXZ	
JTA-JVZ	Mongolian People's Republic		
JWA-JXZ	Norway	TYA-TYZ ¹⁾	
		TZA-TZZ ¹⁾	

¹⁾ Allocation, in accordance with No. 749 of the Radio Regulations, Geneva, 1959.

²⁾ Allocation of the half-series TSN-TSZ in accordance with No. 749 of the Radio Regulations, Geneva, 1959.

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Call Sign Series	Allocated to	Call Sign Series	Allocated to
UAA-UQZ	Union of Soviet Socialist Republics	3YA-3YZ	Norway
URA-UTZ	Ukrainian Soviet Socialist Republic	3ZA-3ZZ	Poland (People's Republic of)
UUA-UZZ	Union of Soviet Socialist Republics	4AA-4CZ	Mexico
VAA-VGZ	Canada	4DA-4IZ	Philippines (Republic of the)
VHA-VNZ	Australia (Commonwealth of)	4JA-4LZ	Union of Soviet Socialist Republics
VOA-VOZ	Canada	4MA-4MZ	Venezuela (Republic of)
VPA-VSZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible	4NA-4OZ	Yugoslavia (Federal Socialist Republic of)
		4PA-4SZ	Ceylon
		4TA-4TZ	Peru
VTB-VWZ	India (Republic of)	4UA-4UZ	United Nations (U.N.)
VXA-VYZ	Canada	4VA-4VZ	Haiti (Republic of)
VZA-VZZ	Australia (Commonwealth of)	4WA-4WZ	Yemen
WAA-WZZ	United States of America	4XA-4XZ	Israel (State of)
XAA-XIZ	Mexico	4YA-4YZ	International Civil Aviation Organization (ICAO)
XJA-XOZ	Canada		Israel (State of)
XPA-XPZ	Denmark	4ZA-4ZZ	Libya (Kingdom of)
XQA-XRZ	Chile	5AA-5AZ	Cyprus (Republic of)
XSA-XSZ	China	5BA-5BZ ¹⁾	Morocco (Kingdom of)
XTA-XTZ ¹⁾	Upper Volta (Republic of)	5CA-5GZ	Tanzania (United Republic of)
XUA-XUZ	Cambodia (Kingdom of)	5HA-5IZ ¹⁾	Colombia (Republic of)
XVA-XVZ	Viet-Nam (Republic of)	5JA-5KZ	Liberia (Republic of)
XWA-XWZ	Laos (Kingdom of)	5LA-5MZ	Nigeria (Federal Republic of)
XXA-XXZ	Portuguese Oversea Provinces	5NA-5OZ ¹⁾	Denmark
XYA-XZZ	Burma (Union of)	5PA-5QZ	Malagasy Republic
YAA-YAZ	Afghanistan	5RA-5SZ ¹⁾	Mauritania (Islamic Republic of)
YBA-YHZ	Indonesia (Republic of)	5TA-5TZ ¹⁾	Niger (Republic of the)
YIA-YIZ	Iraq (Republic of)	5UA-5UZ ¹⁾	Togolese Republic
YJA-YJZ	New Hebrides (Anglo-French Condominium)	5VA-5VZ ¹⁾	Western Samoa
		5WA-5WZ ¹⁾	Uganda
YKA-YKZ	Syrian Arab Republic	5XA-5XZ ¹⁾	Kenya
YLA-YLZ	Latvia	5YA-5ZZ ¹⁾	United Arab Republic
YMA-YMZ	Turkey	6AA-6BZ	Syrian Arab Republic
YNA-YNZ	Nicaragua	6CA-6CZ	Mexico
YOA-YRZ	Roumania (Socialist Republic of)	6DA-6JZ	Korea (Republic of)
YSA-YSZ	El Salvador (Republic of)	6KA-6NZ	Somali Republic
YTA-YUZ	Yugoslavia (Federal Socialist Republic of)	6OA-6OZ	Pakistan
YVA-YYZ	Venezuela (Republic of)	6PA-6SZ	Sudan (Republic of the)
YZA-YZZ	Yugoslavia (Federal Socialist Republic of)	6TA-6UZ	Senegal (Republic of the)
ZAA-ZAZ	Albania (People's Republic of)	6VA-6WZ ¹⁾	Malagasy Republic
ZBA-ZJZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible	6XA-6XZ ¹⁾	Jamaica
		6YA-6YZ ¹⁾	Liberia (Republic of)
		6ZA-6ZZ ¹⁾	Indonesia (Republic of)
ZKA-ZMZ	New Zealand	7AA-7IZ	Japan
ZNA-ZOZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible	7JA-7NZ	(Not allocated)
		7OA-7OZ	Lesotho (Kingdom of)
		7PA-7PZ ¹⁾	Malawi
		7QA-7QZ ¹⁾	Algeria (Algerian Democratic and Popular Republic)
		7RA-7RZ ¹⁾	Sweden
ZPA-ZPZ	Paraguay	7SA-7SZ	Algeria (Algerian Democratic and Popular Republic)
ZQA-ZQZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible	7TA-7YZ ¹⁾	Saudi Arabia (Kingdom of)
			Indonesia (Republic of)
ZRA-ZUZ	South Africa (Republic of) ²⁾	7ZA-7ZZ	Japan
		8AA-8IZ	(Not allocated)
ZVA-ZZZ	Brazil	8JA-8NZ	Barbados
2AA-2ZZ	United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man	8OA-8OZ	Maldives Islands
		8PA-8PZ ¹⁾	Guyana
3AA-3AZ	Monaco	8QA-8QZ ¹⁾	Sweden
3BA-3FZ	Canada	8RA-8RZ ¹⁾	India (Republic of)
3GA-3GZ	Chile	8SA-8SZ	Saudi Arabia (Kingdom of)
3HA-3UZ	China	8TA-8YZ	San Marino (Republic of)
3VA-3VZ	Tunisia	8ZA-8ZZ	Iran
3WA-3WZ	Viet-Nam (Republic of)	9AA-9AZ	Ethiopia
3XA-3XZ	Guinea (Republic of)	9BA-9DZ	Ghana
		9EA-9FZ	Malta
		9GA-9GZ	Zambia (Republic of)
		9HA-9HZ ¹⁾	Kuwait (State of)
		9IA-9JZ ¹⁾	
		9KA-9KZ	

²⁾ See Administrative Council Resolution No. 619¹⁾ Allocation, in accordance with No. 749 of the Radio Regulations, Geneva, 1959.

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Call Sign Series	Allocated to	Call Sign Series	Allocated to
9LA-9LZ ¹⁾ 9MA-9MZ 9NA-9NZ 9OA-9TZ 9UA-9UZ ¹⁾	Sierra Leone Malaysia Nepal Congo (Democratic Republic of the) Burundi (Republic of)	9VA-9VZ ¹⁾ 9WA-9WZ ¹⁾ 9XA-9XZ ¹⁾ 9YA-9ZZ ¹⁾	Singapore (Republic of) Malaysia Rwanda (Republic of) Trinidad and Tobago

¹⁾ Allocation, in accordance with No. 749 of the Radio Regulations, Geneva, 1959.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 228-E
11 October 1967
Original : French

PLENARY MEETING

Note by the Secretary-General

TABLE OF ALLOCATION OF INTERNATIONAL CALL SIGN SERIES
(No. 747 OF THE RADIO REGULATIONS)

Since the Radio Regulations, Geneva, 1959, came into force, new international series of call signs have been allocated on a provisional basis subject to confirmation by the next conference, in accordance with No. 749 of these Regulations.

These new series, which are inserted in alphabetical order in the 1959 Table, are listed for information in the Annex hereto.

Mohamed MILLI
Secretary-General a.i.

Annex : 1



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PAGE LAISSEE EN BLANC INTENTIONNELLEMENT

A N N E X**Table of Allocation of International Call Sign Series**

(No. 747 of the Radio Regulations, Geneva, 1959, amended in accordance with No. 749 thereof)

Call Sign Series	Allocated to	Call Sign Series	Allocated to
AAA-ALZ	United States of America	JYA-JYZ	Jordan (Hashemite Kingdom of)
AMA-AOZ	Spain	JZA-JZZ	Western New Guinea
APA-ASZ	Pakistan	KAA-KZZ	United States of America
ATA-AWZ	India (Republic of)	LAA-LNZ	Norway
AXA-AXZ	Australia (Commonwealth of)	LOA-LWZ	Argentine Republic
AYA-AZZ	Argentine Republic	LXA-LXZ	Luxembourg
BAA-BZZ	China	LYA-LYZ	Lithuania
CAA-CEZ	Chile	LZA-LZZ	Bulgaria (People's Republic of)
CFA-CKZ	Canada	MAA-MZZ	United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man
CLA-CMZ	Cuba		United States of America
CNA-CNZ	Morocco (Kingdom of)	NAA-NZZ	Peru
COA-COZ	Cuba	OAA-OCZ	Lebanon
CPA-CPZ	Bolivia	ODA-ODZ	Austria
CQA-CRZ	Portuguese Oversea Provinces	OEA-OEZ	Finland
CSA-CUZ	Portugal	OFA-OJZ	Czechoslovak Socialist Republic
CVA-CXZ	Uruguay (Oriental Republic of)	OKA-OMZ	Belgium
CYA-CZZ	Canada	ONA-OTZ	Denmark
DAA-DTZ	Germany	OUA-OZZ	Netherlands (Kingdom of the)
DUA-DZZ	Philippines (Republic of the)	PAA-PIZ	Netherlands Antilles
EAA-EHZ	Spain	PJA-PJZ	Indonesia (Republic of)
EIA-EJZ	Ireland	PKA-POZ	Brazil
EKA-EKZ	Union of Soviet Socialist Republics	PPA-PYZ	Surinam
ELA-ELZ	Liberia (Republic of)	PZA-PZZ	(Service abbreviations)
EMA-EOZ	Union of Soviet Socialist Republics	QAA-QZZ	Union of Soviet Socialist Republics
EPA-EQZ	Iran	RAA-RZZ	Sweden
ERA-ERZ	Union of Soviet Socialist Republics	SAA-SMZ	Poland (People's Republic of)
ESA-ESZ	Estonia	SNA-SRZ	United Arab Republic
ETA-ETZ	Ethiopia	SSA-SSM	Sudan (Republic of the)
EUA-EWZ	Bielorussian Soviet Socialist Republic	SSN-STZ	United Arab Republic
EXA-EZZ	Union of Soviet Socialist Republics	SUA-SUZ	Greece
FAA-FZZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency	SVA-SZZ	Turkey
		TAA-TCZ	Guatemala
GAA-GZZ	United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man	TDA-TDZ	Costa Rica
		TEA-TEZ	Iceland
HAA-HAZ	Hungarian People's Republic	TFA-TFZ	Guatemala
HBA-HBZ	Switzerland (Confederation)	TGA-TGZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HCA-HDZ	Ecuador	THA-THZ	Costa Rica
HEA-HEZ	Switzerland (Confederation)		Cameroon (Federal Republic of)
HFA-HFZ	Poland (People's Republic of)	TIA-TIZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HGA-HGZ	Hungarian People's Republic	TJA-TJZ ¹⁾	Central African Republic
HHA-HHZ	Haiti (Republic of)	TKA-TKZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HIA-HIZ	Dominican Republic		France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HJA-HKZ	Colombia (Republic of)	TLA-TLZ ¹⁾	Congo (Republic of the) (Brazzaville)
HLA-HMZ	Korea (Republic of)	TMA-TMZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HNA-HNZ	Iraq (Republic of)		Gabon Republic
HOA-HPZ	Panama	TNA-TNZ ¹⁾	Tunisia
HQA-HRZ	Honduras (Republic of)	TOA-TQZ	Chad (Republic of the)
HSA-HSZ	Thailand		Ivory Coast (Republic of the)
HTA-HTZ	Nicaragua	TRA-TRZ ¹⁾	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency
HUA-HUZ	El Salvador (Republic of)	TSA-TSZ ²⁾	Dahomey (Republic of)
HVA-HVZ	Vatican City State	TTA-TTZ ¹⁾	Mali (Republic of)
HWA-HYZ	France and Group of Territories represented by the French Overseas Post and Telecommunication Agency	TUA-TUZ ¹⁾	
		TVA-TXZ	
HZA-HZZ	Saudi Arabia (Kingdom of)		
IAA-IZZ	Italy and Territories under mandate of U.N.	TYA-TYZ ¹⁾	
JAA-JSZ	Japan	TZA-TZZ ¹⁾	
JTA-JVZ	Mongolian People's Republic		
JWA-JXZ	Norway		

¹⁾ Allocation, in accordance with No. 749 of the Radio Regulations, Geneva, 1959.²⁾ Allocation of the half-series TSN-TSZ in accordance with No. 749 of the Radio Regulations, Geneva, 1959.

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PAGE LAISSEE EN BLANC INTENTIONNELLEMENT

Call Sign Series	Allocated to	Call Sign Series	Allocated to
UAA-UQZ	Union of Soviet Socialist Republics	3YA-3YZ	Norway
URA-UTZ	Ukrainian Soviet Socialist Republic	3ZA-3ZZ	Poland (People's Republic of)
UUA-UZZ	Union of Soviet Socialist Republics	4AA-4CZ	Mexico
VAA-VGZ	Canada	4DA-4IZ	Philippines (Republic of the)
VHA-VNZ	Australia (Commonwealth of)	4JA-4LZ	Union of Soviet Socialist Republics
VOA-VOZ	Canada	4MA-4MZ	Venezuela (Republic of)
VPA-VSZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible	4NA-4OZ	Yugoslavia (Federal Socialist Republic of)
VTa-VWZ	India (Republic of)	4PA-4SZ	Ceylon
VXA-VYZ	Canada	4TA-4TZ	Peru
VZA-VZZ	Australia (Commonwealth of)	4UA-4UZ	United Nations (U.N.)
WAA-WZZ	United States of America	4VA-4VZ	Haiti (Republic of)
XAA-XIZ	Mexico	4WA-4WZ	Yemen
XJA-XOZ	Canada	4XA-4XZ	Israel (State of)
XPA-XPZ	Denmark	4YA-4YZ	International Civil Aviation Organization (ICAO)
XQA-XRZ	Chile	4ZA-4ZZ	Israel (State of)
XSA-XSZ	China	5AA-5AZ	Libya (Kingdom of)
XTA-XTZ ¹⁾	Upper Volta (Republic of)	5BA-5BZ ¹⁾	Cyprus (Republic of)
XUA-XUZ	Cambodia (Kingdom of)	5CA-5GZ	Morocco (Kingdom of)
XVA-XVZ	Viet-Nam (Republic of)	5HA-5IZ ¹⁾	Tanzania (United Republic of)
XWA-XWZ	Laos (Kingdom of)	5JA-5KZ	Colombia (Republic of)
XXA-XXZ	Portuguese Oversea Provinces	5LA-5MZ	Liberia (Republic of)
XYA-XZZ	Burma (Union of)	5NA-5OZ ¹⁾	Nigeria (Federal Republic of)
YAA-YAZ	Afghanistan	5PA-5QZ	Denmark
YBA-YHZ	Indonesia (Republic of)	5RA-5SZ ¹⁾	Malagasy Republic
YIA-YIZ	Iraq (Republic of)	5TA-5TZ ¹⁾	Mauritania (Islamic Republic of)
YJA-YJZ	New Hebrides (Anglo-French Condominium)	5UA-5UZ ¹⁾	Niger (Republic of the)
YKA-YKZ	Syrian Arab Republic	5VA-5VZ ¹⁾	Togolese Republic
YLA-YLZ	Latvia	5WA-5WZ ¹⁾	Western Samoa
YMA-YMZ	Turkey	5XA-5XZ ¹⁾	Uganda
YNA-YNZ	Nicaragua	5YA-5ZZ ¹⁾	Kenya
YOA-YRZ	Roumania (Socialist Republic of)	6AA-6BZ	United Arab Republic
YSA-YSZ	El Salvador (Republic of)	6CA-6CZ	Syrian Arab Republic
YTA-YUZ	Yugoslavia (Federal Socialist Republic of)	6DA-6JZ	Mexico
YVA-YYZ	Venezuela (Republic of)	6KA-6NZ	Korea (Republic of)
YZA-YZZ	Yugoslavia (Federal Socialist Republic of)	6OA-6OZ	Somali Republic
ZAA-ZAZ	Albania (People's Republic of)	6PA-6SZ	Pakistan
ZBA-ZJZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible	6TA-6UZ	Sudan (Republic of the)
ZKA-ZMZ	New Zealand	6VA-6WZ ¹⁾	Senegal (Republic of the)
ZNA-ZOZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible	6XA-6XZ ¹⁾	Malagasy Republic
ZPA-ZPZ	Paraguay	6YA-6YZ ¹⁾	Jamaica
ZQA-ZQZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible	6ZA-6ZZ ¹⁾	Liberia (Republic of)
ZRA-ZUZ	South Africa (Republic of *)	7AA-7IZ	Indonesia (Republic of)
ZVA-ZZZ	Brazil	7JA-7NZ	Japan
2AA-2ZZ	United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man	7OA-7OZ	(Not allocated)
3AA-3AZ	Monaco	7PA-7PZ ¹⁾	Lesotho (Kingdom of)
3BA-3FZ	Canada	7QA-7QZ ¹⁾	Malawi
3GA-3GZ	Chile	7RA-7RZ ¹⁾	Algeria (Algerian Democratic and Popular Republic)
3HA-3UZ	China	7SA-7SZ	Sweden
3VA-3VZ	Tunisia	7TA-7YZ ¹⁾	Algeria (Algerian Democratic and Popular Republic)
3WA-3WZ	Viet-Nam (Republic of)	7ZA-7ZZ	Saudi Arabia (Kingdom of)
3XA-3XZ	Guinea (Republic of)	8AA-8IZ	Indonesia (Republic of)
		8JA-8NZ	Japan
		8OA-8OZ	(Not allocated)
		8PA-8PZ ¹⁾	Barbados
		8QA-8QZ ¹⁾	Maldiv Islands
		8RA-8RZ ¹⁾	Guyana
		8SA-8SZ	Sweden
		8TA-8YZ	India (Republic of)
		8ZA-8ZZ	Saudi Arabia (Kingdom of)
		9AA-9AZ	San Marino (Republic of)
		9BA-9DZ	Iran
		9EA-9FZ	Ethiopia
		9GA-9GZ	Ghana
		9HA-9HZ ¹⁾	Malta
		9IA-9JZ ¹⁾	Zambia (Republic of)
		9KA-9KZ	Kuwait (State of)

*) See Administrative Council Resolution No. 619

¹⁾ Allocation, in accordance with No. 749 of the Radio Regulations, Geneva, 1959.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 229-E
11 October 1967
Original : English

COMMITTEE 4

SUMMARY RECORD

of the

THIRTEENTH MEETING OF COMMITTEE 4

Friday, 6 October 1967, at 1025 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman: Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist Republic)

Subject discussed :

Revision of Appendix 15, Section A (continued)



Revision of Appendix 15, Section A (continued)

The Chairman drew the Committee's attention to the informal document prepared by the ad hoc Working Group on Appendix 15A.

The delegate of the United Kingdom, reporting on the activities of the ad hoc Working Group, said that the Group had observed the terms of reference given it by the Committee, except in the case of the reduction from 15 to 12 of the number of teleprinter channels at 4 Mc/s. The majority of the Group considered that that number would be adequate for the next five or six years; the position could be reviewed at the conference which might be held in 1973 to revise Appendix 25.

In the Working Group's document, the frequencies in the 4 Mc/s band for telephony SSB should read 4 133.1, 4 136.3 and 4 139.5; those frequencies, however, fell outside the Committee's competence. In the columns relating to Appendix 15A proper, there were no changes in the 4, 6, 8, 12, 16 and 22 Mc/s bands. The Working Group had taken Document No. 130 into account and considered that it might be possible to use one of the new calling frequencies. It had also considered Document No. 107, and had decided that frequencies for selective calling should be taken from the coast station bands, rather than from bands assigned to ships. The headings of the first four columns, reading from right to left, were the same as those in Document No. 190 and the heading of the "Wide-band" column was the same as the one in the existing Appendix 15A. The Working Group had agreed that the general heading of the ocean data band should be "Oceanographic data transmission", but had been unable to agree on a footnote on the use of that band by stations other than ship stations.

The Working Group had decided that the 25 Mc/s band should be divided between calling and working frequencies. The document should be amended to provide, at the bottom of the table, a block entitled "Calling frequencies" on the left and "Assignable working frequencies for ships" on the right. Immediately under the title "Calling frequencies" there should be six frequencies spaced at 1.5 kc/s, the first being 25 073.5 and the last 25 081; under the other title there should be 16 frequencies spaced at 1.5 kc/s, the first being 25 084 and the last 25 106.5.

The Acting Chairman of the I.F.R.B. said that the division of the 25 Mc/s band would entail a corresponding modification of footnote 452.1.

The delegate of the United States of America said that the Committee had agreed on 10 frequencies spaced at 0.3 kc/s for each of the bands in the "Ocean data" column. He proposed that the Working Group's document be amended accordingly.

It was so agreed.

The delegate of Brazil asked whether the footnote concerning 8 364 kc/s which appeared in the existing Appendix 15A would be included in the revised table.

The delegate of the United Kingdom replied in the affirmative. The heading of the revised table would also be the same as that of the existing Appendix.

The Chairman said that other footnotes, such as the one on the use of frequencies up to 40 bauds for manual or automatic morse telegraphy, should also be included.

The delegate of Italy said that the first and last frequencies should be indicated in the "Ocean data" column.

Furthermore, the low traffic band should be separated into A and B in the final version. The frequencies for the high traffic band were not all in harmonic relationship; retention of that relationship, which was desirable, would not accord with the text the Committee had adopted for No. 1183, which should therefore be revised.

The delegate of the United States of America said that the 11 frequencies shown in the high traffic band carried harmonic relationship throughout. The text of No. 1183 would, however, have to be revised to cover frequencies other than those 11.

His Administration considered it desirable to have a footnote to the "Ocean data" column, perhaps consisting of the text of No. 449 AB (Document No. 33 (18)).

The delegate of the U.S.S.R. suggested that the footnote should read : "These frequencies can also be used by ship stations for the transmission of ocean data in accordance with the decisions contained in Resolution No. ...". That resolution was being prepared by the ad hoc Group on the work to be done by W.M.O.

The delegate of the United Kingdom, referring to the "Calling" column, said that, since the frequency 4 178 kc/s had been dropped, a crystal change would be necessary for ships using that frequency.

The delegate of Norway said that the Committee should be flexible in fixing the final limit between telephony and telegraphy in the 12 Mc/s band. Nine telephony channels with a bandwidth of 3.5 kc/s between

12 400 kc/s - the start of the new SSB telephony channel - and 12 431 kc/s would give 31.5 kc/s, leaving the band short of 0.5 kc/s. An upward move of 0.5 kc/s would provide sufficient space for nine 3.5 kc/s bandwidth channels.

The delegate of the United Kingdom said that the limits should remain flexible until Committee 5 had taken the relevant decision on radio-telephony. It might then transpire that small spare channels would be available for radiotelegraphy use. In that case, those channels should be included in a further revision of Appendix 15A.

The Chairman suggested that the Committee should provisionally approve each column of the Working Group's document, taking into account comments made during the current meeting.

It was so agreed.

The "Low traffic" and "Calling" columns were provisionally approved.

"High traffic" column

The "High traffic" column was provisionally approved.

"Teleprinter" column

The delegate of the Federal Republic of Germany asked if the frequencies in the 25 Mc/s band were intended for morse operation only.

The delegate of the United Kingdom said that the question had not been discussed in the Working Group. If the bandwidth of emission was kept below 0.5 kc/s there seemed to be no reason why the frequencies should not be used for other purposes as well.

The Chairman said that the point raised by the delegate of the Federal Republic of Germany was covered in footnote No. 224.

The delegate of Singapore suggested that there should be a footnote to the 25 Mc/s band reading "For use of this band, see No. 224".

It was so agreed.

The delegate of the United States of America, supported by the delegate of Norway, suggested that the title "Assignable working frequencies for ships", which appeared in the existing Appendix, should be retained.

It was so agreed.

The "Teleprinter" column, as amended, was provisionally approved.

"Ocean data" column

The Chairman drew the Committee's attention to the suggestions for a footnote to the column made by the delegates of the United States of America and the U.S.S.R.

The delegate of the U.S.S.R. said that the main purpose of his Administration's suggestion was to refer to the resolution which would govern the whole of the international oceanographic data transmission system, rather than to such specific matters as stations telecommanding buoys.

After a discussion between the delegates of the United States of America, the U.S.S.R. and Italy, the Chairman suggested that the footnote should be worded as follows : "The frequency bands listed under 449 AB may also be used by buoy stations for ocean data transmission /and by stations telecommanding these buoys under the provisions of Resolution No. .../".

It was so agreed.

The delegate of the United States of America said he had agreed to that wording solely for the purpose of producing a document as a basis for further discussion; he could not uphold the principle involved.

The "Ocean data" column was provisionally approved.

"Wide-band" column

The delegate of the United Kingdom, referring to the Norwegian delegate's earlier remarks on the 12 Mc/s band, said that the original band limits had been retained because certain administrations had wished to keep the frequencies at intervals of 1 kc/s rather than 0.5 kc/s. In view of some of the changes made, however, that point was no longer so important, and the band could be adjusted in the manner suggested by the Norwegian delegate.

The delegate of the United States of America supported the Norwegian delegate's suggestion to change the lower band limit to 12 431.5 kc/s and to make each assignable frequency 0.5 kc/s higher than the figures in the table.

The Norwegian suggestion was accepted.

The "Wide-band" column, as amended, was provisionally approved.

The Chairman said that the revised version of Appendix 15A, as provisionally amended at the current meeting, would be issued in DT form in time for the Committee's 14th meeting.

The delegate of the United States of America, reverting to the suggested footnote to the "Ocean data" column, said it might be desirable to ascertain exactly what delegations understood to be the meaning of the word "telecommanding" in the Italian proposal. His own interpretation of the term was "interrogating", since the buoys in question transmitted data collected by their sensors only at the command of ship or coastal stations.

After a discussion in which the delegates of the U.S.S.R., France, the United States of America, Italy and South Africa took part, the Chairman suggested that the delegates of the United States of America, the U.S.S.R., France and Italy should discuss the question informally. If they reached agreement in time, their solution might be incorporated in working document; otherwise, the provisional solution agreed on in the Committee would be maintained.

It was so agreed.

The delegate of Mexico suggested that those four delegates' task might be facilitated by referring to the definition in No. 84 AY of Annex 1 to the Final Acts of the 1963 E.A.R.C. on Space Radiocommunications.

The meeting rose at 1200 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4 :

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 230-E

11 October 1967

Original : French, English,
Spanish

COMMITTEE 5

FIRST REPORT BY WORKING GROUP 5D TO COMMITTEE 5

1. At its first meeting, the Group considered, under its terms of reference (Document No. 170), all relevant proposals relating to Appendix 25 to the Radio Regulations (Geneva, 1959), as well as the possibility of establishing a new Frequency Allotment Plan for HF radiotelephone coast stations by the present Conference.
2. It was found that a majority of the delegations participating in the meeting of the Working Group were in favour of the principle of retaining the present Appendix 25 to the Radio Regulations.
 - 2.1 There was general agreement as to the desirability of convening a future World Administrative Radio Conference to establish a new Frequency Allotment Plan for HF radiotelephone coast stations.
 - 2.2 In addition, it was agreed that the present Conference should draw up provisions for the orderly use of the new radiotelephone channels made available by the present Conference.
3. At its second meeting the Working Group set up an ad hoc Group under the Chairmanship of Mr. P.V. Larsen (Denmark), with the following terms of reference :
 - "1. To draft a procedure for the conversion from DSB to SSB operation in the HF maritime mobile radiotelephony bands, taking into account :
 - a) the principle of retaining Appendix 25 to the Radio Regulations (Geneva, 1959); and
 - b) the inclusion in this Appendix of all additional HF radiotelephone channels made available by this Conference.
 2. To draft a recommendation concerning the convening, before a date to be suggested by the ad hoc Group, of a World Administrative Radio Conference to establish a Frequency Allotment Plan for the High Frequency radiotelephony bands, such a conference to be preceded by a preparatory meeting of experts."



4. At its third meeting the Group unanimously adopted the texts of the draft Recommendation and Resolution annexed to this Report and recommended their approval by Committee 5.
5. The Working Group also recommended that Working Group 5B should consider the matter of power limitations referred to in paragraph 1 of the draft Resolution.

P.E. WILLEMS

Chairman of Working Group 5D

Annexes : 2

A N N E X 1DRAFT

RECOMMENDATION No. ...

Relating to the preparation of a new Frequency
Allotment Plan for HF Radiotelephone Coast Stations

The World Administrative Radio Conference to deal with matters
relating to the maritime mobile service (Geneva, 1967),

considering

- a) that the present Frequency Allotment Plan for coast radio-telephone stations contained in Appendix 25 to the Radio Regulations (Geneva, 1959), was initially prepared by the Provisional Frequency Board in the years from 1948 to 1950 and was subject to amendments by the Extraordinary Administrative Radio Conference, (Geneva, 1951), and by the Administrative Radio Conference, (Geneva, 1959) ;
- b) that the Plan has already been implemented to a great extent, this being illustrated by the assignments, corresponding to allotments, recorded in the Master Register;
- c) that a number of additional assignments has also been recorded in the Master Register;
- d) that the introduction of SSB technique in the maritime HF radiotelephone bands has already started on the basis of the provisions of Appendix 17 to the Radio Regulations (Geneva, 1959), and that the conversion from DSB to SSB will continue, guided by the timetable and the supplementary technical specifications adopted by the present Conference;
- e) that DSB operation in the frequency bands concerned will continue until for coast stations and for ship stations;
- f) that the Conference has decided to create as from new HF duplex radiotelephone channels to be used in accordance with the provisions of Resolution No., to include

such new channels in Appendix 17 and, without allotting them to countries, in Section III of Appendix 25;

- g) that it was found impracticable for the present Conference to prepare a new Frequency Allotment Plan, but it was found necessary that such a Plan be prepared by a subsequent conference;
- h) that it is expedient to have a preparatory meeting to lay down in advance of a planning conference the technical bases necessary for the preparation of a frequency allotment plan;

in view of

the provisions of Nos. 60 and 61 of the International Telecommunication Convention, (Montreux, -1965) ;

recommends

- 1. that a World Administrative Radio Conference be convened in order :
 - 1.1 to prepare on the basis of SSB operation a new Frequency Allotment Plan for HF radiotelephone coast stations, covering the channels in the present Appendix 25 as well as the new channels referred to in f) above;
 - 1.2 to amend the associated provisions of the Radio Regulations;
 - 2. that such a conference be convened in 1973;
 - 3. that the Administrative Council determine the exact date and place of such a conference, in accordance with No. 64 of the Convention;
 - 4. that this conference be preceded by a preparatory meeting, in accordance with No. 73 of the Convention.
-

A N N E X 2

DRAFT

RESOLUTION No. ...

Relating to the Use of the new HF Channels made available
to Maritime Radiotelephony by the present Conference

The World Administrative Radio Conference to deal with matters
relating to the maritime mobile service (Geneva, 1967),

considering

- a) that the Conference has decided to create as from
new HF duplex radiotelephone channels to be included in
Appendix 17 and, without allotting them to countries, in a
new section (Section III) of Appendix 25;
- b) that the Conference also decided to recommend that a World
Administrative Radio Conference be convened in 1973 to prepare
a new frequency allotment plan for HF radiotelephone coast
stations, covering the channels in the present Appendix 25 as
well as the new channels referred to in a) above;
- c) that, however, interim measures have to be taken by
administrations and by the I.F.R.B. in order to provide for an
orderly use of the new channels between the date when they are
made available to maritime radiotelephony and the date of entry
into force of the new frequency allotment plan;

decides that

- 1. during the interim period referred to in c) above, the new
channels should be used for SSB operation, and also for DSB
operation where technically feasible, in accordance with the time-
table for conversion to SSB operation laid down by the present
Conference; [the peak envelope power of the transmitters shall
be limited to for coast stations and
for ship stations;]
- 2. the I.F.R.B. shall collect from administrations requirements
for use of these new channels;

urges administrations

3. to submit only those requirements considered essential for use during the interim period referred to in c) above, in view of the limited number of new channels available for maritime radiotelephony;

further decides that

4. after compilation of the requirements collected from administrations, the I.F.R.B., in consultation, where appropriate, with the administrations concerned, shall endeavour to distribute such requirements amongst the new channels, by dealing with them in the following order, in the frequency bands covered by Appendix 25, band by band :
 - 4.1 requirements from those countries which have no allotments in the present Appendix 25, which have no assignments to HF radiotelephone coast stations recorded in the Master Register in a particular frequency band, and which are in urgent need of frequencies for maritime radiotelephony in that band;
 - 4.2 requirements from those countries which have assignments to HF radiotelephone coast stations recorded in the Master Register, but which have a large volume of traffic to handle and whose assignments are causing or experiencing harmful interference;
5. the distribution of requirements amongst the new channels in accordance with paragraph 4 above shall be circulated to all administrations at least six months before the new channels are made available for maritime radiotelephony;
6. the channels distributed in accordance with paragraph 4 above shall be regarded as allotments to the countries concerned from the point of view of the frequency notification and registration procedure to be applied as from the date these become available;
7. as from that date, the relevant provisions of Nos. 541 to 551 of the Radio Regulations, insofar as they refer to Section I of Appendix 25, shall apply also to the frequency bands covered by the new channels (Section III of Appendix 25), for the examination by the I.F.R.B. of frequency assignment notices for transmission or reception by coast stations;

8. the dates to be entered in Column 2a or Column 2b of the Master Register according to the findings reached by the I.F.R.B. after the examination referred to in paragraph 7 above, shall be in accordance with the relevant provisions of Nos. 577 to 586 of the Radio Regulations;
 9. the above procedure, which should be discontinued on the date of entry into force of the new frequency allotment plan to be prepared by the 1973 Radio Conference, is of an interim nature and shall not prejudge the decisions to be taken by the 1973 Radio Conference; a suitable remark to this effect shall be entered in the Master Register for the frequency assignments in the bands concerned.
-

E

**INTERNATIONAL TELECOMMUNICATION
UNION**

MARITIME CONFERENCE

Geneva, 1967

Document No. 231-E

12 October, 1967

**PLENARY MEETING
(FIRST READING)**

B. 1

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Assembly for a first reading.

Com.	Doc. No.	Pages	Subject	Comments
4	209		Nos. 158, 167, 200, 437A, 438, 439, 451, 453, 455, 974, 975, 976, 978, 981, 992, 995, 997, 1155, 1156, 1157	
6	202	5-6	App. 16	

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages B.1/1-05



MOD 158 Limited to coast telegraph stations (A1 and F1 only). Exceptionally, the use of class A7J emissions is permissible subject to the necessary bandwidth not exceeding that normally used for class A1 or F1 emissions in the bands concerned.

MOD 167 Only classes A1 or F1, A4 or F4 emissions are authorized in the band 90–160 kc/s for stations of the fixed and maritime mobile services. Exceptionally, class A7J emission is also authorized in the band 90–160 kc/s for stations of the maritime mobile service.

SUP 200

Insert after the title "Section IV - Maritime Mobile Service" and before No. 438:

ADD 437A § 7A. Stations of the maritime mobile service employing single sideband radiotelegraph transmissions shall use upper sideband emissions. The frequencies specified in the Radio Regulations for class A2H emission in the maritime mobile service such as 410, 425, 448, 454, 468, 480, 500, 512 and 8364 kc/s, shall be used as carrier frequencies.

NOC 438

NOC 439

MOD 451 (*MOD 451 concerns only the French text.*)

MOD 453 (g) *Coast stations*, wideband and manual telegraphy, facsimile, special and data transmission systems and direct printing telegraph systems.
(title)

SUP 455

MOD 974 a) send class A2 or A2H emissions and receive class A2 and A2H emissions with a carrier frequency of 500 kc/s;

- MOD 975 *b)* send, in addition, class A1 and either A2 or A2H emissions on at least two working frequencies;
- MOD 976 *c)* receive, in addition, class A1, A2 and A2H emissions on all the other frequencies necessary for their service.
- MOD 978 § 17. In Region 2, any radiotelegraphy station installed on board a ship which uses frequencies in the band 2088.5–2093.5 kc/s for call and reply shall be provided with at least one other frequency in the authorized bands between 1605 and 2850 kc/s.
- MOD 981 *b)* changes of frequency in transmitting apparatus shall be effected as quickly as practicable, but within fifteen seconds in any event;
- MOD 992 § 22. (1) Any aircraft following a maritime course and required by national or international regulations to communicate, for safety purposes, with stations of the maritime mobile service shall be capable of transmitting preferably class A2 or A2H and receiving preferably class A2 and A2H emissions on the carrier frequency of 500 kc/s or, [on the carrier frequency of 2182 kc/s, transmitting class A3 or A3H and receiving class A3 and A3H emissions.]
(*The part in square brackets will be finally agreed upon in Committee 5.*)
- MOD 995 — *in the bands between 405 and 535 kc/s*, be able to transmit with a carrier frequency of 500 kc/s, using class A2 or A2H emissions (but see No. 677). If a receiver is provided for any of these bands, it shall be able to receive class A2 and A2H emissions with a carrier frequency of 500 kc/s;
- MOD 997 — *in the bands between 4000 and 27 500 kc/s*, be able to transmit with a carrier frequency of 8364 kc/s using class A2 or A2H emissions. If a receiver is provided for any of these bands, it shall be able to receive class A1, A2 and A2H emissions throughout the band 8320 to 8745 kc/s;

SUP 1155

MOD 1156 § 20. (1) Ship stations shall, at the discretion of the administration controlling the station concerned, use either the high traffic band (see No. 1151) or the low traffic band (see No. 1153) depending on their traffic requirements.

SUP 1157

APPENDIX 16

Phonetic Alphabet and Figure Code

(see Article 33)

MOD

1. When it is necessary to spell out call signs, service abbreviations and words, the following letter spelling table shall be used:

Letter to be transmitted	Word to be used	Spoken as *
A	Alfa	<u>AL</u> FAH
B	Bravo	<u>BRAH</u> VOH
C	Charlie	<u>CHAR</u> LEE or <u>SHAR</u> LEE
D	Delta	<u>DELL</u> TAH
E	Echo	<u>ECK</u> OH
F	Foxtrot	<u>FOKS</u> TROT
G	Golf	GOLF
H	Hotel	HOH <u>TELL</u>
I	India	<u>IN</u> DEE AH
J	Juliett	<u>JEW</u> LEE <u>ETT</u>
K	Kilo	<u>KEY</u> LOH
L	Lima	<u>LEE</u> MAH
M	Mike	MIKE
N	November	NO <u>VEM</u> BER
O	Oscar	<u>OSS</u> CAH
P	Papa	PAH <u>PAH</u>
Q	Quebec	KEH <u>BECK</u>
R	Romeo	<u>ROW</u> ME OH
S	Sierra	SEE <u>AIR</u> RAH

* The syllables to be emphasized are underlined.

Letter to be transmitted	Word to be used	Spoken as *
T	Tango	<u>TANG</u> GO
U	Uniform	<u>YOU</u> NEE FORM or <u>OO</u> NEE FORM
V	Victor	<u>VIK</u> TAH
W	Whiskey	<u>WISS</u> KEY
X	X-ray	<u>ECKS</u> <u>RAY</u>
Y	Yankee	<u>YANG</u> KEY
Z	Zulu	<u>ZOO</u> LOO

ADD

2. When it is necessary to spell out figures or marks, the following table shall be used:

Figure or mark to be transmitted	Code word	Spoken as **
0	NADAZERO	NAH-DAH-ZAY-ROH
1	UNAONE	OO-NAH-WUN
2	BISSOTWO	BEES-SOH-TOO
3	TERRATHREE	TAY-RAH-TREE
4	KARTEFOUR	KAR-TAY-FOWER
5	PANTAFIVE	PAN-TAH-FIVE
6	SOXISIX	SOK-SEE-SIX
7	SETTESEVEN	SAY-TAY-SEVEN
8	OKTOEIGHT	OK-TOH-AIT
9	NOVENINE	NO-VAY-NINER
Decimal point	DECIMAL	DAY-SEE-MAL
Full stop	STOP	STOP

(MOD)

3. However, stations of the same country may use, when communicating between themselves, any other table recognized by their administration.

* The syllables to be emphasized are underlined.

** Note: Each syllable should be equally emphasized.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 232-E
12 October 1967
Original : English

COMMITTEE 4

SUMMARY RECORD

of the

FOURTEENTH MEETING OF COMMITTEE 4

Monday, 9 October 1967, at 0935 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist Republic)

Subjects discussed :

Documents Nos.

1.	Summary Record of the Seventh Meeting	196
2.	Summary Record of the Eighth Meeting	197
3.	Conclusion of discussions concerning Appendix No. 15A	DT/51
4.	Continuation of discussions concerning Article 32	DT/41

F.G. PERRIN
Chairman



1. Summary record of seventh meeting (Document No. 196)

Page 2

The delegate of the United States of America said that the word "for" should be deleted from the penultimate line of the third paragraph.

The delegate of Mexico said that in the Spanish text of the last paragraph the word "barcos" in the penultimate line should be replaced by the word "datos" and in the first line of page 3 the words "las decisiones" should be replaced by the words "las peticiones".

Page 7

The delegate of the United States of America said that the word "band" in the second line of the eighth paragraph should be replaced by the word "frequency". In the penultimate line of the same paragraph the word "it" should be replaced by the words "143 kc/s".

Document No. 196, as amended, was approved.

2. Summary record of eighth meeting (Document No. 197)

Page 3

The delegate of Mexico said that in the penultimate line of the sixth paragraph the words "to the ocean data service" should be deleted and replaced by the words "for the transmission of ocean data".

Page 4

The delegate of the U.S.S.R. said that the first paragraph did not accurately reflect his delegation's intervention; the paragraph should be deleted and replaced as follows:

"The delegate of the U.S.S.R. said that the Soviet delegation considers the task of the establishment of a world-wide system for the transmission of oceanographic data to be of great importance. However, this system must be coordinated with the World Weather Watch. The successful operation of the World Weather Watch made it possible for the countries Members of the W.M.O. to prepare at the last Congress a five-year development plan for the World Weather Watch. Similarly to that, it is necessary to prepare at first the plan for the establishment of a system for the collection of oceanographic data, coordinated with the development plan for the World Weather Watch, and only then, using this plan as a basis, to proceed to necessary frequency allocations. The proposal of the U.S.S.R. is contained in Document No. 165 (Rev)."

Page 6

The delegate of the U.S.S.R. said that in the third line of the last paragraph the words "when that should be done" should be deleted and replaced by the words "whether that should be done at the current Conference or later". In the fourth line of the same paragraph the words "to be decided" should be replaced by the word "unclear".

Page 7

The delegate of the United States of America said that the following text should be added to the last paragraph:

"Further, in support of a thought expressed by the delegate of Italy during the second meeting of Committee 4, he suggested that a resolution or recommendation be developed wherein the role of IOC/WMO could be defined with respect to frequencies allocated for oceanographic data purposes".

The delegate of Norway said that the fourth paragraph should be deleted and replaced by the following:

"The delegate of Norway stated that his delegation fully appreciated the value of oceanography and supported the Swedish proposal that action should be taken at the current Conference. Norway had had some experience in operating meteorological and oceanographic buoys. His administration was in favour of providing frequencies for oceanography but had encountered difficulties in allocating such frequencies within the maritime mobile HF bands because of ever-increasing traffic in those bands, especially in the radiotelephone bands. He assumed that there were similar reasons for the I.M.C.O. position.

It was with that in mind that the Scandinavian Administrations had proposed to provide frequencies for the ocean data service in the aeronautical bands, which they considered less congested (Document No. 104). Under that solution, however, there would be no legal protection for the oceanographic service which would have to depend, for protection, on the goodwill of the Members of the Union. It was evident from the discussion that there was little support for the Scandinavian proposal. Therefore, having consulted the Danish and Swedish delegations, he would withdraw Document No. 104, provided a solution based on the United Kingdom's proposals (Document No. 178) could be found."

Page 8

The delegate of France said that "France" should be included in the sixth paragraph.

Document No. 197, as amended, was approved.

3. Conclusion of discussions concerning Appendix No. 15A (Document No. DT/51)

The Chairman said that the revised version of Appendix 15A, which the Committee had provisionally approved at its previous meeting, was contained in Document No. DT/51. The column for low traffic ships had been split into two and in the 22 Mc/s band there were 21 frequencies in Group B and 20 in Group A. He suggested that the revised Appendix be examined column by column.

It was so agreed.

The column for low traffic ships was approved.

Calling frequencies

Footnote ***

The delegate of South Africa proposed that the first line be amended to read :

"For particulars concerning the use of ..."

The amendment, having been supported by the delegate of India, was approved.

Assignable working frequencies for high traffic ships

The delegate of the United States of America said that the lower limit for assignable frequencies for high traffic ships should be defined. As the Committee had approved a tighter tolerance for the teleprinter channel, it might be advisable to set a limit of 0.25 kc/s higher than each of the highest assignable frequencies in the teleprinter band. For instance, the limit might be 4 172.25 in the 4 Mc/s band, 6 258.25 in the 6 Mc/s band, and so on.

The delegate of the United Kingdom suggested that consideration of the question should be deferred until Committee 5 had completed its discussion on the use of the telegraphy frequencies being released.

The delegate of the United States of America said that unless the bandwidths in question were specified the Committee's work on Article 32 would be delayed.

The Representative of I.F.R.B. pointed out that if the figures suggested by the United States delegate were accepted, there might be an overlap between the first frequency in the high traffic column and the last frequency in the teleprinter column.

The delegate of France said that the question was one of frequency tolerance rather than of bandwidth.

The delegate of the U.S.S.R. suggested that there was no need to revise the Working Group's decision concerning frequency tolerance.

It would be useful to indicate, as a footnote, that in the 6 Mc/s band a spacing of 0.75 kc/s did not limit the use of synthetisers.

The delegate of the United States of America said that his explanation of this point was given in the summary record of the ninth meeting.

The delegate of the U.S.S.R. asked for the following statement to be recorded, in lieu of a footnote to the Appendix :

"Within the 6 Mc/s band for high traffic ships (Appendix 15A), the adopted channel spacing of 0.75 kc/s does not preclude the possibility of using a channel spacing of 0.7 or 0.8 kc/s in the case of equipment with a discrete table of frequencies, multiples of 0.1 kc/s."

Footnote **

The delegate of Norway pointed out that the word "bands" in line 2 should read "bauds".

He also suggested that the indication "A1" should be inserted before "Morse telegraphy", to preclude the use of F1.

The delegates of Italy and the United States of America supported that proposal.

It was so agreed.

With reference to the figure of 40 bauds, the delegate of Canada said that the summary record of the discussion mentioned 50 bauds.

The delegate of the United Kingdom said that if the decision taken by the Committee could be amended, he would prefer 50 bauds, as that was the normal speed for automatic Morse telegraphy.

The delegates of Norway, the United States of America, Greece, Roumania and South Africa said that the high traffic band had been split in order to separate teleprinters from manual Morse, and a maximum speed of 40 bauds was therefore preferable.

The Chairman said that the figure of 50 bauds had been corrected when approving the summary record, and he suggested that the figure remain at 40 bauds, as already decided by the Committee.

It was so agreed.

Direct printing telegraph and data systems

The Chairman suggested approval of the United States proposal to make the limit of the teleprinter band 250 c/s higher than the last assignable frequency.

It was so agreed.

The Chairman suggested that the band limits be considered as final unless discussions in Committee 5 resulted in freeing some additional spectrum space.

The delegate of the United States of America proposed a limit of 25 082.5 kc/s between the two portions of the 25 Mc/s band.

With reference to the suggestion by the Representative of the I.F.R.B. that the limit in the 12 Mc/s band be 12 503.35 kc/s rather than 12 503.25 kc/s he reminded delegates that a maximum permissible deviation of 100 c/s had been adopted in all bands. It was therefore logical to assume that 250 c/s would suffice.

The delegate of the U.S.S.R. proposed the following limits between the teleprinter and high traffic bands :

12 Mc/s - 12 503.3 kc/s, 16 Mc/s - 16 660.5 kc/s and 22 Mc/s - 22 184.5 kc/s.

The delegates of South Africa, Mexico, Italy, Argentina and Venezuela supported the original United States proposal for a limit of 12 503.25 kc/s in the 12 Mc/s band.

The delegate of France proposed 0.25 kc/s for the 12 Mc/s band and 0.5 kc/s for the 16 and 22 Mc/s bands.

The delegates of Canada, the Federal Republic of Germany and the Netherlands supported that proposal.

The Chairman suggested that the following band limits be approved :

4, 6, 8 and 12 Mc/s - 250 c/s higher than the last assignable teleprinter frequency;

16 and 22 Mc/s - 500 c/s higher than the last assignable frequency.

It was so decided.

Oceanographic data transmission

The Chairman pointed out that the document indicated "10 frequencies" to be consistent with other columns whereas the previous meeting had agreed "10 channels".

The delegate of Poland repeated his delegation's reservations on the allocation of frequencies for oceanographic data and his intention to speak on the subject in Plenary meeting.

Wideband

Approved.

Footnote ****

The delegate of the United Kingdom suggested that the reference to No. 224 be deleted both in Article 32 and Article 5, and that the appropriate amendment be made to No. 1154.

The delegates of Norway and Mexico agreed with the deletion of the reference in Article 32 but preferred to retain it in the frequency table in Article 5.

The delegate of the United Kingdom said in that case No. 1154 should refer to footnote 224.

It was agreed to delete footnote ****.

The delegate of France, supported by the delegates of Norway and the United Kingdom, proposed that the Appendix be presented in the same form as in the Radio Regulations, i.e. with indication of the harmonic relationships.

It was so agreed.

Appendix 15A, as contained in Document No. DT/51, was approved, with the above amendments and reservation.

4. Continuation of discussions concerning Article 32 (Document No. DT/41)

No. 1145

The delegate of the United States of America said that, in the light of decisions taken in the Committee, his Administration wished to withdraw its earlier amendment in favour of the following text to replace the second sentence of No. 1145: "In the bands specified in No. 1192, stations may use manual or automatic A1 Morse telegraphy at speeds not exceeding 40 bauds".

The delegates of the United Kingdom and Norway supported that proposal.

No. 1145, as amended, was approved.

No. 1146

The delegate of the United Kingdom said that his Administration had proposed an amendment to the last sentence of No. 1146, to permit the use of manual Morse and telephony purely for operational signals, because it was often necessary, in setting up operations using the bands in question, to make short operational communications using hand-speed Morse or telephony. The last two lines of No. 1146 should therefore read: "... indicated in Section A of Appendix 15. However, manual Morse and telephony are excluded, except for operational signals".

The delegate of the United States of America agreed with that amendment, but suggested that the last phrase should read " ... except for circuit alignment purposes".

The delegate of the United Kingdom accepted that suggestion.

No. 1146, as amended, was approved.

No. 1147

The delegate of the United Kingdom pointed out that, although No. 1147 provided that no Type 2 transmissions should be used in bands between 4 000 and 27 500 kc/s, the C.C.I.R. had recently recommended the use of A2H signals for selective calling. He suggested that the Committee should bear in mind the possible need to amend No. 1147, following the decisions concerning selective calling.

It was so agreed.

No. 1149

The delegate of the United States of America said that, in view of the Committee's decisions on Appendix 15A, the bands concerned should be divided into six parts, not four.

The delegate of Brazil pointed out that that point was covered by his Administration's proposal 99 in Document No. 142.

The delegate of the U.S.S.R. thought that No. 1149 should reflect the Committee's decision to include a special band for calling frequencies in the 25 Mc/s band.

The delegates of Italy and the United Kingdom said that the changes in the 25 Mc/s band could be indicated adequately by modifying No. 1154.

No. 1149, as amended in Document No. 142, was approved.

No. 1150

The delegate of the United States of America said that, in the light of the changes approved in connection with Appendix 15A, No. 1150 could remain unchanged, but that the following Nos. 1150A and 1150B should be added:

"1150A a(bis) a band of frequencies for oceanographic data transmissions;
1150B a(ter) a band of working frequencies for ship stations using direct printing and data systems;"

The delegate of Norway supported that proposal, but suggested that the word "working" should be inserted before "frequencies" in No. 1150A.

The delegate of the United Kingdom also supported the United States proposal, but suggested that the last phrase of No. 1150B should read "... using narrow band direct printing telegraph and data systems".

The delegate of the United States of America accepted those changes.

Nos. 1150, 1150A and 1150B, as amended, were approved.

No. 1151

The delegate of the United States of America withdrew his Administration's proposals in view of the decision just taken on Nos. 1150, 1150A and 1150B.

The Chairman suggested that, to facilitate the Committee's consideration of Article 32, an ad hoc working group, consisting of delegates of Brazil, the Netherlands, the United Kingdom, the United States of America and Australia and assisted by himself and the Secretary of the Committee, should be convened by the delegate of the United Kingdom to examine the remaining proposals in Document No. DT/41, bearing in mind the fact that Nos. 1203 to 1206C would be referred to Committee 6, and to report to Committee 4 at its following meeting.

It was so decided.

The meeting rose at 1230 hours.

Secretary of Committee 4

E. LURASCHI

Chairman of Committee 4

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 233-E
12 October 1967
Original : English

COMMITTEE 6

SUMMARY RECORD

of the

THIRD MEETING OF COMMITTEE 6

Wednesday, 11 October 1967 at 1430 hours

Chairman : Mr. K. ČOMIĆ (Federal Socialist Republic of Yugoslavia)

<u>Subjects discussed :</u>	<u>Documents Nos.</u>
1. Approval of the Third Report of Working Group 6B MOD 1004; MOD 1005	223
2. Approval of the First Report of Working Group 6A General Radiotelegraph Procedure (Article 29)	181
3. Approval of the Fourth Report of Working Group 6A General Radiotelegraph Procedure (continued) Calls by Radiotelegraphy (Article 30) Radiotelegraphic Calls to Several Stations (Article 31)	216
4. Approval of the Second Report of Working Group 6C Radiotelegrams and Radiotelephone Calls (Articles 37, 38, 39 and 40) Appendix 21, Specimen Form of Statement of Account Appendix 22, Payment of Balance of Accounts Additional Radio Regulations (Articles 1 to 7 inclusive)	212
5. Approval of the Third Report of Working Group 6C Additional Radio Regulations (Articles 10 to 14 inclusive)	218



1. Approval of the Third Report of Working Group 6B (Document No. 223)

MOD 1004; MOD 1005

Document No. 223 was approved.

2. Approval of the First Report of Working Group 6A (Document No. 181)

General Radiotelegraph Procedure (Article 29)

The Chairman explained, in connection with No. 1012A, that the text of that Regulation should be deleted because it had been incorporated as No. 1077A in Article 30 (see foot-note on page 6 of Document No. 216).

Document No. 181 was approved.

3. Approval of the Fourth Report of Working Group 6A (Document No. 216)

General Radiotelegraph Procedure (continued)

Calls by Radiotelegraphy (Article 30)

Radiotelegraphic Calls to Several Stations (Article 31)

Page 4

The delegate of Norway, supported by the delgates of the United Kingdom and South Africa, suggested that the Working Group's intention in connection with No. 1068A would be more clearly conveyed by transferring the phrase "using Type 1 transmission" from the second line to the third line, after the word "intervals".

It was so agreed.

Pages 5 and 6

The representative of the I.F.R.B. pointed out that the title "Methods of calling in the maritime mobile service bands between 4000 kc/s and 27 500 kc/s" on page 5 applied to Nos. 1077A, 1077B and 1077C, but not to Nos. 1078 et seq., for which no change was proposed.

It was agreed to draw the attention of Committee 7 to that point.

Document No. 216, as amended, was approved.

4. Approval of the Second Report of Working Group 6C (Document No. 212)

Radiotelegrams and Radiotelephone Calls (Articles 37, 38, 39 and 40)

Appendix 21, Specimen Form of Statement of Account

Appendix 22, Payment of Balance of Accounts

Additional Radio Regulations (Articles 1 to 7 inclusive)

Page 4

The delegate of the Netherlands suggested, in connection with Nos. 2063 to 2106, for which no change was proposed, that the indications LX and TMX should be added to the enumeration in No. 2094.

This proposal was not supported.

Page 5

The delegate of Japan suggested that the words "(Geneva revision, 1958)" be added after "Telegraph Regulations" at the end of No. 2117A and that the indication "AR" be replaced by the words "of these Regulations" at the end of No. 2119.

The delegate of Australia supported that suggestion.

Document No. 212, as amended, was approved.

5. Approval of the Third Report of Working Group 6C (Document No. 218)

Additional Radio Regulations (Articles 10 to 14 inclusive)

Document No. 218 was approved.

The meeting rose at 1505 hours.

Secretary of Committee 6

A.A. MATTHEY

Chairman of Committee 6

K. COMIC

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 234-E
12 October 1967
Original : French/English

COMMITTEE 6

FIFTH REPORT OF WORKING GROUP 6A TO COMMITTEE 6 (OPERATION)

General Radiotelephone Procedure
in the Maritime Mobile Service (Article 33)
Calls by Radiotelephony (Article 34, in part)

1. Working Group 6A agreed to recommend the adoption of the provisions appearing in the Annex attached hereto.
2. The Delegation of the Netherlands reserved the right to re-open discussion in Committee 6, if it still so desires, on NOC 1227.
3. International Code of Signals

In recommending ADD 1216A, the Working Group specifically did not include reference to the International Code of Signals since it was of the opinion that the appropriate place for such mention would be in Article 36. In this respect the attention of Working Group 6B is invited to a proposal to this effect appearing on page 399 of Document No. DT/2, ADD 1433A.

A. CHASSIGNOL
Chairman

Annex : 1



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A N N E X

Article 33

NOC	1209	
SUP	1210	
NOC	1211 - 1214	
MOD	1215	(2) Radiotelephone stations of the maritime mobile service which participate in communications between ship stations and subscribers of the land telephone system, should as far as possible, avoid manual methods of switching from transmission to reception and vice versa.
ADD	1215A	[Held in abeyance pending App. 17A, page 284]
(MOD)	1216	§5.(1) [add sub-paragraph number]
ADD	1216A	(2) To facilitate radiocommunications the service abbreviations given in Appendix 13A may be used.
ADD	1216B	(3) When it is necessary to spell out certain expressions, difficult words, service abbreviations, figures, etc., the phonetic spelling tables in Appendix 16 shall be used.
NOC	1217 - 1218	
MOD	1219	(a) The mobile station whose emission causes interference to the correspondence of a mobile station with a coast station shall cease sending at the first request of the coast station.
NOC	1220 - 1221	
MOD	1222	§7.(1) The call consists of : - the call sign or other identification of the station called, not more than three times; - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);

- the call sign or other identification of the calling station, not more than three times.

NOC 1223

MOD 1224

[G/91 (52) page 292 held in abeyance]

ADD

Internal radio communication on ships

ADD 1224A

§ 7 (bis) (1) Calls for internal communications on board ship shall consist of :

ADD 1224B

a) From the control station :

- the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc. indicating the substation (see No. 777B)) not more than three times;
- the words "THIS IS";
- the name of the ship followed by the word "CONTROL";

ADD 1224C

b) From the substation :

- the name of the ship followed by the word "CONTROL" not more than three times;
- the words "THIS IS";
- the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc. indicating the substation - see No. 777B)).

NOC 1225

NOC 1226

NOC 1227

ADD	1227AA	[I/31 (1) page 292, held in abeyance]
(MOD)	1228	(2) A radiotelephone ship station calling a coast station of another nationality should, as a general rule, use the carrier frequency 2 182 kc/s. However, where so agreed by administrations, the ship station may use a working frequency on which watch is kept by that coast station.
NOC	1229	
(MOD)	1230	a) the carrier frequency 2 182 kc/s;
NOC	1231	
(MOD)	1232	(4) An aircraft station calling a coast station or a ship station may use the carrier frequency 2 182 kc/s
MOD	1233	["carrier" added and held in abeyance]
ADD	1233AA	[I/31/1 page 292, held in abeyance]
(MOD)	1234	["carrier" added and held in abeyance]
(MOD)	1235	["carrier" added and held in abeyance]
ADD	1235A	[F/109 (96) page 289, held in abeyance]
MOD	1236	[Held in abeyance, page 292 plus proposals AUS/122 (42), NZL/133 (13) and B/138 (52)]
NOC	1237 - 1238	
MOD	1239	§10.(1) In the bands between 156 Mc/s and 174 Mc/s used for the maritime mobile services, coast and ship stations should, as a general rule, call on 156.80 Mc/s. However, calling may be conducted on a working channel or on a two-frequency calling channel, which has been implemented in accordance with No. 1361.
NOC	1240	
ADD	1240A	[F/109 (97) page 295, held in abeyance]

- MOD 1241 §11. The reply to calls consists of :
- the call sign or other identification of the calling station, not more than three times;
 - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
 - the call sign or other identification of the station called, not more than three times.
- (MOD) 1242 §12. (1) When a ship station is called on the carrier frequency 2 182 kc/s it should reply on the same frequency unless another frequency is indicated by the calling station.
- ADD 1242A [G/113 (59) page 301, held in abeyance]
- NOC 1243
- ADD 1243A [F/109 (98) page 299, held in abeyance]
- MOD 1244 (3) When calling a coast station or another ship station, a ship station shall indicate the frequency on which a reply is required if this frequency is not the normal one associated with the frequency used for the call.
- ADD 1244A [F/111 (152), page 299, held for further study]
- NOC 1245 - 1246
- (MOD) 1247 a) on the carrier frequency 2 182 kc/s to calls made on the carrier frequency 2 182 kc/s unless another frequency is indicated by the calling station;
- NOC 1248
- ADD 1248A [G/79 (98) page 301, held in abeyance]
- MOD 1249 [F/8 (26), G/77 (41), J/84 (15), AUS/122 (43), B/138 (53), pages 299-301, held in abeyance]
- MOD 1250 [G/77 (41) page 301, held in abeyance]
- MOD 1251 [F/8 (27) page 300, AUS/122 (44) held in abeyance]
- NOC 1252
-

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 235-E
12 October 1967
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COMMITTEE 5

DENMARK

Proposal for the work of the Conference

Article 35, Subsection E. Additional Provisions
applying to Region 1

SUP 1347 Delete the paragraph.

Reasons :

The paragraph 1347 allows for a coast station of one country to ask a ship station of a foreign nationality to use its own assigned ship-to-shore frequencies even if the use is not provided for in the area where the ship is located.

This provision dates back to the time before the frequency 2049 kc/s as an international ship-shore frequency was established (A.R.C., Geneva, 1959) (RR 1343).

The provision in 1347 is today superfluous in view of the provision in 1343.

Frequency usage according to 1347 has given rise to harmful interference, and the legal circumstances in this paragraph are quite awkward, since it permits a coast station of one country to decide that a ship of a second nationality can use a frequency assigned to a third country in the area concerned.



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COMMITTEE 5

FOURTH REPORT OF WORKING GROUP 5A TO COMMITTEE 5

Article 35

Nos. 1322B and 1323

The Working Group adopted the new text which appears in the Annex.

No. 1324

The Working Group decided that this number would remain unchanged.

Nos. 1325 and 1326

The Working Group adopted the text which appears in the Annex.

Nos. 1327 to 1333

The Working Group decided that these numbers would remain unchanged.

Nos. 1326A, 1326B, 1334 and 1335

The Working Group considered that before taking any decision with respect to these numbers, Committee 6 should be asked to give its opinion on the proposals in question.

During the preliminary examination of the proposals relating to Nos. 1334 and 1335, the Working Group also noted that a Draft Resolution relating to the watch on frequency 2182 kc/s was the subject of Proposal POL/83(4). It considered that the study of that proposal came within the competence of Committee 6.



Proposals concerning Nos. 1325.1, 1329A and 1330AA

The Working Group adopted the first part of the proposed text for this paragraph which reads as follows :

"Transmissions in the bands $\sqrt{2170 - 2173.5 \text{ kc/s}}$ and $\sqrt{2190.5 - 2194 \text{ kc/s}}$ respectively on carrier frequency $\sqrt{\dots}$ kc/s (assigned frequency $\sqrt{\dots}$ kc/s) and carrier frequency $\sqrt{\dots}$ kc/s (assigned frequency $\sqrt{\dots}$ kc/s) are limited to emissions of classes A3A and A3J."

The Working Group decided to defer decision on the second part which appears below :

$\sqrt{\text{"except that the band } 2170 - 2173.5 \text{ kc/s} \text{ may also be used with class A2H emissions by coast stations for selective calling. The band } 2190.5 - 2194 \text{ kc/s} \text{ may also be used by ship stations for calling coast stations.}"}$

.....

It was also decided to request Committee 7 to insert the words "carrier frequency" before "2182 kc/s" in the text of Nos. 1324, 1327, 1331 and 1332, and in all texts where reference is made to frequency 2182 kc/s.

P. AAKERLIND

Chairman

Annex : 1

A N N E X

Article 35

-
- ADD 1322B § 3. Apparatus in radiotelephone stations of the maritime mobile service operating allocated to this service in the bands between 1605 and 4000 kc/s and in the bands allocated exclusively to this service between 4000 and 23 000 kc/s shall satisfy the technical and operational conditions specified in / Appendix 17A /.
- MOD 1323 § 3. (1) The frequency 2182 kc/s¹⁾ is the international distress frequency for radiotelephony; it shall be used for this purpose by ships, aircraft, survival craft stations and by emergency position-indicating radio beacons using frequencies in the authorized bands between 1605 and 4000 kc/s when requesting assistance from the maritime services. It is used for the distress call and distress traffic, for signals of emergency position-indicating radio beacons, for the urgency signal and urgency messages and for the safety signal, safety messages shall be transmitted where practicable, on a working frequency after a preliminary announcement on 2182 kc/s. The class of emission to be used for radiotelephony on the frequency 2182 kc/s shall be A3 or A3H (see No. 984). The class of emission to be used by emergency position-indicating radio beacons is specified in Appendix 20A / Document No. 206, page 11 /.
- ADD 1323.1 (1) Whatever the class of emission used, the value indicated, 2182 kc/s, always designates the carrier frequency of the emission.
- NOC 1324
- MOD 1325 (3) Except for transmissions authorized on carrier frequency 2182 kc/s, all transmissions on the frequencies between 2173.5 and 2190.5 kc/s are forbidden.

MOD	1326	(4) Any coast station using carrier frequency 2182 kc/s shall be able to transmit the radiotelephone alarm signal described in No. 1465 (see also Nos. 1471, 1472 and 1473).
NOC	1327	
NOC	1328	
NOC	1329	
NOC	1330	
NOC	1331	
NOC	[c]	Watch
NOC	1332	
NOC	1333	

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COMMITTEE 6

FOURTH REPORT OF WG 6B TO COMMITTEE 6 (OPERATION)

Use of Frequencies for Radiotelephony in the Maritime Mobile Service

Article 35, Section II, A. Distress, ADD 1326A 1326B

Article 35, Section II, C. Watch, MOD 1334 SUP 1335

1. Working Group 6B unanimously agreed to recommend the adoption of the new provisions appearing in the Annex hereto.

2. MOD 1334 and SUP 1335

Proposal POL/83(3) to modify No. 1334 of the Radio Regulations so that the maximum watch practicable on 2182 kc/s should be kept by all ships and, as a consequence, to delete No. 1335 was not supported in its present form. On the other hand the Working Group agreed to consider at its next meeting a draft Resolution by which I.M.C.O. would be invited to consider studying measures to improve watch on 2182 kc/s and to prepare the way for the adoption of a single frequency for distress traffic.

3. The attention of Committee 5 is invited to the present Report.

H.A. FEIGLESON
Chairman

Annex : 1



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A N N E X

(ex DT/2, p.331)	ADD	1326A	Before transmitting on the carrier frequency 2182 kc/s, a station in the mobile service should listen to this frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 1217).
(ex DT/2, p.331)	ADD	1326B	The provisions of No. 1326A do not apply to stations in distress.
-

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13 October 1967

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Spanish

COMMITTEE 5

THIRD REPORT OF WORKING GROUP 5B
TO COMMITTEE 5

Article 35

No. 1358A

The proposal for insertion of a new number 1358A in the Radio Regulations was withdrawn.

Appendix 3

The Working Group decided to amend Appendix 3 to the Radio Regulations with respect to the frequency tolerances for radiotelephone stations in the maritime mobile service in the bands between 4000 and 23 000 kc/s. The amendments are given in Annex I.

Appendix 17A

The Working Group approved the text of paragraphs 2, 3 and 4 appearing in Annex II. When a decision has been reached on the required bandwidth the relevant text will be added to this Appendix.

J. BES

Chairman

Annexes : 2



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A N N E X I

APPENDIX 3

.....			
MOD	Band : from 4 to 29.7 Mc/s		
			
	2. Land stations :		
	a) coast stations :		
	- power 500 W or less	50	50 h)
MOD	- power above 500 W and 5 kW or less	50*	30* h)
	- power above 5 kW	50	15 h)
			
	3. Mobile stations :		
	a) ship stations		
MOD			
	2. emissions other than class A1		
	- power 50 W or less	50 c)	50 c) i)
	- power above 50 W	50	50 i)
			

Footnotes to the table of frequency tolerances

-
- ADD h) For coast station single side-band radio-
telephone transmitters installed after
[.....] the tolerance is 20 c/s.
- ADD i) For ship station single side-band radio-
telephone transmitters installed after
[.....] the tolerance is 100 c/s.

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A N N E X II

ADD Appendix 17A

.....
2. Coast and ship stations shall use upper sideband emissions only.

3. The unwanted frequency modulation of the carrier shall be sufficiently low to prevent harmful distortion.

4. The carrier frequency of transmitters shall be maintained within the following tolerances :

a) coast stations : ± 20 c/s.

b) ship stations : ± 100 c/s.

In the case of ship stations, the short-term limits (of the order of 15 minutes) shall be ± 40 c/s.

.....

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

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13 October 1967

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COMMITTEE 4

SUMMARY RECORD

of the

FIFTEENTH MEETING OF COMMITTEE 4

Tuesday, 10 October 1967 at 0930 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist Republic)

Subject discussed :

Continuation of discussion concerning Article 32

Documents Nos.

DT/41

DT/59

DT/57



Continuation of discussion concerning Article 32
(Documents Nos. DT/41 and DT/59)

The Chairman opened the meeting by calling attention to Document No. DT/59 which had been prepared by the ad hoc Working Group.

The delegate of the United Kingdom, who had convened the ad hoc Working Group, explained that in Document No. DT/59, no reference had been made to Regulation No. 1147, since consideration of that matter had been deferred pending decisions on selective calling. He gave details of certain minor amendments to Document No. DT/59 and explained that the Regulations included therein had been previously agreed upon.

No. 1145

The delegate of the United Kingdom explained that A2H had been included in the revised text.

The delegate of Norway pointed out a misprint in line 6, where the word "bands" had been inserted instead of "bauds".

No. 1145, as amended, was approved.

Nos. 1146, 1148, 1148A, 1149, 1150 and 1150A

Nos. 1146, 1148, 1148A, 1149 and 1150A were approved, No. 1150 remaining unchanged.

No. 1150B

The delegate of the U.S.S.R. pointed out that it was incorrect to refer to narrow bands when reference was being made to single-channel transmissions.

The delegate of the United States of America explained that the wording of No. 1150B had been agreed upon in the ad hoc Working Group and that the word "narrow" had been considered appropriate.

The delegate of the U.S.S.R. accepted the United States explanation.

No. 1150B was approved.

Nos. 1151, 1152, 1153

Nos. 1151, 1152, 1153 remained unchanged.

No. 1154

The delegate of the United Kingdom said that No. 1154 had been modified to include a reference to No. 224 and the types of emission to be used.

No. 1154 was approved.

Nos. 1155, 1156 and 1157 have been dealt with in Document No. 209.

No. 1158

No. 1158 was approved.

No. 1159

In reply to a question by the delegate of the United States of America, the delegate of the United Kingdom said that No. 1159 had been left unchanged and that it should be preceded by "NOC".

No. 1159 was approved.

Nos. 1160 to 1172

Nos. 1160 to 1172 remained unchanged.

No. 1173

The delegate of Guyana asked whether it would be too early to request information on the shift in the frequencies of coast stations.

The Chairman suggested that that question be deferred for discussion at a later meeting.

The delegate of the United Kingdom explained that the frequency band limits could be subject to slight changes.

The delegate of Norway suggested that since the 25 Mc/s band was divided into two parts, calling and working, footnote 453.1 should be deleted.

The Chairman agreed that footnote 453.1 required amendment, but suggested that action should be deferred until the Committee considered consequential amendments to Article 7.

No. 1173 was approved.

Nos. 1174 and 1175

Nos. 1174 and 1175 were approved.

No. 1176

The delegate of Canada suggested adding a reference to the 22 and 25 Mc/s bands.

No. 1176, as amended, was approved.

No. 1177

In reply to a question by the delegate of the U.S.S.R., the delegate of the United Kingdom explained that the text of No. 1177 remained unchanged to the end of the first sentence, where a new sentence reading "Administrations may, however, assign a supplementary series of calling frequencies for use in the event of interference," had been inserted. The phrase "as outlined in No. 1175" had been deleted and modifications had been made to the figures for frequencies in the 22 and 25 Mc/s bands.

No. 1177 was approved.

No. 1178

The delegate of the United Kingdom, explaining the change made in the first four words of No. 1178, said that the frequencies in question were no longer centre frequencies. He also proposed the insertion of the words "except in the 25 Mc/s band" in brackets before the words "shall be reserved".

No. 1178 was approved.

No. 1179

No. 1179 remained unchanged.

Nos. 1180 to 1189

Nos. 1180 to 1189 were approved.

No. 1191

The delegate of the United Kingdom said that square brackets should be placed around the words "Appendix 15A" in the fourth line.

No. 1191, as amended, was approved.

Nos. 1191A and 1191B

Nos. 1191A and 1191B were approved.

No. 1191C

The delegate of the U.S.S.R. said that Document No. DT/57 described the purpose of No. 1191C and suggested that the Regulation be suppressed, as it was superfluous.

The delegate of the United States of America was in favour of retaining 1191C.

The delegate of France, supported by the delegate of Poland, suggested that that matter be held in abeyance, since the draft Resolutions in Document No. DT/57 had not yet been considered.

The delegate of Norway said that experiments had been conducted in his country with buoys for the transmission of ocean data. The implementation of the ocean data scheme would no doubt take a long time; he suggested that the scheme should be tested with the full co-operation of all countries and the responsible agencies.

The delegates of the United States of America and Canada supported the Norwegian suggestion.

The Chairman said that one of the footnotes approved in connection with Appendix 15A provided that "The frequency bands may also be used by buoy stations for ocean data transmission and by stations interrogating these buoys."

The delegate of France said he supported the experimental use of frequencies for ocean buoys. He suggested that No. 1191C and the draft Resolutions in Document No. DT/57 be considered together.

The delegates of the Ivory Coast and Czechoslovakia supported that suggestion.

The delegate of Italy asked the representative of the I.F.R.B. how notifications of frequencies for ocean buoys submitted by administrations would be treated if No. 1191C were deleted.

The representative of the I.F.R.B. said that the reply to the question raised by the delegate of Italy was contained in the draft Resolutions in Document No. DT/57.

The delegate of the U.S.S.R., supported by the delegate of Hungary, said that the text of 1191C included the word "jurisdiction", which implied that the text was linked with the draft Resolutions. It therefore seemed logical to examine 1191C after studying the draft Resolutions.

The delegate of the United States of America suggested substituting the word "control" for the word "jurisdiction".

The delegate of Italy said that the draft Resolutions would not prevent tests being made with the frequencies for ocean buoys. He was in favour of retaining 1191C but did not agree that the draft Resolutions in Document No. DT/57 covered the procedure for frequency notification.

The delegate of Australia supported the Italian delegate's views.

The delegate of Ghana said he could not support the views of the U.S.S.R. No provision that clarified an issue was superfluous.

The representative of the I.F.R.B. explained that he had been very brief in his reply to the delegate of Italy as he could not reply without opening debate on Document No. DT/57.

The Chairman suggested that further discussion on 1191C be deferred until the remainder of Document No. DT/59 had been dealt with, when it would be considered in relation to Document No. DT/57.

It was so agreed.

No. 1191D

No. 1191D was approved.

No. 1191E and No. 1191F

It was agreed to consider the two proposals together.

The delegate of the United Kingdom thought that the random use of frequencies for narrow-band teleprinter working would give rise to considerable interference, as the relatively low tolerances fixed for teleprinters would mean that two ships would be virtually on the same channel. The United Kingdom Administration had operated an experimental service for about two years and had found it necessary to exercise very strict control. The best way of avoiding that difficulty would be to allocate frequencies to individual countries. It seemed practical for ships fitted with radiotelephony and teleprinter equipment to call and work on the teleprinter channels; the ship had to know on what frequency to call to get a given station, and that

would not be possible in the random arrangement suggested in No. 1191E. It should be possible to have a registration procedure, similar to the Article 9 procedure, to give some protection to the teleprinter bands, and that should come into force as soon as the teleprinter bands were brought into service.

The delegate of the United States of America said that, as the teleprinter service was in the early stages of its development, it was not possible to foresee its growth exactly or the form it would take. There were 12 teleprinter channels in the 4 Mc/s band and 20 in the higher bands, and he did not see how any allotment could be planned. In his view, the future conference, perhaps in 1973, would be in a better position to examine the situation on the basis of experience gained in the meantime.

The delegate of the United Kingdom stressed that he was not suggesting the establishment of an allotment plan as such, but merely of some type of Article 9 procedure. The fact that the teleprinter service was just beginning was a good argument for starting it off on the right lines.

The delegate of France agreed that an allotment plan would be indispensable as the service grew and that the principles for it should be laid down in advance, so that the 1973 conference could deal with it satisfactorily.

The delegates of the Netherlands and Norway agreed with the views of the United States delegate, as it was not yet known how the teleprinter service would develop.

The Chairman asked the United Kingdom delegate if he was satisfied to leave the matter of an allotment plan in abeyance and pass the question of notification procedures for coast station reception to Committee 5.

The delegate of the United Kingdom repeated that as only a few administrations were currently operating the service, it would be comparatively easy to adopt an Article 9 procedure which would give at least some protection.

That view was supported by the delegates of the Federal Republic of Germany and Japan.

At the Chairman's suggestion, it was agreed to leave Nos. 1191E and 1191F in abeyance.

No. 1192

No. 1192 was approved.

No. 1193

The Chairman pointed out that at the end of line 3 "or" should read "for" in the English text.

No. 1193 was approved.

Nos. 1194 and 1195

Nos. 1194 and 1195 remained unchanged.

Nos. 1196 and 1197

Nos. 1196 and 1197 were approved.

No. 1198

The delegate of Denmark proposed inserting the words "at least" before "two series" in the second line, to make provision for the introduction of synthetizers.

The delegate of Italy pointed out that that amendment, if approved, would go against the principle of uniform distribution.

The delegate of the United Kingdom endorsed that view, as the amendment affected the work done on Appendix 15A.

The delegate of Norway agreed with the Danish proposal and thought that somewhere in the Regulations provision should be made to enable ships equipped with synthetizers to use other working frequencies than those assigned.

The delegate of the United States of America said that the point had already been decided when discussing synthetizers in the 6 Mc/s band.

The delegate of South Africa preferred No. 1198 to remain as it appeared in Document No. DT/59, since ships equipped with synthetizers would tend to work in the high traffic bands in which Administrations were able to assign two or more series.

The delegate of Portugal also supported the retention of No. 1198.

The delegate of Denmark said that in future the use of synthetizers might be preferable to that of crystals and ships would not necessarily always choose the high traffic bands.

The delegate of Sweden said that 99% of transmissions from low traffic ships were with their home HF coast stations. The use of one pair was recommended to facilitate the work of the coast station, but if an Administration thought it would be of advantage to use two pairs of crystals, for example, he saw no reason why that should be prohibited.

The delegate of Canada feared that the use of more than two series would lead to a reversal of uniform distribution between Groups A and B.

In reply to the United States of America, the delegate of Denmark said that in abnormal circumstances it might be envisaged to make use of an entirely different frequency from the one normally used. He would be willing for the point to be covered by a resolution elsewhere in the Radio Regulations.

The delegate of India suggested the addition of a sentence to read : "In exceptional circumstances, the ship stations are not totally banned from using other frequencies of the series".

The delegate of Brazil proposed a compromise sentence, similar to one in No. 1177, reading :

"Administrations may, however, assign a supplementary series of calling frequencies for use in the event of interference."

The delegate of Denmark said he could agree to that proposal.

The delegate of Italy observed that the supplementary series discussed and agreed to in No. 1177 was already included in the words "two series".

The Chairman put to the vote the Danish proposal to insert the words "at least" before "two series" :

The proposal was defeated by 36 votes to 4, with 17 abstentions.

No. 1198 was approved.

No. 1199

No. 1199 was approved.

No. 1200

The delegate of Norway proposed inserting the words "as far as practicable" consequent to the modification of No. 1198.

The delegate of the United States of America explained that the replacement of the word "must" by "should" in No. 1199 took care of existing equipment.

With that understanding, the delegate of Norway withdrew his proposal.

No. 1200, unchanged, was approved.

No. 1201

No. 1201 remained unchanged.

No. 1202

The Chairman suggested that the last word "kinds" be changed to "categories" to conform with other texts.

The delegates of the United Kingdom and Norway supported that suggestions.

No. 1202 was approved.

Document No. DT/59 as a whole was approved, as amended, with the exception of the Regulations on which discussion had been deferred.

Report of Committee 4 ad hoc I.O.C./W.M.O. Working Group
(Document No. DT/57)

The delegate of the United States of America, who had convened the ad hoc Committee, introduced the two draft resolutions contained in the document.

Document No. DT/57 was approved.

The delegate of Poland said that the document was still being considered by his Administration and his delegation's views would be expressed later.

The representative of the World Meteorological Organization (W.M.O.) expressed his appreciation of the decisions taken by the Committee. W.M.O. was willing to accept the responsibilities deriving from the resolution and would do its utmost to implement it fully.

The representative of the Intergovernmental Oceanographic Commission (I.O.C.), speaking on behalf of his own organization and UNESCO, also thanked the Committee and said he would draw the attention of the I.O.C. to the resolution at its forthcoming meeting.

No. 1191C

The delegate of the United States of America said that as the Resolutions in Document No. DT/57 had been approved, it was logical also to approve No. 1191C.

The delegate of the U.S.S.R. thought that No. 1191C contradicted the substance of the Resolutions and should therefore be deleted. Point 2 of the first Resolution stated that frequencies should be assigned in conformity with the plan and the recommendations of the I.O.C. and W.M.O. The representatives of those two organizations had just expressed their willingness to apply the Resolution No. 1191C, however, provided that administrations need not await decisions by the I.O.C. and W.M.O.

The delegate of the United States of America said that the second Resolution made it quite clear that the I.F.R.B. would register stations established in conformity with W.M.O./I.O.C. recommendations in the period before the next Conference. No. 1191C was therefore entirely consistent with the contents of the two Resolutions.

That view was supported by the delegates of the United Kingdom, Italy, the Federal Republic of Germany, Canada, Greece, Ghana, Venezuela, Portugal and the Netherlands.

The delegates of Czechoslovakia and Hungary supported the U.S.S.R. proposal for deletion.

The delegate of France proposed adding a phrase at the end, as follows : " ... duly taking into account the provisions contained in Resolutions Nos. ... and ...".

That proposal was supported by the delegates of India and Japan.

The delegate of the United States of America said that the point mentioned by the French delegate was covered by the reference to "Appendix 15A," which had a footnote indicating that the frequencies should be in accordance with the conditions set out in the appropriate Resolution.

The Chairman put to the vote the proposal to maintain No. 1191C as set out in Document No. DT/59.

The proposal was approved by 39 votes to 10, with 9 abstentions.

The delegates of the U.S.S.R. and Hungary reserved their right to speak to the subject in Plenary meeting.

The meeting rose at 1305 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4 :

F.G. PERRIN

E**INTERNATIONAL TELECOMMUNICATION
UNION****MARITIME CONFERENCE**

Geneva, 1967

Document No. 240-E**13 October, 1967****PLENARY MEETING
(FIRST READING)****B. 2**

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Assembly for a first reading.

Com.	Doc. No.	Pages	Subject	Comments
7	—		Preamble to the RR Preamble to the AR Final Protocol Res. B: Manual Rec. AA: Reprint RR Rec. BB: Regrouping RR	

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages B.2/1—10



**PARTIAL REVISION
OF THE RADIO REGULATIONS
(GENEVA, 1959)**

In Resolution No. 20 adopted by the Plenipotentiary Conference, Montreux, 1965, it was decided that a World Administrative Radio Conference to deal with matters relating to the maritime mobile service should be held in Geneva in 1967, and the Administrative Council was invited to draw up the detailed agenda for this Conference and to fix the opening date and the duration thereof at its 1966 annual session. During its 21st Session (1966), the Administrative Council, with the concurrence of a majority of the Members of the Union, adopted Resolution No. 590 which determined the Agenda of the Conference and decided that a World Administrative Radio Conference should be convened in Geneva on 18 September 1967.

* * *

The World Administrative Radio Conference to deal with matters relating to the maritime mobile service accordingly convened on the appointed date, and in accordance with the provisions of Nos. 52 and 54 of the Convention, Montreux, 1965, considered and revised the relevant provisions of the Radio Regulations and of the Additional Radio Regulations, Geneva, 1959. Particulars of the revisions of the Radio Regulations are given in Annexes 1-... hereto.

The revised provisions of the Radio Regulations, Geneva, 1959, shall form an integral part of the Radio Regulations which are annexed to the International Telecommunication Convention. They shall come into force on [.....] upon which date the provisions of the Radio Regulations, Geneva, 1959, which are cancelled, superseded or modified by these revisions shall be abrogated.

* * *

The delegates signing this revision of the Geneva Radio Regulations hereby declare that, should an administration make reservations concerning the application of one or more of the revised provisions of the Radio

Regulations, no other administration shall be obliged to observe that provision or those provisions in its relations with that particular administration.

* * *

Members and Associate Members of the Union shall inform the Secretary-General of their approval of the revision of the Radio Regulations, Geneva, 1959, by the World Administrative Radio Conference to deal with matters relating to the maritime mobile service, Geneva, 1967. The Secretary-General will inform Members and Associate Members of the Union regarding receipt of such notifications of approval as they are received.

* * *

In witness whereof the delegates of the Members of the Union represented at the World Administrative Radio Conference to deal with matters relating to the maritime mobile service, Geneva, 1967, have signed in the names of their respective countries this revision of the Radio Regulations in a single copy which will remain in the archives of the International Telecommunication Union and of which a certified copy will be delivered to each Member and Associate Member of the Union.

Done at Geneva, ..., 1967.

**PARTIAL REVISION
OF THE ADDITIONAL RADIO REGULATIONS
(GENEVA, 1959)**

In Resolution No. 20 adopted by the Plenipotentiary Conference, Montreux, 1965, it was decided that a World Administrative Radio Conference to deal with matters relating to the maritime mobile service should be held in Geneva in 1967, and the Administrative Council was invited to draw up the detailed agenda for this Conference and to fix the opening date and the duration thereof at its 1966 annual session. During its 21st Session (1966), the Administrative Council, with the concurrence of a majority of the Members of the Union, adopted Resolution No. 590 which determined the Agenda of the Conference and decided that a World Administrative Radio Conference should be convened in Geneva on 18 September 1967.

* * *

The World Administrative Radio Conference to deal with matters relating to the maritime mobile service accordingly convened on the appointed date, and, in accordance with the provisions of Nos. 52 and 54 of the Convention, Montreux, 1965, considered and revised the relevant provisions of the Radio Regulations and of the Additional Radio Regulations, Geneva, 1959. Particulars of the revisions of the Additional Radio Regulations are given in Annexes 1-... hereto.

The revised provisions of the Additional Radio Regulations, Geneva, 1959, shall form an integral part of the Additional Radio Regulations which are annexed to the International Telecommunication Convention. They shall come into force on [...] upon which date the provisions of the Additional Radio Regulations, Geneva, 1959, which are cancelled, superseded or modified by these revisions shall be abrogated.

* * *

The delegates signing this revision of the Additional Radio Regulations hereby declare that, should an administration make reservations concerning the application of one or more of the revised provisions of the Additional

Radio Regulations, no other administration shall be obliged to observe that provision or those provisions in its relations with that particular administration.

* * *

Members and Associate Members of the Union shall inform the Secretary-General of their approval of the revision of the Additional Radio Regulations, Geneva, 1959, by the World Administrative Radio Conference to deal with matters relating to the maritime mobile service, Geneva, 1967. The Secretary-General will inform Members and Associate Members of the Union regarding receipt of such notifications of approval as they are received.

In witness whereof the delegates of the Members of the Union represented at the World Administrative Radio Conference to deal with matters relating to the maritime mobile service, Geneva, 1967 have signed in the names of their respective countries this revision of the Additional Radio Regulations in a single copy which will remain in the archives of the International Telecommunication Union and of which a certified copy will be delivered to each Member and Associate Member of the Union.

Done at Geneva, ...¹, 1967.

FINAL PROTOCOL

At the time of signing the Final Acts of the World Administrative Radio Conference, Geneva, 1967, the undersigned delegates take note of the following statements made by signatory delegations.

RESOLUTION No. B

**Relating to the Establishment of a Manual
for Use by the Maritime Mobile Service**

The World Administrative Radio Conference, Geneva, 1967,

considering

that provision has been made in Appendix 11 to the Radio Regulations for the carriage by ship stations of a manual for use by the maritime mobile service as an alternative to the Radio Regulations and Additional Radio Regulations and such provisions of the Convention as relate to the radiocommunication service on board ship;

resolves

1. that those provisions of
 - a) the Radio Regulations (including its Appendices) and the Additional Radio Regulations, as revised by the World Administrative Radio Conference, 1967;
 - b) the Telegraph Regulations and the Telephone Regulations; and
 - c) the International Telecommunication Convention,which are applicable or useful to stations in the maritime mobile service shall be assembled by the Secretary-General in a manual entitled "Manual for Use by the Maritime Mobile Service";
2. that the Secretary-General shall publish such a manual, using as a basis the "Manual for Use by the Mobile Services" published in 1961 with the exception of such provisions as do not relate to the maritime mobile service, and shall make it available by the date of entry into force of the Final Acts of the present Conference;

3. that the Secretary-General may consult the following Administrations on questions relating to the tasks entrusted to him in accordance with paragraphs 1 and 2 above:

United States of America

France

Italy

Netherlands

The United Kingdom of Great Britain and Northern Ireland

Sweden

4. that the Secretary-General shall examine the possibility of issuing this manual in loose-leaf form to facilitate its being brought up-to-date following any revision by future conferences of the provisions referred to in 1. *a)*, *b)* and *c)* above.

5. that, as from the date of entry into force of the Final Acts of the present Conference, the "Manual for Use by the Maritime Mobile Service" shall replace, so far as the maritime mobile service is concerned, the "Manual for Use by the Mobile Services" published in accordance with the provisions of Resolution No. 12 of the Administrative Radio Conference, Geneva, 1959.

RECOMMENDATION No. AA

Relating to a Reprint of the Radio Regulations

The World Administrative Radio Conference, Geneva, 1967,

considering

that the Radio Regulations, Geneva, 1959, have undergone partial revision by the Extraordinary Administrative Radio Conference to Allocate Frequency Bands for Space Radiocommunication Purposes, Geneva, 1963, the Extraordinary Administrative Radio Conference for the Preparation of a Revised Allotment Plan for the Aeronautical Mobile (R) Service, Geneva, 1966, and that the Radio Regulations and the Additional Radio Regulations have undergone partial revision by the present Conference,

is of the opinion

that the task of administrations would be facilitated if the 1959 Radio Regulations and Additional Radio Regulations were reprinted to include the partial revisions carried out by the above mentioned conferences;

recommends

1. that the Secretary-General should consult all administrations as to:
 - a) the desirability of carrying out such a reprint;
 - b) the desirability of issuing the new publication in loose-leaf form, with the pages of each article numbered separately so as to facilitate its being kept up-to-date to reflect any partial revisions of the Radio Regulations, and the Additional Radio Regulations which may be carried out by future conferences;
 2. that if the response as regards 1.a) is favourable, the Secretary-General should proceed with the reprint, with a view to the new publication being available by the date of entry into force of the Final Acts of the present Conference.
-

RECOMMENDATION No. BB

**Relating to a Regrouping of the Radio Regulations and
the Additional Radio Regulations appertaining to
the Maritime Mobile Service**

The World Administrative Radio Conference, Geneva, 1967,

in view of

the terms of Administrative Council Resolutions Nos. 522, 549 and Decision No. 346 relating to a possible revision of the structure of the Radio Regulations and the Additional Radio Regulations;

considering

- a)* that in order to facilitate the work of future administrative maritime radio conferences it is desirable that those provisions of the Radio Regulations and of the Additional Radio Regulations which relate to the maritime mobile service be segregated from those relating to other services and regrouped in logical sequence;
- b)* that the Administration of the United Kingdom of Great Britain and Northern Ireland submitted to the present Conference in Document No. 117 a proposal for regrouping the provisions of the Radio Regulations and of the Additional Radio Regulations relating to the maritime mobile service, but that time did not permit its detailed examinations;
- c)* that it is in general very difficult for a conference of limited duration, charged with the revision of the substance of only part of the Regulations, to undertake at a sufficiently early stage in its work a revision of the order in which they are arranged;

recommends

- 1. that the Administrative Council should bear in mind:
 - a)* the desirability of including a regrouping of the Radio Regulations and of the Additional Radio Regulations relating to the maritime

mobile service in the agenda of the first World Administrative Radio Conference at which, in the Council's opinion, it would be practicable to undertake this task; and

- b) in particular, the possibility that it might be included in the agenda of the Conference referred to in Recommendation No. 00 of the present Conference;

2. that the Secretary-General should ask all administrations to take the present Recommendation into account in connection with any studies they may be making in accordance with Administrative Council Decision No. 346.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 241-E
16 October 1967
Original : French

PLENARY MEETING

REPORT BY COMMITTEE 7

(Editorial)

1. The Steering Committee requested Committee 7 to study the form the Final Acts of the Conference should take and the action to be taken on Documents Nos. 28, 62 and 117. To this end, Committee 7 set up a working group under the chairmanship of Mr. P.W. Fryer (United Kingdom of Great Britain and Northern Ireland), composed of the delegates of Algeria, Australia, Spain, the United States of America, France, Poland and Tunisia. Representatives of the General Secretariat and of the I.F.R.B. likewise attended the meetings of the Working Group.

2.a) Committee 7 unanimously adopted a recommendation by the Working Group that the Final Acts of the Maritime Conference should have the same form as the Final Acts of the Extraordinary Administrative Radio Conference to allocate frequency bands for Space Radiocommunication Purposes (Geneva, 1963) and those of the Extraordinary Administration Radio Conference for the preparation of a Revised Allotment Plan for the Aeronautical Mobile (R) Service (Geneva, 1966).

2.b) At the same time, Committee 7 recommends the following structure for the Final Acts.

A. Partial revision of the Radio Regulations (Geneva, 1959)

Preamble, followed by signatures

Annexes 1 to ... (there will be one annex for each article of the Radio Regulations and each Appendix)

B. Partial revision of the additional Radio Regulations (Geneva, 1959)

Preamble, followed by signatures

Annexes RA 1 to RA ... (there will be one annex for each article)



C. Final protocol

- followed by signatures

D. Resolutions

E. Recommendations

The texts of the two preambles and of the introductory paragraph to the Final Protocol have been issued in the second series of texts examined by the Editorial Committee (Blue Document No. 240).

3. The Working Group under the chairmanship of Mr. Fryer also prepared the texts of resolutions and recommendations on the following questions, which were unanimously adopted by Committee 7 :

- a) The need to prepare a Manual for use by the Maritime Mobile Service
- b) The desirability of reprinting the Radio Regulations (Geneva, 1959) in order to incorporate the partial revisions made since 1959
- c) The desirability of segregating the provisions in the Radio Regulations relating to the maritime mobile service from those relating to other services, and of regrouping these provisions in logical sequence.

Resolution B /point a) above/ and Recommendations AA and BB /points b) and c) above/ have been issued in Blue Document No. 240.

HABIB BEN CHEIKH
Chairman of Committee 7

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 242-E
13 October 1967
Original : English

COMMITTEE 5

FIRST REPORT OF WORKING GROUP 5C TO COMMITTEE 5
CONCERNING MODIFICATION OF APPENDIX 18

1. There was an unanimous agreement to reduce the channel spacing from 50 kc/s to 25 kc/s, in due time.
2. The Working Group adopted the text of the draft Resolution annexed to this Report concerning the conversion procedure and recommended its approval by Committee 5.

The opinion of the Working Group was divided as to whether a date should be inserted under paragraph e) of resolves 8.

3. With respect to a new frequency plan, replacing the present Appendix 18 in due time, an ad hoc Working Group with Mr. Devey, Canada, as Chairman, was created. The terms of reference of this ad hoc Working Group are the following : "Preparation of a new allotment plan with 25 kc/s channel spacing replacing Appendix 18 in due time".
4. With respect to the addition of a new column "Navigational" to the table of Appendix 18, the overwhelming majority of the Working Group was fully satisfied with the present solution.
5. Discussion concerning proposals Nos. NZL/131(25, 26, 28, 29) took place with respect to designating the frequency 156.8 Mc/s as a distress frequency on a world-wide basis.

Bearing in mind that safety problems are involved which fall under the responsibility of I.M.C.O., and taking into account :

that some delegation thought it premature to take a decision on this matter at this conference;

that even national use could cause some difficulties;

that a second receiver may become necessary;

the Working Group 5C invited Committee 6 to give its opinion on the operational side of this problem to Committee 5.



E. FROMMER
Chairman of Working Group 5C

Annex : 1

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A N N E X

DRAFT RESOLUTION

Relating to the channel spacing of transmitting frequencies
allotted to the International Maritime Mobile Service
for radiotelephony in the band 156-174 Mc/s

(See Appendix 18 and Article 35A)

The Maritime Radio Conference, Geneva 1967,

considering

- a) the expanding use of the maritime mobile radiotelephone frequencies in the VHF band between 156 Mc/s and 174 Mc/s;
- b) the increasing demand for additional channels for port operations (including pilotage, tug and other services);
- c) the need for additional VHF channels for short-distance communications in the maritime mobile service to relieve the congestion and saturation on the maritime mobile frequencies in the band 1605 kc/s to 3800 kc/s;
- d) that this expanding use of VHF cannot be fully met by the existing available channels given in the Table of Transmitting Frequencies in Appendix 18 of the Radio Regulations, Geneva, 1959;
- e) that additional channels could be made available by reducing the present channel spacing of 50 kc/s to 25 kc/s;

resolves

- 1. that the channel spacing for international maritime mobile VHF radiotelephone services shall be reduced from 50 kc/s to 25 kc/s;
- 2. that the additional channels shall be obtained by interleaving the 25 kc/s channels midway between the existing 50 kc/s channels given in Appendix 18 of the Radio Regulations, Geneva, 1959;

3. that the 25 kc/s channels should be allocated on an international basis;
 4. that until 1 January 1983, administrations should arrange that ship stations fitted with any of the channels from 1 to 28 of Appendix 18 of the Radio Regulations, Geneva, 1959, can obtain an adequate use of available services;
 5. that in bringing into use channels 60 to 88 before 1 January 1983 no harmful interference shall be caused to those services on channels 1 to 28 referred to in resolves 4, especially with respect to ships equipped with receivers built for 50 kc/s spacing between channels;
 6. that the technical characteristics of equipment for the international maritime mobile VHF radiotelephone service shall be in accordance with Appendix 19A;
 7. that after 1 January 1983, guard bands on either side of 156.80 Mc/s shall be 156.7625 to 156.7875 Mc/s and 156.8125 to 156.8375 Mc/s;
 8. that the transition from a channel spacing of 50 kc/s to that of 25 kc/s shall be in accordance with the following :
 - a) date by which modification of transmitters to ± 5 kc/s deviation and of receivers, to increase the audio gain where necessary, may commence 1.1.1972
 - b) date by which all existing equipment shall be modified in accordance with a) above 1.1.1973
 - c) date on which modification of coast station receivers to meet the selectivity requirements may commence 1.1.1973
 - d) date by which all new equipment shall conform to 25 kc/s standards 1.1.1973
 - e) date by which channel allocations on interleaved channels may commence where possible
 - f) date by which all equipments shall conform to 25 kc/s standards and all interleaved channels may be generally introduced 1.1.1983
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INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1967

Document No. 243-E

13 October 1967

Original : French/English/
Spanish

Memorandum by the International Frequency Registration Board

MONITORING OF THE USE OF BANDS ALLOCATED EXCLUSIVELY TO THE MARITIME MOBILE SERVICE BETWEEN 4 000 kc/s AND 28 000 kc/s AND GUARD BANDS OF INTERNATIONAL CALLING AND DISTRESS FREQUENCIES 500 kc/s AND 2 182 kc/s

1. Monitoring information currently received by the Board include transmissions from stations in services other than the maritime mobile service, which use frequencies in the bands allocated exclusively to that service between 4 000 kc/s and 28 000 kc/s. In most of the cases, such transmitting stations are not recorded in the Master International Frequency Register. About every three months, the Board, after studying the monitoring reports received during that period, approaches the administrations which are believed to have jurisdiction over the stations in question, to request them to be kind enough to take all possible steps to transfer these stations onto frequencies in bands allocated exclusively to the service to which they belong. A similar practice is, of course, followed by the Board, should a complaint of harmful interference, caused by the operation of an out-of-band station to a transmission in the maritime mobile service, be received from an administration. Referring to the provisions of No. 611 of the Radio Regulations, the Board then endeavours, in consultation with the administrations concerned, to secure the elimination of such interference.

2. These approaches have usually produced effective results, sometimes in a rather slow manner, in cases where the out-of-band station could clearly be identified, if necessary by means of radio direction-finding, except in cases where the station concerned was operated under the jurisdiction of an authority with which the I.F.R.B. cannot initiate direct communication under the provisions of I.T.U. Administrative Council Resolution No. 88 (Rev.). In cases where actual harmful interference has been reported, but the source of the interference cannot be identified, the I.F.R.B. requests administrations of a number of countries which are geographically suitably located, to undertake special monitoring observations with a view to obtaining a positive identification of the station concerned and, where appropriate, to locating it. However, there still remains a number of cases where the potentiality of harmful interference from such stations exists, although no harmful interference has actually been reported to the Board, and it has not been possible to identify the stations in question.



3. Towards the end of 1964, the Board received reports which indicated that, in the European Area, unidentified fixed stations were causing harmful interference to the maritime mobile service by using frequencies in the guard band of the international radiotelephone calling and distress frequency (2 182 kc/s). The Board, concerned by this situation, deemed it appropriate for methodical steps to be taken to identify and eliminate all possible causes of harmful interference to the distress traffic. All administrations were thus invited to participate in a special monitoring programme covering the band 2 170 - 2 194 kc/s, in order to identify, as far as possible, all stations belonging to services other than the maritime and aeronautical mobile services and operating in this band in contravention to the provisions of No. 1325 of the Radio Regulations. This programme was implemented, from 22 to 26 March, 1965, by over 110 monitoring or coast stations in 54 countries or territories. These stations made 4,350 measurements concerning stations operating outside the appropriate frequency bands. It is particularly interesting to note that a third of the stations which participated in this programme were coast stations and that stations under the jurisdiction of various administrations coordinated their observations in such a way that, when a monitoring station was measuring the frequency of a particular transmission, two or three coast stations simultaneously undertook radio direction-finding measurements on this transmission. Even though 50% of the observations related to transmissions which could not be identified, this programme brought information which proved later to be very useful, in particular with respect to LF and MF broadcasting stations transmitting harmonics in the band 2 170 - 2 194 kc/s. This enabled the Board to approach administrations under the jurisdiction of which quite a number of the monitored stations fell.

4. Towards the end of February 1967, two European administrations, referring to the provisions of No. 717 of the Radio Regulations, requested the Board's intervention in cases of harmful interference caused, since several months, to reception by coast stations of emissions from ship stations at sea on the international calling and distress frequency 2 182 kc/s. According to information supplied to the Board, the interference was mainly caused by class F1 emissions, the frequency of which was measured in the close neighbourhood of 2 182 kc/s. This particularly serious situation led to the loss at sea, during a storm, of a cargo-ship, the distress messages of which were so heavily interfered with the nearest coast stations could not receive them in time. The Board's approach to the administrations under the jurisdiction of which the interfering stations apparently fell, led to the elimination by them, as from the beginning of May 1967, of the interference which the two administrations concerned had reported. In the meantime, several administrations which the Board had approached advised that all appropriate steps were being taken on the territory of their countries in order that unauthorised transmissions liable to cause interference to distress traffic on frequency 2 182 kc/s be ceased.

5. The Board considered that it would be interesting for the World Maritime Administrative Radio Conference to have at its disposal data on the practical use of frequency bands allocated to the maritime mobile service. To this end, a special monitoring programme was organised in 1967 to identify, as far as possible, all stations in services other than the maritime mobile service, operating in the bands exclusively allocated to the maritime mobile service between 4 000 and 28 000 kc/s and all stations in services other than the mobile service operating in the guard bands 490 - 510 kc/s and 2 170 - 2 194 kc/s (I.F.R.B. Circular-letter No. 168 dated 13 March 1967). This programme was implemented during the three following periods :

- 17 April - 22 April, 1967 : frequency bands 2 170 - 2 194 kc/s;
4 063 - 4 438 kc/s and
12 330 - 13 200 kc/s
- 22 May - 27 May, 1967 : frequency bands 6 200 - 6 525 kc/s
and 16 460 - 17 360 kc/s
- 5 June - 10 June, 1967 : frequency bands 490 - 510 kc/s;
8 195 - 8 815 kc/s; 22 000 - 22 720 kc/s
and 25 070 - 25 110 kc/s

120 monitoring or coast stations, belonging to 46 administrations and one international organization, took part in this special campaign and submitted almost 30,000 observations, more than half of which concerned emissions which could not be identified by the monitoring stations.

6. The results obtained show that most of the emissions monitored come from fixed stations. While it may be assumed that many observations relate to emissions of a sporadic nature, it is nevertheless true that systematic watches of the traffic handled by some stations made it clear to monitoring stations, as they have reported to the I.F.R.B., that press agencies, governmental services, diplomatic missions and military transmission services were frequently using the high-frequency bands allocated exclusively to the maritime mobile service. Broadcasting transmissions, moreover, occupy a large number of frequencies, mainly in the 6 Mc/s band, where they were observed on about forty frequencies distributed from beginning to end of the band. This does not include spurious emissions, mostly harmonic emissions of which the source could be established. The situation created by certain broadcasting transmissions is sometimes aggravated by jamming. In all high-frequency bands between 4 063 kc/s and 17 360 kc/s, allocated exclusively to the maritime mobile service, emissions in Morse code of the letters C, K, T and U, constantly repeated

at regular intervals of a few seconds, were also observed by monitoring stations. Most monitoring stations attribute these emissions to radio-beacon stations. A large number of measurements made by more than 30 monitoring stations indicate that the strength of the signals, generally modulated at 1 200 c/s, is "excellent" (SINPO 5) in northern Europe and "good" (SINPO 4) in South America as well as in the Far East and the South Pacific.

7. In the guard bands of international distress and calling frequencies 500 kc/s and 2 182 kc/s, the information received by the I.F.R.B. provides evidence of unauthorized emissions. Emissions by non-directional radiobeacons were observed in the lower portions (490 - 493 kc/s) and upper portions (508 - 510 kc/s) of the 490 - 510 kc/s band, while several unidentified class A1, A3 and F1 emissions were observed in the central part (495 - 505 kc/s). In the 2 170 - 2 194 kc/s band, measurements were made of spurious emissions from several medium-frequency broadcasting stations which could be identified. Radiotelephone calls between trawlers were heard on 2 182 kc/s and various class A0, A1, A2 and F1 emissions were observed between 2 179 and 2 185 kc/s, but most were impossible to identify. It should be noted in this connexion that the monitoring stations reported a smaller number of infringements in the central part of the band than during previous monitoring campaigns.

8. It is clear from the foregoing that frequencies in the HF bands allocated exclusively to the maritime mobile service are being regularly used by stations which do not belong to this service and whose emissions undoubtedly create delays in the handling of radiocommunications of the maritime mobile service. They also cause harmful interference which, in certain circumstances, may have grave consequences for the safety of life. The Conference may wish to consider whether it should adopt a resolution inviting administrations to take all necessary action to ensure that, in their respective countries, stations belonging to services other than the maritime mobile service cease to use these bands. If a resolution similar to Resolution No. Aer 2 of the Extraordinary Administrative Radio (Aeronautical) Conference, Geneva, 1966, were adopted, the Conference would enable the I.F.R.B. to continue more effectively the action it has already been taking for several years to clear the bands allocated exclusively to the maritime mobile service. In any case, the Board will continue to seek the cooperation of administrations in identifying the stations concerned so far as possible and to request the administration under whose jurisdiction they appear to come to ensure that such transmissions are transferred to the bands allocated to the services to which their stations belong.

9. The Board wishes to express its gratitude to the administrations and the international organization which, by their measurements, watches and direction-finding readings carried out by monitoring stations and coast stations, have contributed to the body of information which reached the I.F.R.B. in time for the Board to inform the Conference of the use at present made of the high-frequency bands allocated exclusively to the maritime mobile service.

10. A copy of a detailed tabulation of the information received by the I.F.R.B. as a result of the special monitoring campaign is at the disposal of the Conference (in office No. 626), so that each delegate may consult it and report to his national telecommunication administration should it appear that some of the out-of-band emissions shown in the summary come under its jurisdiction.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 244-E
13 October 1967
Original : English

COMMITTEE 5

UNITED STATES OF AMERICA

Having discussed the matter with Region 2 Administrations, it is proposed that the following be inserted in the Radio Regulations as a footnote to Appendix 17 or as a numbered paragraph associated with the designation of coast and ship radiotelephone calling frequencies in Article 35.

"In Region 2, the frequencies 4 ..., 4 ..., 6 ... and 6 ... kc/s both coast and ship calling frequencies at 4 and 6 Mc/s also may be used by coast and ship stations for single sideband radio-telephone simplex operation. Coast station power shall not exceed 1 kW peak envelope power. (See also MOD 488 Document No. 18, USA/18(27))".



E**INTERNATIONAL TELECOMMUNICATION
UNION****MARITIME CONFERENCE**

Geneva, 1967

Document No. 245-E**13 October, 1967****PLENARY MEETING
(FIRST READING)****B. 3**

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Assembly for a first reading.

Com.	Doc. No.	Pages	Subject	Comments
6	225		RR Art. 29, 30, 31, 37, 38, 39, 40 App. 21, 22 AR Art. 1, 2, 3, 4, 5, 6, 7, 10, 11, 12, 13, 14	except 1077-1087

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages B.3/1—07



ARTICLE 29

Section I

NOC 1000-1003

MOD 1004 § 3. (1) In order to facilitate radiocommunications, stations of the mobile service, other than the maritime mobile service, shall use the service abbreviations given in Appendix 13.

MOD 1005 (2) In the maritime mobile service, only the service abbreviations given in Appendix 13A are to be used.

Note: The attention of the Editorial Committee is invited to the possible need for modifying the title of Appendix 13 in the light of MOD 1005.

The Editorial Committee, in response to the note from Committee 6, is of the opinion that the title of Appendix 13 should read as follows:

Miscellaneous Abbreviations and Signals to be used in Radiotelegraphy Communications except in the Maritime Mobile Service.

Section II

SUP 1006

NOC 1007-1011

Section III

NOC 1012

NOC 1013

ADD 1013A (3) The procedure described in No. 1013 is not applicable to the maritime mobile service (see Nos. 1077A, 1077 Band 1077C).

NOC 1014

MOD 1015 [held in abeyance]

ADD 1015A [held in abeyance]

NOC 1016

MOD 1017 (2) When, in the aeronautical mobile service, as an exception to this rule, the call is not followed by an indication of the frequency to be used for the traffic, this indicates:

MOD 1018 a) Where the calling station is a land station, that it proposes to use for traffic its normal working frequency shown in the appropriate document.

NOC 1019

ADD 1019A (3) When, in the maritime mobile service, as an exception to No. 1016, the call is not followed by an indication of the frequency to be used for the traffic, this indicates that the calling station is a coast station and that it proposes to use for traffic its normal working frequency shown in the List of Coast Stations.

NOC 1020-1022

MOD 1023 §11. (1) Except as otherwise provided in these regulations, for transmitting the reply to calls and to preparatory signals, the station called shall use the frequency on which the calling station keeps watch, unless the calling station has specified a frequency for the reply.

SUP 1024-1025-1026

NOC 1027-1040

Sections IV-VII

NOC 1041-1062

ARTICLE 30

NOC 1063-1068

ADD 1068A (2A) However, in the bands between 4 000 and 27 500 kc/s, a coast station may transmit its call sign at intervals, using Type 1 transmission, to enable mobile stations to select the calling band with the most favourable propagation characteristics for reliable communication (see No. 1162).

MOD 1069 (3) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. This transmission shall be preceded by a general call to all stations (CQ).

MOD 1070 (4) The call to all stations announcing the traffic list may be sent on a calling frequency in the following form:

- CQ, not more than three times;
- the word DE;
- the call sign of the calling station, not more than three times;
- QSW followed by the indication of the working frequency or frequencies on which the traffic list is about to be sent.

In no case may this preamble be repeated.

MOD 1071 (5) The provisions of No. 1070

ADD 1071A a) are obligatory when 500 kc/s is used;

(MOD) 1072 b) do not apply when frequencies in the bands between 4 000 and 27 500 kc/s are used.

NOC 1073-1077

ARTICLE 31

NOC 1088-1094

ARTICLES 37, 38 AND 39

NOC 1496-1504

ARTICLE 40

NOC 1505-1529

NOC 1530

NOC 1531-1559

NOC Appendices 21 and 22

Additional Radio Regulations

ARTICLES 1, 2 AND 3

NOC 2001-2017

ARTICLE 4

NOC 2018-2030

SUP 2031

NOC 2032-2039

(MOD) 2040 § 11. The land station or ship or aircraft station charges for radio-
telegrams concerning stations not yet included in the appropriate

list of stations are fixed, as part of its duties, by the office which collects the charge. The ship or aircraft station charges pertaining to radiotelegrams intended for mobile stations the names or call signs of which are replaced by the indication of the route followed or by any other equivalent indication (see No. 2011), are also fixed. as part of its duties, by the office which collects the charge. They are the normal rates notified by the administration(s) concerned or, in the absence of such notification, they are the maximum charges prescribed in No. 2025.

NOC 2041-2053

MOD 2054 (2) Meteorological radiotelegrams must bear the service instruction =OBS= at the beginning of the preamble and the paid service indication =OBS= before the address. This paid service indication is the only one admitted.

NOC 2055-2057

NOC *D. Press radiotelegrams*

ADD 2057A § 16A. Press telegrams from a mobile station to a land station shall be admitted as press radiotelegrams.

NOC 2058

MOD 2059 § 18. (1) The land station and ship or aircraft charges are reduced by 50 per cent. These radiotelegrams are subject to the conditions of acceptance laid down in Articles 65 to 69 of the Telegraph Regulations (Geneva Revision, 1958). For those radiotelegrams which are addressed to a destination in the country of the land station, the telegraph charge to be collected is one-half of the telegraph charge applicable to an ordinary radiotelegram.

NOC 2060-2062

ARTICLES 5 AND 6

NOC 2063-2106

ARTICLE 7

NOC 2107

- MOD 2108 *a)* Press radiotelegrams in the conditions specified in Nos. 2057A to 2060.
- MOD 2109 *b)* Meteorological radiotelegrams in the conditions specified in Nos. 2053 to 2057.
- NOC 2110-2117
- ADD 2117A *k)* The supplementary charges levied by the offices of origin or by mobile stations for the special radiotelegram category specified in Nos. 2110 to 2117 inclusive shall be the charges specified in the Telegraph Regulations, Geneva Revision, 1958.
- MOD 2118 *l)* Radiotelegrams to be retransmitted by one or two mobile stations at the sender's request (=RM=), in the conditions specified in Nos. 2152 to 2154.
- MOD 2119 *m)* Radiomaritime letters and radio air letters in the conditions specified in Article 6 of these Additional Regulations.
- MOD 2120 *n)* Radiotelegrams concerning persons protected in time of war by the Geneva Conventions of 12 August 1949 (=RCT=) in the conditions specified in Nos. 2061 and 2062.
- SUP 2121
- MOD 2122 § 2. In addition, the following paid service indications shall be permitted in radiotelegrams: =GP=, =GPR=, =MP=, =TR=, =TFx= (from ship or aircraft to land), =TLXx= (from ship or aircraft to land), =Jx= (from land to ship or aircraft), =Réexpédié de x= (only when the charge for forwarding can be collected), =Jour=, =Nuit=, =Etat Priorité Nations=, =Etat Priorité=, =Etat=, =Remettre x= (from ship or aircraft to land).
- NOC 2123

ARTICLE 10

MOD 2152 Mobile stations shall, if the sender so requests, serve as intermediaries for the routing of radiotelegrams; the number of intermediary mobile stations is, however, limited to two.

NOC 2153-2156

MOD 2157 (3) The station assisting in the free retransmission in accordance with the provisions of Nos. **2155** and **2156** must enter the service abbreviation QSP... (name of the mobile station) at the end of the preamble of the radiotelegram.

NOC 2158

ARTICLE 11

NOC 2159

MOD 2160 § 2. When a radiotelegram received at a mobile station cannot be delivered, that station so informs the office or mobile station of origin by a service advice. In the case of a radiotelegram originating on land, this service advice is sent, whenever possible, to the land station through which the radiotelegram passed, or, if necessary, to another land station of the same country or of a neighbouring country, quoting the name or call sign of the station from which the radiotelegram was received, as far as existing conditions or special arrangements permit.

ARTICLES 12, 13 AND 14

NOC 2161-2165

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

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13 October 1967
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COMMITTEE 2

REPORT OF THE COMMITTEE 2

WORKING GROUP

(CREDENTIALS)

1. The Working Group met twice under the chairmanship of the Chairman of Committee 2. The delegations of the United States of America, Ethiopia and France took part in its work.
2. The Working Group's terms of reference were to examine the credentials deposited with the Conference secretariat in the light of the provisions of Chapter 5 of the General Regulations annexed to the International Telecommunication Convention and to report thereon to Committee 2.
3. 1) On the basis of the criteria set out in Nos. 630, 633, 634, 635, 636 and 640 of the General Regulations, the Working Group considers that the credentials of the delegations listed in Section A of Annex 1 to this report are in order.

Those Members of the Union which, in accordance with the provisions of No. 640 of the General Regulations, have given other delegations to the Conference the power to vote and sign on their behalf are indicated by a note to that effect opposite their names in the list.

- 2) Section B of Annex 1 lists those delegations for which provisional credentials have been deposited in accordance with No. 631 of the General Regulations.
4. Section A of Annex 2 indicates those delegations whose credentials are not yet considered to be in order, and Section B thereof lists those which have not yet deposited their credentials. The Secretariat of the Conference has been requested to keep in contact with the delegations referred to in Annex 2 with a view to ensuring that the situation concerning their credentials is regularized.



5. The Working Group draws the attention of Committee 2 to the situation of the delegation of Viet-Nam, a country which is not a signatory to the International Telecommunication Convention (Montreux, 1965) and which has not yet acceded to it.

6. The Working Group intends to meet once more, just before the time limit recommended by Committee 2 for submission of its final report to the Plenary Meeting, i.e. 20 October 1967 at 1800 hours.

At that meeting the Working Group will study the remaining credentials received, so that the Chairman of Committee 2 may report on them direct to the Plenary Assembly.

A. PETTI

Chairman of the Working Party

A N N E X 1

A. CREDENTIALS FOUND IN ORDER

Algeria (Algerian Democratic
and Popular Republic)

Argentine Republic

Australia (Commonwealth of)

Austria

Belgium

Brazil

Canada

Ceylon

China

Cyprus (Republic of)

Colombia (Republic of)

Korea (Republic of)

Ivory Coast (Republic of the)

Cuba

Denmark

Group of Territories
represented by the
French Overseas Post
and Telecommunication
Agency

Spain

United States of America

Ethiopia

Finland

France

Greece

Guyana

Hungarian People's
Republic

India (Republic of)

Indonesia (Republic of)

Ireland

Iceland

Israel (State of)

Italy

Jamaica

Japan

Jordan (Hashemite Kingdom of) (powers delegated to the State of
Kuwait (Document No. 226))

Kuwait (State of)

Liberia (Republic of)

Malaysia

Malta

Monaco

Norway

New Zealand

Netherlands (Kingdom of the)

Poland (People's Republic of)

Portugal

Portuguese Oversea
Provinces

Federal Republic of
Germany

United Kingdom of
Great Britain and
Northern Ireland,
the Channel Islands
and the Isle of Man

Senegal (Republic of the)	(powers delegated to the Republic of the Ivory Coast (Document No. 176))
Singapore (Republic of)	
South Africa (Republic of)	
Sweden	
Switzerland (Confederation of)	
Chad (Republic of the)	(powers delegated to the Federal Republic of Cameroon (Document No. 222))
Czechoslovak Socialist Republic	
Territories of the United States of America	
Togolese Republic	(powers delegated to the Group of Territories represented by the French Overseas Post and Telecommunication Agency (Document No. 198))
Tunisia	
Turkey	
Union of Soviet Socialist Republics	
Venezuela (Republic of)	
Yugoslavia (Federal Socialist Republic of)	

B. PROVISIONAL CREDENTIALS

Bulgaria (People's Republic of)
Chile
Mexico
Viet-Nam (Republic of)

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A N N E X 2

A. CREDENTIALS NOT FOUND IN ORDER

Ghana

Pakistan

B. DELEGATIONS WHICH HAVE NOT YET
DEPOSITED CREDENTIALS

Cameroon (Federal Republic of)

Congo (Democratic Republic of the)

Morocco (Kingdom of)

Roumania (Socialist Republic of)

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE
GENEVA, 1967

Document No. 247-E
14 October 1967
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Spanish

COMMITTEE 5

FIFTH REPORT OF WORKING GROUP 5A
TO COMMITTEE 5

I. Article 35

No. 1337

The Group adopted the new text appearing in Annex I and a new version of No. 1337.1.

Nos. 1338, 1339 and 1340

It was decided not to change these numbers.

Nos. 1341 and 1342

The new texts appearing in Annex I were adopted.

No. 1343

It was decided that this number should remain unchanged.

Nos. 1344 and 1345

The Group adopted the new texts appearing in Annex I. The question of whether to include a frequency in the 2170 - 2173.5 kc/s band in No. 1344 was left in abeyance.



Nos. 1346, 1348 and 1349

It was decided that these numbers should remain unchanged.

No. 1350

The new text appearing in Annex I was adopted.

II. Article 5

No. 201

The new text appearing in Annex II was adopted.

III. Article 33

The discussion of this article was confined to the designation of frequencies as Committee 6 is responsible for the final drafting of the provisions of this Article. However, most of the members of the Group thought that the order of Nos. 1226 and 1227 should be reversed.

It was decided that "frequency 2182 kc/s" should be replaced by "carrier frequency 2182 kc/s" in Nos. 1227, 1228, 1230, 1232, 1234, 1235, 1242, 1247, 1254 and 1290.

IV. Technical characteristics for single-sideband transmitters in the bands between 1605 and 4000 kc/s

It was decided that a new appendix should be included in the Radio Regulations setting forth the technical specifications for single

sideband transmitters in the HF bands. Committee 5 would have to decide whether the same appendix should contain the specifications relating to transmitters operating in the MF bands.

The Group adopted the texts of paragraphs 1 to 7 appearing in Annex III. In line with the decision taken by Working Group 5B, the Group considered it to be unnecessary to define the classes of emission A3A, A3H and A3J. A proposal to include in this appendix a paragraph containing proposals similar to those of paragraph 4 of Appendix 17 was withdrawn.

- V. Proposal concerning the implementation of single sideband technique mode of operation on frequency 2182 kc/s (see DT/19, page 5, paragraph 2)

This proposal was withdrawn.

P. AAKERLIND

Chairman

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A N N E X I

Article 35

.....

MOD 1337 (2) Coast stations open to the public correspondence service on one or more frequencies between 1605 and 2850 kc/s shall also be capable of transmitting class A3H 1) emissions with carrier frequency on 2182 kc/s, and receiving class A3 and A3H emissions with carrier frequency on 2182 kc/s.

ADD 1337.1 (1) Coast stations are authorized to transmit class A3 emissions to the end of the transitory period to SSB.

NOC 1338

NOC 1339

.....

NOC 1340

MOD 1341 (2) The peak envelope power of mobile radiotelephone stations operating in the authorized bands between 1605 and 2850 kc/s shall not exceed 400 watts.

MOD 1342 (3) The peak envelope power of coast radiotelephone stations, operating in the authorized bands between 1605 and 3800 kc/s, shall be limited to :

- 8 kilowatts for coast stations located north of latitude 32°N.
- 14 kilowatts for coast stations located south of latitude 32°N.

NOC 1343

MOD 1344

a) The following ship-shore working frequencies, if required by their service:

- carrier frequency 2046 kc/s (assigned frequency : 2047.4 kc/s) and carrier frequency 2049 kc/s (assigned frequency : 2050.4 kc/s) for A3A and A3J emissions;
- carrier frequency 2049 kc/s also for A3 and A3H emissions until the end of the transition period.

.....

MOD 1345

c) The following intership frequencies, if required by their service :

- carrier frequency 2053 kc/s (assigned frequency : 2054.4 kc/s) and carrier frequency 2056 kc/s (assigned frequency : 2057.4 kc/s) for A3A and A3J emissions;
- carrier frequency 2056 kc/s also for A3 and A3H emissions until the end of the transition period.

These frequencies may be used as additional ship-shore frequencies.

NOC 1346

.....

NOC 1348

NOC 1349

MOD 1350 (2) During the periods mentioned above, except for
the transmissions provided for in Article 36,
transmission shall cease within the band
2173.5 - 2190.5 kc/s.

.....

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A N N E X I I

Article 5

.....

MOD	201	The frequency 2182 kc/s is the international distress and calling frequency for radiotelephony. The conditions for the use of the band 2170 - 2194 kc/s are prescribed in Article 35.

.....

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A N N E X III

ADD

APPENDIX /.../

Technical Characteristics for SSB Transmitters in
the Radiotelephone Maritime Mobile Service in
the Bands between 1605 and 4000 kc/s

1. Coast and ship stations shall use upper sideband emissions.
2. The transmitter audio-frequency band shall be 350 to 2700 cycles per second with a permitted amplitude variation of 6 db.
- /3. The carrier frequencies of stations operating on SSB channels derived from each DSB channel of at least 6 kc/s bandwidth shall be as follows :
 - a) Upper channel - carrier frequency shall be the same as that of the double sideband channel.
 - b) Lower channel - carrier frequency shall be 3.0 kc/s lower than the carrier frequency of the double sideband channel. / / * /
- /4. Class A3H emissions shall not be used on SSB channels derived in the lower portion of previous double sideband channels. / / * /
- /5. The assigned frequency of an SSB channel shall be 1400 cycles per second higher than the carrier frequency. / / * /

/ * / / The provisions of this paragraph will be transferred in another part of the Radio Regulations. /

[6.] Specification of carrier modes for maritime mobile radio-telephony :

- a) For class A3A emission the power of the carrier shall be 16 ± 2 db below the peak envelope power of the emission.
- b) For class A3J emission the power of the carrier shall be at least 40 db below the peak envelope power of the emission.

[7.] The carrier frequency of transmitters shall be maintained within the following tolerances :

- a) Coast stations : ± 20 c/s
- b) Ship stations : ± 100 c/s

In the case of ship stations, the short-term limits (of the order of 15 minutes) shall be ± 40 c/s.

These tolerances shall apply to new SSB transmitters installed after [] and to all SSB transmitters after [].

[8.] The unwanted frequency modulation of the carrier shall be sufficiently low to prevent harmful distortion.

[9.] When using single sideband A3H, A3A or A3J emission the power of any unwanted emission supplied to the antenna transmission line of a station on a discrete frequency shall, when the transmitter is driven to full peak envelope power, be less than the peak envelope power in accordance with the following table :

Frequency separation Δ kc/s from the assigned frequency	Minimum attenuation below peak envelope power
$1.6 < \Delta \leq 4.8$	28 db
$4.8 < \Delta \leq 8.0$	38 db
$8.0 < \Delta$	43 db, without exceeding the power of 50 milliwatts

Transmitters when using reduced carrier or suppressed carrier emission may be tested for compliance with this regulation by means of a two-tone audio input signal with sufficient frequency separation between tones such that all intermodulation products occur at frequencies at least 1.6 kc/s removed from the assigned frequency.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

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COMMITTEE 5

DENMARK

Proposal for the work of the Conference

Article 28, Section IV. Ship Stations using Radiotelephony

Bands between 1605 and 4000 kc/s

ADD 987A

The provisions of Nos. 98⁴ (Document No. 201), 985 and 986 (Document No. 207) do not apply to ship stations of low power (mean power 1 watt or less) which do not take part in the international maritime service and which are not equipped for communication with coast stations open for public correspondence, provided the continued use by these ship stations of A3 emissions do not cause harmful interference to other maritime mobile services.

Reasons :

A large number of low power single frequency radiotelephone equipments are used in small fishing vessels as the only transmitting equipment on board or as a supplement to the ordinary radio equipment.

These low power equipments have been introduced in order to reduce the heavy loading that for several years has existed on intership frequencies and are used for intercommunication between small fishing vessels carrying out fishing in collaboration with other vessels, for instance between two vessels hauling the same trawl.

By using one single frequency (about 3 Mc/s) and a very low power (mean power 1 watt or less) it has been possible to procure a rather cheap equipment that gives a reasonable grade of service without causing harmful interference to other services.

With the adoption of the above proposal this service will be able to continue to operate in the double sideband emission mode, also after the final conversion date for SSB operation without causing any difficulties or harmful interference to other services.



There is therefore no reason for making conversion to single sideband technique for such a type of service, which is not participating in the international maritime service and which is not used for communication with coast stations open to public correspondence.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

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14 October 1967
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COMMITTEE 6

FIFTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6 (OPERATION)

Appendix 13 - Miscellaneous Abbreviations and Signals to be used in Radiotelegraphy Communications.

Appendix 13A - Miscellaneous Abbreviations and Signals to be used for Radiocommunications in the Maritime Mobile Service.

1. All proposals relating to the revision of Appendix 13 to the Radio Regulations were considered.

2. As to the question of principle, the Working Group unanimously agreed to recommend that no amendment to Appendix 13 should be made by the present Conference, subject to possible editorial revision of the title in the light of MOD 1005.

3. The Working Group unanimously agreed to recommend the adoption of Appendix 13A appearing in the Annex to Document No. DT/66 as amended at its ninth meeting this morning.

H.A. FEIGLESON

Chairman

Note : The adopted Appendix 13A appears as the Annex to the Fourth Report of Committee 6 (Document No. 251).



INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

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16 October 1967

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COMMITTEE 6

SIXTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6 (OPERATION)

Article 35, Section III A. Call, Reply and Safety

ADD 1352A MOD 1353

Article 36, Distress Signal and Traffic. Alarm, Urgency and Safety Signals.

Section I, General, MOD 1386

Section III, Distress Call and Message, MOD 1393

Section VI, Distress Traffic ADD 1433 A

1. Working Group 6B unanimously agreed to recommend the adoption of the provisions appearing in the Annexes hereto. Annex 1 is for further consideration in Committee 5. Annex 2 is for normal routing to the Final Acts of the Conference.

2. No. 1352A

The attention of Committee 5 is invited to Annex 1 attached hereto. It was agreed by Working Group 6B that class A3 emission will be required for ship stations until the end of the transition period.

3. No. 1353

In reply to the question posed by Committee 5 in Document No. 199, Working Group 6B is of the opinion that a requirement for a frequency in the 6 Mc/s band continues to exist in the Tropical Zone of Region 3. Working Group 6B agreed that class A3H emissions will be required with authority for class A3 emissions for ship stations until the end of the transition period.

4. ADD 1386A ADD 1433A

Having considered the question of where, in Article 36, mention should be made of the International Code of Signals bearing in mind the opinion of Working Group 6A (Document No. 234, para. 2, ex-Document No. DT/58), Working Group 6B unanimously agreed to recommend a new provision in Section I, General, of Article 36 (see No. 1386A appearing in Annex 2). Following this decision, proposal G59(9) to include No. 1433A in Section VI, Distress Traffic, was not supported.

Annexes : 2

H.A. FEIGLESON

Chairman



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A N N E X 1

Article 35, Section III

ADD 1352A

§14 bis. In that part of the Tropical Zone situated in Region 2 and extending to parallel 34°S and in that part of the Tropical Zone situated in Region 3 and extending to parallel 50°S, the carrier frequency [4133 kc/s] is designated for call, reply and safety purposes. It may also be used for messages preceded by the urgency or safety signals and, if necessary, for distress messages.

Note: The frequency of the order of 4 Mc/s should be considered by Committee 5.

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A N N E X 2

Article 36, Section I

NOC 1380 - 1386

ADD 1386A

§ 4 bis The Abbreviations and signals of Appendix 13A and the Phonetic Alphabet and Figure Code in Appendix 16 should be used, where, applicable, and where language difficulties exist, the use of the International Code of Signals is also recommended.

NOC 1387

[(MOD) 1388]

[Document No. 206, page 7 refers]

[ADD 1388A]

[Document No. 206, (para. 3 and page 7 refer) - Emergency position - indicating radiobeacons]

Section II

NOC 1389 - 1391

Section III (in part)

NOC 1392

MOD 1393

(2) The distress call sent by radiotelephony consists of :

- the distress signal MAYDAY, spoken three times;
 - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
 - the call sign or other identification of the mobile station in distress, spoken three times.
-

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PLENARY MEETING

FOURTH REPORT OF COMMITTEE 6 (OPERATION)

Appendix 13 - Miscellaneous Abbreviations and Signals to be used in Radiotelegraphy Communications.

Appendix 13A - Miscellaneous Abbreviations and Signals to be used for Radiocommunications in the Maritime Mobile Service.

1. All proposals relating to the revision of Appendix 13 to the Radio Regulations were considered.

2. As to the question of principle, the Committee unanimously decided that no amendment to Appendix 13 should be made by the present Conference, subject to possible editorial revision of the title in the light of MOD 1005.

3. The Committee unanimously adopted the provisions of Appendix 13A appearing in the Annex attached hereto.

Konstantin ČOMIĆ

Chairman

Annex : 1



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APPENDIX 13A

MISCELLANEOUS ABBREVIATIONS AND SIGNALS TO BE USED FOR
RADIOCOMMUNICATIONS IN THE MARITIME MOBILE SERVICE

(See Articles 29, 33 and 36)

SECTION I. Q CODEIntroduction

1. The series of groups listed in this Appendix range from QOA to QVZ.
2. The QOA to QQZ series are reserved for the maritime mobile service.
3. Certain Q code abbreviations may be given an affirmative or negative sense by transmitting, immediately following the abbreviation, the letter C or NO (in radiotelephony spoken as : CHARLIE or NO).
4. The meanings assigned to Q code abbreviations may be amplified or completed by the addition of appropriate other groups, call signs, place names, figures, numbers, etc. It is optional to fill in the blanks shown in parentheses. Any data which is filled in where blanks appear shall be sent in the same order as shown in the text of the following tables.
5. Q code abbreviations are given the form of a question when followed by a question mark in radiotelegraphy and RQ (ROMEO QUEBEC) in radiotelephony. When an abbreviation is used as a question and is followed by additional or complementary information, the question mark (or RQ) should follow this information.

6. Q code abbreviations with numbered alternative significations shall be followed by the appropriate figure to indicate the exact meaning intended. This figure shall be sent immediately following the abbreviation.

7. All times shall be given in Greenwich Mean Time (G.M.T.) unless otherwise indicated in the question or reply.

8.¹⁾ An asterisk * appearing against a Q code abbreviation means :

This signal is one which has a similar meaning to a signal appearing in the International Code of Signals.

1) Paragraph 8 will be the subject of further consideration in the Plenary Meeting, in the light of decisions taken by the General Assembly of I.M.C.O. (now in session) concerning the general carriage of the International Code of Signals.

ABBREVIATIONS AVAILABLE FOR THE MARITIME MOBILE SERVICEA. List of Abbreviations in Alphabetical Order

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QOA	Can you communicate by radiotelegraphy (500 kc/s) ?	I can communicate by radiotelegraphy (500 kc/s).
QOB	Can you communicate by radiotelephony (2182 kc/s) ?	I can communicate by radiotelephony (2182 kc/s).
QOC	Can you communicate by radiotelephony (channel 16-156.80 Mc/s) ?	I can communicate by radiotelephony (channel 16-156.80 Mc/s).
QOD	Can you communicate with me in ... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish ?	I can communicate with you in ... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish.
QOE	Have you received the safety signal transmitted by ... (name and/or call sign) ?	I have received the safety signal transmitted by ... (name and/or call sign).
QOF	What is the commercial quality of my signals ?	The quality of your signals is... 1. Uncommercial 2. Commercial with difficulty 3. Commercial.
QOG	How many tapes have you to transmit ?	I have ... tapes to transmit.

Abbreviation

Question

Answer or Advice

QOH	Shall I transmit a phasing signal for ... seconds ?	Transmit a phasing signal for ... seconds.
QOI	Shall I transmit my tape ?	Transmit your tape.
QOJ	Will you listen on ... kc/s (<u>or</u> Mc/s) for signals of emergency position-indicating radiobeacons ?	I am listening on ... kc/s (<u>or</u> Mc/s) for signals of emergency position-indicating radio-beacons.
QOK	Have you received the signal of an emergency position-indicating radiobeacon on ... kc/s (<u>or</u> Mc/s) ?	I have received the signal of an emergency position-indicating radiobeacon on ... kc/s (<u>or</u> Mc/s).

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QRA	What is the name of your vessel (<u>or</u> station)?	The name of my vessel (<u>or</u> station) is ...
QRB	How far approximately are you from my station?	The approximate distance between our stations is ... nautical miles (<u>or</u> kilometres).
QRC	By what private enterprise (<u>or</u> State Administration) are the accounts for charges for your station settled?	The accounts for charges of my station are settled by the private enterprise ... (<u>or</u> State Administration).
QRD	Where are you bound for and where are ~~you~~ you from?	I am bound for ... from ...
QRE	What is your estimated time of arrival at ... (<u>or</u> over ...) (<u>place</u>)?	My estimated time of arrival at ... (<u>or</u> over ...) (<u>place</u>) is ... hours.
QRF	Are you returning to ... (<u>place</u>)?	I am returning to ... (<u>place</u>). Return to ... (<u>place</u>). <u>or</u>
QRG	Will you tell me my exact frequency (<u>or</u> that of ...)?	Your exact frequency (<u>or</u> that of ...) is ... kc/s. (<u>or</u> Mc/s).
QRH	Does my frequency vary?	Your frequency varies
QRI	How is the tone of my transmission?	The tone of your transmission is ... 1. good 2. variable 3. bad.
QRJ	How many radiotelephone calls have you to book?	I have ... radiotelephone calls to book.
QRK	What is the intelligibility of my transmission (<u>or</u> that of ... (name <u>and/or</u> call sign))?	The intelligibility of your transmission (<u>or</u> that of ... (name <u>and/or</u> call sign)) is ... 1. bad 2. poor 3. fair 4. good 5. excellent.

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QRL	Are you busy?	I am busy (or I am busy with ... (name and/or call sign)). Please do not interfere.
QRM	Is my transmission being interfered with?	Your transmission is being interfered with ... (1. nil 2. slightly 3. moderately 4. severely 5. extremely).
QRN	Are you troubled by static?	I am troubled by static... (1. nil 2. slightly 3. moderately 4. severely 5. extremely).
QRO	Shall I increase transmitter power?	Increase transmitter power.
QRP	Shall I decrease transmitter power?	Decrease transmitter power.
QRQ	Shall I transmit faster?	Transmit faster (... words per minute).
QRR	Are you ready for automatic operation?	I am ready for automatic operation. (Send at ... words per minute.)
QRS	Shall I transmit more slowly?	Transmit more slowly (... words per minute).
QRT	Shall I stop transmitting?	Stop transmitting.
QRU	Have you anything for me?	I have nothing for you.
QRV	Are you ready?	I am ready.
QRW	Shall I inform ... that you are calling him on ... kc/s (or Mc/s)?	Please inform ... that I am calling him on ... kc/s (or Mc/s).
QRX	When will you call me again?	I will call you again at ... hours (on ... kc/s (or Mc/s)).

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QRY	What is my turn? (<u>Relates to communication</u>)	Your turn is Number ... (<u>or according to any other indication</u>). (<u>Relates to communication</u>).
QRZ	Who is calling me?	You are being called by ... (on ... kc/s (<u>or</u> Mc/s)).
QSA	What is the strength of my signals (<u>or</u> those of ... (name and/ <u>or</u> call sign))?	The strength of your signals (<u>or</u> those of ... (name and/ <u>or</u> call sign) is ... 1. scarcely perceptible 2. weak 3. fairly good 4. good 5. very good.
QSB	Are my signals fading?	Your signals are fading.
QSC	Are you a low traffic ship station? (see Article 32, Section V)	I am a low traffic ship station.
QSD	Are my signals mutilated?	Your signals are mutilated.
QSE*)	What is the estimated drift of the survival craft?	The estimated drift of the survival craft is ... (<u>figures and units</u>).
QSF*)	Have you effected rescue?	I have effected rescue and am proceeding to ... base (with ... persons injured requiring ambulance).
QSG	Shall I transmit ... telegrams at a time?	Transmit ... telegrams at a time.
QSH	Are you able to home with your direction-finding equipment?	I am able to home with my direction-finding equipment (on ... (name and/ <u>or</u> call sign)).
QSI		I have been unable to break in on your transmission. <u>or</u> Will you inform ... (<u>name and/or call sign</u>) that I have been unable to break in on his transmission (on ... kc/s (<u>or</u> Mc/s)).

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
Q SJ	What is the charge to be collected to ... including your internal charge?	The charge to be collected to ... including my internal charge is ... francs.
Q SK	Can you hear me between your signals and if so can I break in on your transmission?	I can hear you between my signals; break in on my transmission.
Q SL	Can you acknowledge receipt?	I am acknowledging receipt.
Q SM	Shall I repeat the last telegram which I sent you (<u>or</u> some previous telegram)?	Repeat the last telegram which you sent me (<u>or</u> telegram(s) number(s) ...).
Q SN	Did you hear me (<u>or</u> ... (name and/or call sign)) on ... kc/s (<u>or</u> Mc/s)?	I did hear you (<u>or</u> ... (name and/or call sign)) on ... kc/s (<u>or</u> Mc/s).
Q SO	Can you communicate with ... (name and/ <u>or</u> call sign) direct (<u>or</u> by relay)?	I can communicate with ... (name and/ <u>or</u> call sign) direct (<u>or</u> by relay through ...).
Q SP	Will you relay to ... (name and/ <u>or</u> call sign) free of charge?	I will relay to ... (name and/ <u>or</u> call sign) free of charge.
Q SQ	Have you a doctor on board (<u>or</u> is ... (<u>name of person</u>) on board)?	I have a doctor on board (<u>or</u> ... (<u>name of person</u>) is on board).
Q SR	Shall I repeat the call on the calling frequency?	Repeat your call on the calling frequency; did not hear you (<u>or</u> have interference).
Q SS	What working frequency will you use?	I will use the working frequency ... kc/s (<u>or</u> Mc/s) (in the high frequency bands normally only the last three figures of the frequency need be given).

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QSU	Shall I transmit <u>or</u> reply on this frequency (<u>or</u> on ... kc/s (<u>or</u> Mc/s)) (with emissions of class ...)?	Transmit or reply on this frequency (<u>or</u> on ... kc/s (<u>or</u> Mc/s)) (with emissions of class ...).
QSV	Shall I transmit a series of V's (<u>or</u> signs for adjustment) on this frequency (<u>or</u> ... kc/s (<u>or</u> Mc/s))?	Transmit a series of V's (<u>or</u> signs for adjustment on this frequency (<u>or</u> ... kc/s (<u>or</u> Mc/s))).
QSW	Will you transmit on this frequency (<u>or</u> on ... kc/s (<u>or</u> Mc/s)) (with emissions of class ...)?	I am going to transmit on this frequency (<u>or</u> on ... kc/s (<u>or</u> Mc/s)) (with emissions of class ...).
QSX	Will you listen to ... (name and/ <u>or</u> call sign) on ... kc/s (<u>or</u> Mc/s))?	I am listening to ... (name and/ <u>or</u> call sign) on ... kc/s (<u>or</u> Mc/s).
QSY	Shall I change to transmission on another frequency?	Change to transmission on another frequency (<u>or</u> on ... kc/s (<u>or</u> Mc/s)).
QSZ	Shall I transmit each word <u>or</u> group more than once?	Transmit each word or group twice (<u>or</u> ... times).
QTA	Shall I cancel telegram (<u>or</u> message) number ...?	Cancel telegram (<u>or</u> message) number ...
QTB	Do you agree with my counting of words?	I do not agree with your counting of words; I will repeat the first letter or digit of each word <u>or</u> group.
QTC	How many telegrams have you to transmit?	I have ... telegrams for you (<u>or</u> for ... (name and/ <u>or</u> call sign)).
QTD*)	What has the rescue vessel or rescue aircraft recovered?	... (<u>identification</u>) has recovered ... 1. ... (<u>number</u>) survivors 2. wreckage 3. ... (<u>number</u>) bodies.

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QTE	What is my TRUE bearing from you?	Your TRUE bearing from me is ... degrees at ... hours.
	<u>or</u> What is my TRUE bearing from ... (name and/ <u>or</u> call sign)?	<u>or</u> Your TRUE bearing from ... (name and/ <u>or</u> call sign) was ... degrees at ... hours.
	<u>or</u> What is the TRUE bearing of ... (name and/ <u>or</u> call sign) from ... (name and/ <u>or</u> call sign)?	<u>or</u> The TRUE bearing of ... (name and/ <u>or</u> call sign) from ... (name and/ <u>or</u> call sign) was ... degrees at ... hours.
QTF	Will you give me my position according to the bearings taken by the direction-finding stations which you control?	Your position according to the bearings taken by the direction-finding stations which I control was ... latitude ... longitude (<u>or other indication of position</u>), class ... at ... hours.
QTG	Will you transmit two dashes of ten seconds each (<u>or</u> carrier frequency) followed by your call sign (<u>or</u> name) (repeated ... times) (on ... kc/s (<u>or</u> Mc/s)?	I am going to transmit two dashes of ten seconds each (<u>or</u> carrier frequency) followed by my call sign (<u>or</u> name) (repeated ... times) (on ... kc/s (<u>or</u> Mc/s)).
	<u>or</u> Will you request ... (name and/ <u>or</u> call sign) to transmit two dashes of ten seconds each (<u>or</u> carrier) followed by his call sign (<u>and/or</u> name) (repeated ... times on ... kc/s (<u>or</u> Mc/s))?	<u>or</u> I have requested ... (name and/ <u>or</u> call sign) to transmit two dashes of ten seconds each (<u>or</u> carrier) followed by his call sign (<u>and/or</u> name) (repeated ... times) on ... kc/s (<u>or</u> Mc/s).
QTH	What is your position in latitude and longitude (<u>or according to any other indication</u>)?	My position is ... latitude ... longitude (<u>or according to any other indication</u>).
QTI*)	What is your TRUE course?	My TRUE course is ... degrees.

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QTJ*)	What is your speed?	My speed is ... knots (<u>or</u> kilometres per hour <u>or</u> ... statute miles per hour).
	(Requests the speed of a ship or aircraft through the water or air respectively).	(Indicates the speed of a ship or aircraft through the water or air respectively).
QTK*)	What is the speed of your aircraft in relation to the surface of the earth?	The speed of my aircraft in relation to the surface of the earth is ... knots (<u>or</u> ... kilometres per hour <u>or</u> ... statute miles per hour).
QTL*)	What is your TRUE heading?	My TRUE heading is ... degrees.
QTM*)	What is your MAGNETIC heading?	My MAGNETIC heading is ... degrees.
QTN	At what time did you depart from ... (<u>place</u>).	I departed from ... (<u>place</u>) at ... hours.
QTO	Have you left dock (<u>or</u> port)?	I have left dock (<u>or</u> port).
	<u>or</u> Are you airborne?	<u>or</u> I am airborne.
QTP	Are you going to enter dock (<u>or</u> port)?	I am going to enter dock (<u>or</u> port).
	<u>or</u> Are you going to alight (<u>or</u> land)?	<u>or</u> I am going to alight (<u>or</u> land).
QTQ	Can you communicate with my station by means of the International Code of Signals (INTERCO)?	I am going to communicate with your station by means of the International Code of Signals (INTERCO).
QTR	What is the correct time?	The correct time is ... hours.
QTS	Will you transmit your call sign (<u>and/or</u> name) for ... seconds?	I will transmit my call sign (<u>and/or</u> name) for ... seconds.

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QTT		The identification signal which follows is superimposed on another transmission.
QTU	What are the hours during which your station is open?	My station is open from ... to ... hours.
QTV	Shall I stand guard for you on the frequency of ... kc/s (<u>or</u> Mc/s) (from ... to ... hours)?	Stand guard for me on the frequency of ... kc/s (<u>or</u> Mc/s) (from ... to ... hours).
QTW*)	What is the condition of survivors?	Survivors are in ... condition urgently need ...
QTX	Will you keep your station open for further communication with me until further notice (<u>or</u> until ... hours)?	I will keep my station open for further communication with you until further notice (<u>or</u> until ... hours).
QTY*)	Are you proceeding to the position of incident and if so when do you expect to arrive?	I am proceeding to the position of incident and expect to arrive at ... hours (on ... <u>date</u>).
QTZ*)	Are you continuing the search?	I am continuing the search for ... (aircraft, ship, survival craft, survivors or wreckage).
QUA	Have you news of ... (name and/ <u>or</u> call sign)?	Here is news of ... (name and/ <u>or</u> call sign).
QUB*)	Can you give me in the following order information concerning: the direction in degrees TRUE and speed of the surface wind; visibility; present weather; and amount, type and height of base of cloud above surface elevation at ... (<u>place of observation</u>)?	Here is the information requested: ... (<u>The units used for speed and distances should be indicated</u>).

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QUC	What is the number (<u>or other indication</u>) of the last message you received from me (<u>or from ...</u> (name and/ <u>or</u> call sign))?	The number (<u>or other indication</u>) of the last message I received from you (<u>or from ...</u> (name and/ <u>or</u> call sign)) is ...
QUD	Have you received the urgency signal transmitted by ... (name and/ <u>or</u> call sign)?	I have received the urgency signal transmitted by ... (name and/ <u>or</u> call sign) at ... hours.
QUE	Can you use telephony in ... (<u>language</u>), with interpreter if necessary; if so, on what frequencies?	I can use telephony in ... (<u>language</u>) on ... kc/s (<u>or</u> Mc/s).
QUF	Have you received the distress signal transmitted by ... (name and/ <u>or</u> call sign)?	I have received the distress signal transmitted by ... (name and/ <u>or</u> call sign) at ... hours.
QUH*)	Will you give me the present barometric pressure at sea level?	The present barometric pressure at sea level is ... (<u>units</u>).

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QUM	May I resume normal working?	Normal working may be resumed.
QUN	1. When directed to all stations : Will vessels in my immediate vicinity ... (in the vicinity of ... latitude longitude) <u>or</u> (in the vicinity of ...) <u>or</u> Please indicate their position, TRUE course and speed? 2. When directed to a single station : Please indicate your position, TRUE course and speed?	My position, TRUE course and speed are ...
QUO*)	Shall I search for ... 1. aircraft 2. ship 3. survival craft in the vicinity of ... latitude longitude (<u>or according to any other indication</u>)?	Please search for ... 1. aircraft 2. ship. 3. survival craft. in the vicinity of ... latitude ... longitude (<u>or according to any other indication</u>).
QUP*)	Will you indicate your position by ... 1. searchlight 2. black smoke trail 3. pyrotechnic lights?	My position is indicated by ... 1. searchlight 2. black smoke trail 3. pyrotechnic lights.

<u>Abbreviation</u>	<u>Question</u>	<u>Answer or Advice</u>
QUR*)	Have survivors ... 1. received survival equipment 2. been picked up by rescue vessel 3. been reached by ground rescue party?	Survivors ... 1. are in possession of survival equipment dropped by ... 2. have been picked up by rescue vessel 3. have been reached by ground rescue party.
QUS*)	Have you sighted survivors or wreckage? If so, in what position?	Have sighted ... 1. survivors in water 2. survivors on rafts 3. wreckage in position ... latitude ... longitude (<u>or according to any other indication</u>).
QUT*)	Is position of incident marked?	Position of incident is marked by ... 1. flame or smoke float 2. sea marker 3. sea marker dye 4. ... (<u>specify other marking</u>).
QUU*)	Shall I home ship or aircraft to my position?	Home ship or aircraft ... (<u>name and/or call sign</u>) ... 1. to your position by transmitting your call sign and long dashes on ... kc/s (<u>or</u> Mc/s) 2. by transmitting on ... kc/s (<u>or</u> Mc/s TRUE track to reach you.
QUW*)	Are you in the search area designated as ... (<u>designator or latitude and longitude</u>)?	I am in the ... (<u>designation</u>) search area.
QUY*)	Is position of survival craft marked?	Position of survival craft was marked at ... hours by... 1. flame or smoke float 2. sea marker 3. sea marker dye 4. ... (<u>specify other marking</u>).

B. List of Signals according to the Nature of Questions
Answer or Advice

(This table can be prepared only after Section IA has
been adopted)

SECTION II. MISCELLANEOUS ABBREVIATIONS AND SIGNALS

<u>Abbreviation</u> <u>or Signal</u>	<u>Definition</u>
AA	All after ... (used after a question mark in radio-telegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT to request a repetition).
AB	All before ... (used after a question mark in radio-telegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT to request a repetition).
ADS	Address (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT to request a repetition).
<u>AR</u>	End of transmission.
<u>AS</u>	Waiting period.
BK	Signal used to interrupt a transmission in progress.
BN	All between ... and ... (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT to request a repetition).
BQ	A reply to an RQ.
<u>BT</u>	Signal to mark the separation between different parts of the same transmission.
C	Affirmative - yes or "The significance of the previous group should be read in the affirmative."

Note : When used in radiotelegraphy a bar over the letters composing a signal denotes that the letters are to be sent as one symbol.

<u>Abbreviation or Signal</u>	<u>Definition</u>
CFM	Confirm (<u>or</u> I confirm).
CL	I am closing my station.
COL	Collate (<u>or</u> I collate).
CORRECTION (KOR-REK-SHUN)	Cancel my last word <u>or</u> group. The correct word <u>or</u> group follows (for radiotelephony).
CP	General call to two <u>or</u> more specified stations (<u>see Article 31</u>).
CQ	General call to all stations.
CS	Call sign (<u>used to request a call sign</u>).
DE	"From ..." (used to precede the name <u>or</u> other identification of the calling station) - see No. 1216A.
DF	Your bearing at ... hours was ... degrees, in the doubtful sector of this station, with a possible error of ... degrees.
DO	Bearing doubtful. Ask for another bearing later (<u>or</u> at ... hours).
E	East (Cardinal direction) (see No. 1400).
ETA	Estimated time of arrival.
INTERCO (IN-TER-CO)	International Code of Signals groups follow (for radiotelephony).
K	Invitation to transmit.
KA	Starting signal.
KTS	Nautical miles per hour (<u>knots</u>).
MIN	Minute (<u>or</u> Minutes).

<u>Abbreviation or Signal</u>	<u>Definition</u>
MSG	Prefix indicating a message to or from the master of a ship concerning its operation or navigation.
N	North (Cardinal direction) (see No. 1400).
NIL	I have nothing to transmit to you.
NO	No (<u>Negative</u>).
NW	Now.
NX	Notice to Mariners (<u>or</u> Notice to Mariners follows).
OK	We agree (<u>or</u> It is correct).
OL	Ocean Letter.
P	Prefix indicating a private radiotelegram.
PBL	Preamble (<u>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT to request a repetition</u>).
PSE	Please.
R	Received.
REF	Reference to ... (<u>or</u> Refer to '...').
RPT	Repeat (<u>or</u> I repeat) (<u>or</u> Repeat ...).
RQ	Indication of a request.
S	South (Cardinal direction) (see No. 1400).
SIG	Signature (<u>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT to request a repetition</u>).
SLT	Radiomaritime Letter.
SVC	Prefix indicating a service telegram.

<u>Abbreviation or Signal</u>	<u>Definition</u>
SYS	Refer to your service telegram.
TFC	Traffic.
TR	Used by a land station to request the position and next port of call of a mobile station (<u>see Nos. 1083 and 1314</u>); used also as a prefix to the reply.
TU	Thank you.
TXT	<u>Text (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT to request a repetition).</u>
<u>VA</u>	End of work.
W	West (Cardinal direction) (see No. 1400).
WA	<u>Word after ... (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT to request a repetition).</u>
WB	<u>Word before ... (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT to request a repetition).</u>
WD	Word(s) <u>or</u> Group(s)
WX	Weather report (<u>or</u> Weather report follows).
XQ	Prefix used to indicate the transmission of a service note.
YZ	The words which follow are in plain language.

Note : When used in radiotelegraphy a bar over the letters composing a signal denotes that the letters are to be sent as one symbol.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

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COMMITTEE 6

SEVENTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6

(OPERATION)

- DT/68 Draft Resolution relating to the examination of pertinent portions of
 the revised International Code of Signals
- DT/76 Draft Resolution relating to the necessity of asking the Inter-Governmental
 Maritime Consultative Organization to consider introducing into
 the International Convention for the Safety of Life at Sea,
 London, 1960, the amendments necessary to ensure adequate watch
 being kept on the international distress frequency for radio-
 telephony by ship stations

Working Group 6B unanimously agreed to recommend the adoption
of the two draft Resolutions appearing in the annex hereto.

H.A. FEIGLESON

Chairman

Annex : 1



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A N N E X

DRAFT RESOLUTION ...

Relating to the Examination of Pertinent Portions of
the Revised International Code of Signals

The World Administrative Radio Conference, Geneva, 1967,
considering

- a) that the Inter-Governmental Maritime Consultative Organization (I.M.C.O.) has prepared a revised International Code of Signals which is designed to be used in all methods of signalling including radio;
- b) that the revised International Code of Signals was adopted by the 4th Assembly of the I.M.C.O. in 1965, to come into effect on first of January 1968; later amended to be first of January 1969;
- c) that the I.M.C.O. Assembly at its 4th Session invited the International Telecommunication Union (I.T.U.) to comment on the pertinent portions of the revised International Code of Signals at an Administrative Radio Conference for the maritime mobile service;
- d) that the present Conference has amended certain portions of the Radio Regulations by adopting Appendix 13A and Appendix 16, revised, and in so doing has attempted to reduce to a minimum differences between the Radio Regulations and the International Code of Signals;
- e) that it is necessary to determine the responsibility of the I.T.U. and the I.M.C.O. regarding the choice and conditions of use of international signals related to radiocommunication;

- f) that it is advisable to bring into force the revised International Code of Signals and Appendices 13A and 16, revised, to the Radio Regulations on the same date;

recognizing

1. that the International Telecommunication Union is responsible for determining the choice and conditions of use of international signals relating to radiocommunication procedures;
2. that the Inter-Governmental Maritime Consultative Organization is responsible for determining the choice and conditions of use of international signals relating to other matters, such as navigation and search and rescue activities;

resolves

1. that where considered desirable, signals within the responsibility of the International Telecommunication Union may be reproduced in the publications of the Inter-Governmental Maritime Consultative Organization suitably annotated as to indicate their source;
2. that the attention of the Inter-Governmental Maritime Consultative Organization should be invited to differences existing between the Radio Regulations and the revised International Code of Signals (see Annex);

requests the Secretary-General

to communicate the present resolution together with the annex to the Inter-Governmental Maritime Consultative Organization.

Annexto draft Resolution ...

Differences between the Provisions of
Appendices 13A and 16, revised, to the Radio Regulations
and those of the International Code of Signals

I. Phonetic Alphabet and Figure Code

The figure spelling table in Appendix 16, revised, contains in addition to the figures 0 to 9 and the mark "Decimal Point", the mark "Full Stop" as follows :

<u>Figure or</u> <u>mark to be</u> <u>transmitted</u>	<u>Code word</u>	<u>Spoken as</u>
Full Stop	STOP	STOP

II. Abbreviations of Appendix 13A pertaining to use of emergency position-
indicating radiobeacons not appearing in the International Code of Signals
(I.C.O.S.)

Doc. 251, p. 67	QOJ	Will you listen on ... kc/s (<u>or</u> Mc/s) for signals of emergency position- indicating radiobeacons ?	I am listening on ... kc/s (<u>or</u> Mc/s) for signals of emergency position-indicating radiobeacons.
	QOK	Have you received the signal of an emergency position- indicating radiobeacon on ... kc/s (<u>or</u> Mc/s) ?	I have received the signal of an emergency position- indicating radiobeacon on ... kc/s (<u>or</u> Mc/s).

Note : The mark "Full Stop" appears in the International Code of Signals but not in the figure spelling table of that Code.

III. Signals with identical or almost identical meanings but with different abbreviations or signals

<u>App. 13A</u>	<u>I.C.O.S.</u>	<u>Meaning*</u>
QOE	YI	I have received the safety signal transmitted by ... (name and/or call sign).
QOE ?	YJ	Have you received the safety signal transmitted by ... (name and/or call sign)?
QRX	YL	I will call you again at ... hours (on ... kc/s (or Mc/s)).
QRZ ?	YM	Who is calling me?
QTA	YN	Cancel telegram (or message) number ...
QOA ?	YR 7	Can you communicate by radiotelegraphy (500 kc/s)?
QOB ?	YR 8	Can you communicate by radiotelephony (2182 kc/s)?
QOC ?	YR 9	Can you communicate by radiotelephony (channel 16 - 156.80 Mc/s)?
QTQ	YU	I am going to communicate with your station by means of the International Code of Signals (INTERCO).
QSW	YW	I am going to transmit on this frequency (or on ... kc/s (or Mc/s)) (with emissions of class ...).
QSW	YX	"
QSW	YY	"

*

In cases of slight differences of meanings, the wording of Appendix 13A is given.

<u>App. 13A</u>	<u>I.C.O.S.</u>	<u>Meaning</u>
QOD	ZB	I can communicate with you in ... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish
QOD ?	ZC	Can you communicate with me in ... (0 - 9 as above)?
QRS	ZM	Transmit more slowly (... words per minute).
QRS ?	ZM 1	Shall I transmit more slowly?
QSZ	ZN	Transmit each word or group twice (or ... times).
QRT	ZO	Stop transmitting.
QRT ?	ZO 1	Shall I stop transmitting?

IV. Identical abbreviations or signals having quite different meanings

BK, BQ, BT, CL, CP, DF, DO, KA, NW, NX, OL, TU, WD, WX, XQ,

MIN, MSG.

V. Identical abbreviations or signals having only a slight difference of meaning

CQ

K (no confusion possible, if Signal K is given with numerals)

Note : The following provisions of the Radio Regulations refer to the International Code of Signals :

No. 1386A, Appendix 13A, Section I, QTC and Section II, INTERCO.

DRAFT RESOLUTION No. ...

Relating to the necessity of asking the Inter-Governmental Maritime Consultative Organization to consider introducing into the International Convention for the Safety of Life at Sea, London, 1960, the Amendments necessary to ensure adequate watch being kept on the International Distress Frequency for Radiotelephony by Ship Stations

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that this Conference has adopted the necessary amendments to the Radio Regulations, Geneva, 1959, concerning the operation of emergency position-indicating radiobeacons on the international distress frequency for radiotelephony,
- b) that ship stations equipped for radiotelegraphy, but which are also equipped with radiotelephony, are required to keep watch only on the international distress frequency for radiotelegraphy,
- c) that ships keeping watch only on the international distress frequency for radiotelegraphy will not hear distress calls of small craft calling on the distress frequency for radiotelephony,
- d) that if radiotelegraph ships in a position to do so should keep watch on both international distress frequencies - for radiotelephony as well as radiotelegraphy - it would increase the safety of ships and especially of those fitted with radiotelephone only and improve the efficacy of assistance to the survivors from any maritime distress incident,

is of the opinion

that an increased watch is necessary by ship stations
on the radiotelephone distress frequency,

resolves

that the Inter-Governmental Maritime Consultative
Organization be invited to give attention to this matter,
particularly in the present study being undertaken on maritime
safety systems,

requests the Secretary-General

to communicate this resolution to the Inter-Governmental
Maritime Consultative Organization.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 253-E
14 October 1967
Original: English

COMMITTEE 4

GUYANA

Harmonic Relationship in the Ships' Radiotelegraph

High Frequency Bands

At 4 Mc/s, an operator uses a receiver with an audio bandwidth of somewhat less than 500 c/s to avoid interference from adjacent emissions, when listening on the High Traffic, Calling and Low Traffic bands.

At 16 Mc/s and 22 Mc/s he uses the same receiver with the same bandwidth and as there is now 2.0 kc/s spacing between transmissions, because of the use of harmonic relationship in existing transmitters, there is a waste of 1.5 kc/s of frequency spectrum between each channel.

It might be argued that existing frequency tolerances for crystals make it necessary to cause this waste of spectrum, but with advancing techniques, improved tolerances can be expected, and frequency synthesizers are becoming more readily available at ever reducing costs. Also synthesizers will probably be used for controlling emitted frequencies on ships utilizing direct printing telegraph systems and possibly for SSB radiotelephone communication.

It is apparent, that to leave 1.5 kc/s between emissions in the higher maritime bands, it cannot be said that the bands are being utilized at maximum efficiency.

As a number of years elapse between conferences when a change of system may be recommended, and with the time period required for countries to develop suitable apparatus together with a period of at least 10 years to allow for amortization of equipment, then a period of about 20 years must be allowed for the completion of a recommended change.

With this in mind, it is suggested that Administrations should study the problem so that at the next Maritime World Administrative Radio Conference a date for the discontinuation of the use of harmonic spacing may be agreed.

A draft Recommendation to give effect to this is attached.

Annex : 1



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A N N E X

DRAFT RECOMMENDATION

HARMONIC RELATIONSHIP IN THE SHIPS' RADIOTELEGRAPH
HIGH FREQUENCY BANDS

Considering

- a) that there is an urgent need for all services to utilize the High Frequency spectrum with maximum efficiency;
- b) that the continued use of the harmonic relationship in the design of ships' transmitters does not promote the fullest use of the frequency spectrum allocated to the exclusive maritime mobile service for ships' radiotelegraph stations;
- c) that new developments and advances in techniques continue to produce more stable and reliable radiocommunication equipment;
- d) that any organized change of equipment for ships cannot be introduced in less than a period of about 20 years because of the time required for development and amortization of equipment;

recommends

that administrations should study the problems and decide at the next Maritime World Administrative Radio Conference if it is then possible, in the light of advancing techniques, to agree upon a date, after which a channel spacing of 0.5 kc/s shall be compulsory in all the High Traffic, Calling and Low Traffic sections of the exclusive bands shown in Appendix 15A.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 254-E
16 October 1967
Original : English

WORKING GROUP 5B

UNITED STATES OF AMERICA

Proposals for consideration for Working Group 5B

Section III

Bands between 4000 and 23 000 kc/s

A(0). Mode of Operation of Stations

- 1351AA § 13 (bis). 1) Unless otherwise specified in these Regulations [see Nos.], coast stations authorized for radiotelephony in these bands shall be able to transmit class A3 or A3H emission until 1 January 1972, class A3H, A3A and A3J emissions thereafter until 1 January 1978, and class A3A and A3J emissions after 1 January 1978. Ship stations shall be able to transmit class A3A and A3J emissions after 1 January 1978.¹
- 1351AB 2) The following classes of emission may be authorized :
- a) Coast stations :
 - i) A3A and A3J;
 - ii) A3 and A3H;¹
 - b) Ship stations :
 - i) A3A and A3J;
 - ii) A3A and A3H;²
- 1351AC 3) The normal method of operation by each coast station shall be shown in the List of Coast Stations.
- 1351AD 4) Class A3H emission shall not be used on single sideband channels derived in the lower portion of previous double sideband channels.



- 1351AE 5) With respect to use, in exceptional circumstances, of class A3B emission see Resolution No. / Document No. DT/73_7.
- 1351.1AA 1) Notwithstanding the above provisions, coast and ship stations operating solely in systems employing only class A3J emission need not be equipped for other modes of emission.
- 1351.1AB 1) Coast stations shall not transmit class A3 emission after 1 January 1972, and class A3H emission after 1 January 1978.
- 1351.2AB 2) Ship stations shall not transmit class A3 and A3H emissions after 1 January 1978.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 255-E
16 October 1967
Original : English

COMMITTEE 7

SUMMARY RECORD

of the

THIRD MEETING OF COMMITTEE 7

Friday, 13 October 1967, at 0930 hours

Chairman : Mr. H. BEN CHEIKH (Tunisia)

Vice-Chairmen : Mr. F. BENITO MESTRE (Spain)

Mr. J.D. CAMPBELL (Australia)

Subjects discussed :

1. Form of the Final Acts of the Conference
2. Draft Preamble to the partial revision of the Additional Radio Regulations, Geneva, 1959.



1. Form of the Final Acts of the Conference

The Chairman reminded the Committee that the Final Acts of the Conference would consist of, first, a preamble to the revision of the Radio Regulations, signatures and annexes containing the revised Regulations; secondly, a preamble to the revision of the Additional Radio Regulations, signatures and similar annexes; thirdly, an additional or final protocol with signatures; and fourthly, resolutions and recommendations.

The Committee had to decide on the title of the protocol, which would contain reservations. The adjective "additional" had been used in the 1959 Radio Regulations and the adjective "final" in the Montreux Convention.

The representative of the I.F.R.B. pointed out that the Montreux Conference had adopted five protocols, a final one containing reservations and four additional protocols containing transitory administrative provisions.

The Secretary of the Conference observed that the Plenipotentiary Conference, Geneva, 1959, had also adopted a final protocol for reservations.

The delegate of the United Kingdom proposed that the precedent of the Plenipotentiary Conferences should be followed, rather than that of the 1959 Administrative Radio Conference, and that the heading should be "Final Protocol".

It was so decided.

The Chairman invited the Committee to consider the introduction to the Final Protocol.

The representative of the I.F.R.B. pointed out that the opening paragraph of the Final Protocol to the Montreux Convention stated that "... the undersigned plenipotentiaries take note of the following statements forming part of the Final Acts ...", whereas the corresponding paragraph of the Additional Protocol to the 1959 Radio Regulations stated that "... the undersigned delegates take note of the fact that the following reservations have been submitted by signatories to the Regulations".

The Secretary of the Conference explained the procedure followed at Conferences in connection with the submission of reservations. Towards the end of the Conference, a time limit was fixed for the submission

of reservations, which were issued as documents, to give delegations an opportunity to enter counter-reservations. The latter were also issued as documents, so that delegations could sign the Final Acts with full knowledge of the facts. The introduction to the Final Protocol of the Montreux Convention was therefore the more accurate one.

The Chairman suggested that the opening paragraph of the Final Protocol should read :

"At the time of signing the Finals Acts of the World Administrative Radio Conference, Geneva, 1967, the undersigned delegates take note of the following statements made by signatory delegations."

It was so decided.

2. Draft preamble to the partial revision of the Additional Radio Regulations, Geneva, 1959

The Chairman pointed out that the first paragraph of the text before the Committee was common to the preambles to the Radio Regulations and to the Additional Radio Regulations and that the subsequent paragraphs were closely modelled on those of the preamble to the Radio Regulations that had already been approved. The word "November" in the last line should be deleted.

The draft preamble to the Additional Radio Regulations was approved, with that amendment.

The meeting rose at 1010 hours.

A. WINTER-JENSEN

Secretary of Committee 7

H. BEN CHEIKH

Chairman of Committee 7

UNION INTERNATIONALE DES TÉLÉCOMMUNICATIONS
CONFERENCE MARITIME
GENÈVE, 1967

Corrigendum au
Document N° 256-F/E/S
17 octobre 1967
Original : français

COMMISSION 4

Page 1 : Remplacer le titre :

COMMISSION 4

par

DEUXIEME RAPPORT DE LA COMMISSION 4

Does not concern the English text.

No concierne al texto español.



INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 256-E

16 October 1967

Original : French, English
Spanish

PLENARY MEETING

SECOND REPORT OF

COMMITTEE 4

1. The attached texts, concerning the provisions of the Radio Regulations mentioned below, have been unanimously adopted by Committee 4.

- a) Article 5, Nos. : 196, 196.1, 197, 197.1, 199 and 199.1;
- b) Article 32, Nos. : 1095, 1096, 1097, 1098, 1099, 1100, 1101
1102, 1103, 1104, 1105, Section I (title),
1106A, 1111, 1113, 1113A, 1113B, 1115A,
1115B, 1116, 1117, 1121, 1122, 1122.1,
1123, 1124, 1125, 1134, Section IV (title),
1139, 1140, 1141, 1142, 1143 and 1144.

F.G. PERRIN

Chairman of Committee 4

Annex : 1



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A N N E XArticle 5

MOD 196

In Japan, the band 1605 - 1800 kc/s is allocated on a permitted basis to the maritime radionavigation service using continuous wave systems with a mean power of not more than 50 watts.¹

ADD 196.1

¹ In Japan, the stations of the maritime mobile service are authorized to use this band subject to agreements to be reached with administrations, the services of which operate in this band in accordance with the Table and which may be affected.

MOD 197

In Australia, North Borneo, Brunei, Sarawak, Singapore, China, Indonesia, Malaya, New Zealand and the Philippines, the band 1605 - 1800 kc/s is allocated on a permitted basis to the aeronautical radionavigation service, the stations of which shall use a mean power not exceeding 2 kW.¹

ADD 197.1

¹ In Australia, North Borneo, Brunei, Sarawak, Singapore, China, Indonesia, Malaya, New Zealand and the Philippines the stations of the maritime mobile service are authorized to use this band subject to agreements to be reached with administrations, the services of which operate in this band in accordance with the Table and which may be affected.

MOD 199 In India, the band 1800 - 2000 kc/s is allocated
on a permitted basis to the aeronautical mobile service.¹
ADD 199.1 ¹ In India, the stations of the maritime mobile
service are authorized to use this band subject to
agreements to be reached with administrations, the
services of which operate in this band in accordance
with the Table and which may be affected.

Article 32

SUP 1095

SUP 1096

SUP 1097

SUP 1098

SUP 1099

SUP 1100

SUP 1101

SUP 1102

SUP 1103

SUP 1104

SUP 1105

MOD
(title)

Section I - General

ADD 1106A Whenever the class of emission A2 or A2H is
mentioned in the present Regulations for use in the
maritime mobile service, the type of transmission shall
be telegraphy by on-off keying of the modulated
emission, to the exclusion of on-off keying of the
modulating audio frequencies only.

MOD 1111 b) by coast stations to announce the transmission of their traffic lists under the conditions provided for in Nos. 1070 and 1071.

MOD 1113 (5) In order to facilitate the reception of distress calls, other transmissions on the frequency 500 kc/s shall be reduced to a minimum, and in any case shall not exceed one minute.

ADD 1113A Before transmitting on 500 kc/s, stations in the mobile service must listen on this frequency for a reasonable period to make sure that no distress traffic is being sent (see number 1007).

ADD 1113B The provisions of number 1113A do not apply to stations in distress.

B. Call and reply

ADD 1115A A ship station calling a coast station shall, wherever possible and particularly in regions of heavy traffic, indicate to the coast station that it is ready to receive on the working frequency of that station.

ADD 1115B The ship station should make sure beforehand that this frequency is not already being used by the coast station.

- MOD 1116 § 8 (1) The frequency for replies to calls sent on the general calling frequency (see number 1114) shall be as follows :
- either 500 kc/s
 - or the frequency specified by the calling station (see numbers 1023 and 1115A)
- MOD 1117 (2) In regions of heavy traffic, coast stations may answer calls made by ship stations of their own nationality in accordance with special arrangements made by the administration concerned (see number 1023)
- MOD 1121 (4) In regions of heavy traffic, coast stations and ship stations should use class A1 emission on their working frequencies.
- MOD 1122 § 10. As an exception to the provisions of Nos. 1107, 1109, 1110 and 1111 and on condition that signals of distress, urgency and safety, and calls and replies are not interfered with, 500 kc/s may be used outside regions of heavy traffic for direction-finding but with discretion.
- SUP 1122.1
- MOD 1123 § 11.(1) Ship stations operating in the authorized bands between 405 and 535 kc/s shall use working frequencies chosen from the following : 425, 454, 468

480 and 512 kc/s, except as permitted by No. 418.

- MOD 1124 (2) Coast stations are prohibited from transmitting on the working frequencies designated for the use of ship stations on a world-wide basis.
- MOD 1125 (3) The frequency 512 kc/s may be used by ship stations as a supplementary calling frequency when 500 kc/s is being used for distress.
- MOD 1134 § 13. (1) Stations of the maritime mobile service open to public correspondence and using frequencies in the authorized bands between 405 and 535 kc/s shall, during their hours of service, remain on watch on 500 kc/s. This watch is obligatory only for class A2 and A2H emissions.
- MOD (title) Section IV Additional provisions applicable to Region 3 areas North of the equator only.
- MOD 1139 § 16. (1) The band 2089.5 - 2092.5 kc/s is the calling and safety band for the maritime mobile service of radiotelegraphy in those parts of the bands between 1605 and 2850 kc/s in which radiotelegraphy is authorized.
- MOD 1140 (2) Frequencies in the band 2089.5 - 2092.5 kc/s may be used for calls, replies and safety. These frequencies may also be used for messages preceded by the urgency or safety signals.

- MOD 1141 (3) Each coast station using the calling band
2089.5 - 2092.5 kc/s shall, as far as possible, maintain
watch on this band during its working hours.
- MOD 1142 (4) Coast stations which use frequencies in the band
2089.5 - 2092.5 kc/s for calling shall be able to use
at least one other frequency in those parts of the
bands between 1605 and 2850 kc/s in which the maritime
mobile service of radiotelegraphy is authorized.
- NOC 1143
- NOC 1144
-

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 257-E
17 October 1967
Original: English

COMMITTEE 6

SUMMARY RECORD
of the
FOURTH MEETING OF COMMITTEE 6

Monday, 16 October 1967, at 1430 hours

Chairman : Mr. K. ČOMIĆ (Federal Socialist Republic of Yugoslavia)

Subject discussed:

Document No.

Approval of the Fifth Report of Working Group 6B

249

Appendix 13A - Miscellaneous Abbreviations and
Signals to be used for Radio-
communications in the Maritime
Mobile Service
Section I. Q Code
Section II. Miscellaneous
Abbreviations and
Signals



Approval of the Fifth Report of Working Group 6B (Document No. 249 and Document No. DT/66) (as revised by Working Group 6B on the morning of 16 October)

Appendix 13A - Miscellaneous Abbreviations and Signals to be used for Radiocommunications in the Maritime Mobile Service

The Chairman asked the Committee if it would agree, as an exceptional measure, to consider the Fifth Report of Working Group 6B in the form of a DT, with the amendments agreed on by the Working Group at its meeting that morning, as that procedure would help to speed up the work of Committee 7.

It was so agreed.

The Chairman said that the texts would be issued as the Fourth Report of the Committee in Document No. 251 and explained that page 1 of the report would be the text which appeared in Document No. 249. He invited particular attention to paragraphs 2 and 3.

Page 1 was approved.

Section I. Q Code

Page 2

The Secretary of the Committee said that Working Group 6B had agreed to append a foot-note to paragraph 8, to read as follows:

- "1) Paragraph 8 will be the subject of further consideration in the Plenary meeting, in the light of decisions taken by the the General Assembly of I.M.C.O. (now in session) concerning the general carriage of the International Code of Signals".

The delegate of the United States of America, supported by the delegates of Japan and Denmark, suggested that the entire text of paragraph 8 after the words "International Code of Signals" in the second line should be placed in square brackets, to indicate that the wording was subject to revision.

The representative of the International Chamber of Shipping thought that the words should simply be deleted, and that only the factual statement should remain.

The delegate of the United Kingdom, supported by the delegate of South Africa, proposed that the words referred to by the United States delegate be deleted.

It was so decided.

Page 2, as amended, was approved.

Pages 3 and 4

The delegate of the United Kingdom, supported by the delegates of the United States of America, Canada and Australia, proposed that QOE be deleted from page 3.

It was so decided.

The Secretary of the Committee said that the signals on pages 3 and 4 had been designated in alphabetical order, beginning with QOA; that the references to specific frequencies were deleted from QOJ and QOK on page 4 and that the foot-note appearing at the bottom of this page was also deleted.

Pages 3 and 4, as amended, were approved.

Pages 5, 6 and 7 were approved.

Page 8

The delegate of India suggested that the question against QSJ might be clarified by altering it to read "What is the charge for ... including your internal charge"?

After a brief discussion, the delegate of the United Kingdom, supported by the delegates of the Federal Republic of Germany, Australia, the United States of America and Venezuela, proposed that the texts should remain unchanged, as it had presented no difficulties for operators over a number of years.

It was so decided.

The Secretary of the Committee said that QSN appeared in Appendix 13, and that in the question column read "Did you hear me (or (name and/or call sign)) on ... kc/s (or Mc/s)?" and in the answer or advice column "I did hear you (or ... (name and/or call sign)) on ... kc/s (or Mc/s)".

In reply to a question by the delegate of the Federal Republic of Germany, the delegate of the United Kingdom said that the asterisk against QSN should be deleted, as the signal was not in the International Code of Signals.

Page 8, as amended, was approved.

Pages 9 to 15 were approved.

Section II. Miscellaneous Abbreviations and Signals

Page 16 was approved.

Page 17

The delegate of the Federal Republic of Germany, supported by the delegates of Canada and Denmark, proposed that the words "name and/or" against CS be deleted, as the abbreviation was used for call signs only.

It was so decided.

Page 17, as amended, was approved.

Pages 18 and 19 were approved.

Document No. 249 and Document No. DT/66, as amended, were approved.

The meeting rose at 1535 hours.

Secretary of Committee 6

A.A. MATTHEY

Chairman of Committee 6

K. COMIC

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 258-E
17 October 1967
Original: English

COMMITTEE 4

SUMMARY RECORD

of the

SIXTEENTH MEETING OF COMMITTEE 4

Wednesday, 11 October 1967, at 0930 hours

Chairman: Mr. F.G. PERRIN (Canada)

Vice-Chairman: Mr. ZAHRADNÍČEK (Socialist Republic
of Czechoslovakia)

Subject discussed:

Proposals concerning selective calling

Documents Nos.

DT/52, DT/2



Proposals concerning selective calling (Documents Nos. DT/52, DT/2)

The Chairman said that the subject of selective calling involved two aspects: technical characteristics and frequencies. Some of the proposals concerned both radiotelegraphy and radiotelephony, but the Chairmen of Committees 4 and 5 had agreed to suggest that Committee 4 should deal with selective calling in its entirety. Decisions taken would be passed to the Chairman of Committee 5 for examination with the Working Group Chairmen and, if approved by them, would be referred back to Committee 4 for final approval. If there was disagreement, further consideration by Committee 4 would be required.

The delegates of the United Kingdom and Greece supported the suggestion that Committee 4 deal with all aspects of selective calling.

It was so decided.

The Chairman opened the general discussion on technical characteristics.

The contents of C.C.I.R. Draft Recommendation 257-1 had been reproduced, inter alia, in the United Kingdom proposal on page 658 of Document No. DT/2.

He asked if the Committee was prepared as a matter of principle to accept the technical characteristics for selective calling in all bands used for that purpose (LF, MF, HF and VHF).

The delegate of the United States of America said he could not agree with adoption of those standards for all bands available to the maritime mobile service.

That view was supported by the delegate of Canada, who said he had not been in favour of international acceptance of the SSFC system for the 2 Mc/s and HF bands at the C.C.I.R. Study Group XIII meeting.

The delegate of Japan said that his views had been made clear in the joint Canadian/American/Japanese statement at that C.C.I.R. meeting.

The delegate of the United States of America drew attention to page 35 of the same C.C.I.R. Report, which stated that "a) Draft Recommendation ... in answer to Question 3/XIII meets the immediate operational requirements of certain administrations, and b) that future operational requirements may necessitate the development of different types of selective calling systems;"

The delegate of France said that at the C.C.I.R. meeting many administrations had stressed the urgency of providing a selective calling system for the VHF and 2 Mc/s bands and the French proposal (Document No. 109) had been formulated for that purpose.

The delegates of the Federal Republic of Germany, Greece, Italy, the Netherlands, the U.S.S.R., Malaysia and Roumania supported the United Kingdom proposal to adopt the C.C.I.R. recommendations in all bands.

The delegate of the United States of America made it clear that his Administration did not propose to use a selective calling system within the United States that would occupy the spectrum required for the SSFC system.

At the Chairman's suggestion, it was decided to approve the technical characteristics of C.C.I.R. Recommendation 257-1 for selective calling with the understanding that the joint Canadian/Japanese/American statement made at the C.C.I.R. meeting would be contained in the summary record (Annex).

The delegates of Australia and Korea associated themselves with that statement.

The Chairman said there was a French proposal to insert the technical characteristics in Article 34 and a United Kingdom proposal to put them into a new Appendix 20C.

The delegate of France withdrew his proposal, and the delegate of the Federal Republic of Germany supported the United Kingdom proposal.

It was agreed that the technical characteristics of C.C.I.R. Recommendation 257-1 appear as a new Appendix 20C.

With regard to frequencies, the Chairman explained that Committee 6 had recommended the use of frequencies 500 kc/s, 2182 kc/s and 156.8 kc/s for selective calling, apart from national or working frequencies, and he suggested considering those three frequencies in turn.

500 kc/s

The delegates of Italy and France questioned the usefulness of selective calling on that frequency, as it would be difficult to contact the ship when the radio officer was not on duty; it was also unwise to overload a frequency which was used for alarm signals and distress calls.

The delegate of the United Kingdom said he regarded selective calling as an addition to the normal calling system and one which would reduce the number of calls necessary to contact the operator. One of the main advantages was that no new receiver would be required, and the system

might even in some cases improve the watch maintained for safety purposes. Interference was not likely to be increased because each call would be shorter.

The delegate of the Federal Republic of Germany endorsed that statement, as the use of selective calling would reduce the load.

The delegate of France said that the cost of an additional receiver would be only a very small part of the total costs involved in introducing the system.

The delegates of Cuba, Korea and Venezuela were opposed to selective calling on distress frequencies.

The delegate of Israel agreed that selective calling might not increase interference, considering the short duration of calls, but said that the listening watch on 500 kc/s was optional during periods between silent periods. As operators were very busy on HF channels, the watch on 500 kc/s tended to deteriorate. Selective calling would enable ships within the 500 kc/s range to be reached during the time when the operator was engaged with traffic on other frequencies.

The delegate of the Netherlands pointed out that Regulations 1109 and 1110 provided use of 500 kc/s for call and reply; it followed that if the calling was shortened by automatic means there was some advantage to be gained. He supported the United Kingdom proposal.

The delegate of Spain noted that No. 1127 contained the possibility of using 512 kc/s as a supplementary frequency.

The delegate of the United Kingdom said that arrangements for a selective calling system would only get under way if they were economically satisfactory to shipowners. Any suggestion of using a separate receiver would mean delay in the introduction of a much improved system.

The Chairman put to the vote the United Kingdom proposal for selective calling on the 500 kc/s band.

The proposal was rejected by 29 votes to 14, with 11 abstentions.

The delegate of Bulgaria regretted that a question of that kind had been decided by a vote. It would have been preferable to refer it to a small working group for further study.

The Chairman explained that the question had been under study for at least two years and all delegates, whether or not they had taken part in the C.C.I.R. meetings, were familiar with the problem. Furthermore, Committee 6 was awaiting decisions from Committee 4 to enable it to proceed with the operational aspects.

The delegate of the United Kingdom, taking up the point made by the delegate of Spain, suggested that 512 kc/s be used for selective calling as an alternative to 500 kc/s.

The delegates of France and Italy said they were prepared to accept that suggestion if it would satisfy the requirements of certain Administrations.

The delegate of the United States of America, supported by the delegate of Canada, thought that the arrangements under discussion could well be made on a regional basis.

The delegate of Sweden said that care had been taken to have public correspondence calls made on 500 kc/s to ensure that a listening watch was maintained for safety purposes; that principle would suffer if another facility were introduced.

The delegate of France said that, since a listening watch could only be made in two ways, by an operator or by an automatic alarm receiver, he failed to see how selective calling on 512 kc/s could diminish the effectiveness of the watch on 500 kc/s.

The delegate of Israel pointed out that the SSFC system entailed use of A2 emissions. As the direction of emissions would be shore-to-ship, and coast stations were not supposed to transmit A2 outside 500 kc/s, he did not see how the problem would be overcome.

The delegate of the United Kingdom replied that the difficulty might be avoided by introducing a new Regulation to read :

"In addition, in Region 1 the frequency 512 kc/s may be used by coast stations for selective calling using the characteristics given in Appendix 20C."

The delegate of Denmark thought the wording of that proposal might be amended to include the possibility of using frequencies on a national basis.

The Chairman suggested that the Committee approve 512 kc/s for use by selective calling in Region 1.

It was so decided.

The delegates of Colombia, Mexico and Venezuela agreed with the delegates of the United States of America and Canada that arrangements should be made on a regional basis, and considered that 512 kc/s should not be used for selective calling in Region 2.

It was so decided.

The delegate of Japan, supported by the delegates of Korea, India, New Zealand and Pakistan, said he was against the use of 512 kc/s for selective calling in Region 3.

The delegates of Australia, Indonesia, Ceylon, Malaysia and Singapore supported the proposal for using 512 kc/s in Region 3.

The delegate of India suggested that, as opinion appeared to be equally divided, the matter be held in abeyance until the next meeting, to give the Region 3 countries more time to discuss the implications.

It was so decided.

The Chairman pointed out that Nos. 1124 and 1125 would also have to be amended and suggested that he should work out details of those amendments with the Chairman of the ad hoc Working Group.

It was so decided.

The delegate of the United Kingdom supported the proposal of Committee 6 that selective calling be on working frequencies only.

The delegate of Japan asked whether the minimum bandwidth was needed in the use of 512 kc/s for selective calling with SSFC in the band 509.8 - 514.2 kc/s. The table on page 37 of the Radio Regulations showed that use in the 490 - 510 kc/s band was confined to MOBILE (distress and calling). A larger guardband was needed in the maritime mobile service for distress. He asked whether the table in question would be modified.

The delegate of France, supported by the delegate of Italy, said that some essential characteristics of the band 509.8 - 514.2 kc/s mentioned by the Japanese delegate were that the A2H mode was used and that the guard-band would not be affected.

The representative of the I.F.R.B. agreed with that statement.

2182 kc/s

The delegate of the United States of America said that the use of 2182 kc/s for selective calling was quite inappropriate because it might adversely affect the careful watch that operators were required to keep on 2182 kc/s for distress calls.

The delegate of France said he preferred selective calling to be made on one of the frequencies made available as a result of reducing the guardband (see Document No. 109). Selective calling and distress messages should not be on the same frequency.

The delegate of Italy endorsed that view. Since automatic stations using the distress frequencies were already in operation, it was essential to separate selective calling from distress calls.

The delegates of India, the United Kingdom, Federal Republic of Germany, Roumania, Australia and Malaysia supported the French proposal.

The delegate of the United States of America, supported by the delegate of Colombia, said that the question of that frequency also should be decided on a regional basis.

The delegate of Canada, supported by the delegate of Japan, said he was not in favour of using 2182 kc/s for selective calling and would reserve the right for Region 2 to decide on its own frequencies. Frequencies made available as a result of reducing the guardband could be used for other purposes.

The Chairman asked the delegate of India to consult with other delegates from Region 3 in an attempt to draw up proposals for the Committee's consideration at its next meeting.

It was so decided.

The Chairman confirmed that in Region 1 the use of lower frequency, resulting from the reduction of the guardband for 2182 kc/s, might be used for selective calling devices.

156.8 kc/s

The Chairman asked whether there was any objection to the use of that frequency for selective calling on a world-wide basis.

The delegate of the United States, supported by the delegates of Canada and Colombia, said that the use of that frequency would also be on a regional basis; the term "world-wide" might not necessarily imply the use of that frequency by United States coast stations.

The delegate of the U.S.S.R. said he was in favour of using 156.8 kc/s.

The delegate of Japan said he had no objection to using 156.8 kc/s as a calling frequency, but preferred 157.25 and 157.30 Mc/s.

The delegate of Malaysia said he could not agree with the Japanese delegate, and was in favour of 156.8 kc/s as the calling frequency.

The delegate of the United Kingdom, referring to page 207 of Document No. DT/2, said that the frequencies shown were among those set aside in accordance with Appendix 15B to provide duplex channels. He visualized the use of those frequencies on an international basis for shore-to-ship traffic. There were other proposals for ships to use normal calling, perhaps eventually for ship-to-shore traffic.

The delegate of Norway drew attention to Document No. 115 concerning calling frequencies in the HF bands which were also needed for shore-to-ship transmission, preferably as a pair of frequencies. Selective calling in the HF band could be coupled with SSB for telephony. The same frequency should be used for selective calling and for SSB telephony.

The meeting rose at 1235 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4 :

F.G. PERRIN

Annex : 1

A N N E X

STATEMENT BY AUSTRALIA, CANADA, JAPAN, REPUBLIC OF KOREA

AND THE UNITED STATES OF AMERICA

Study Group XIII Special Meeting April-May 1967

SELECTIVE-CALLING SYSTEMS FOR THE MARITIME MOBILE SERVICE

Australia, Canada, Japan, Republic of Korea and the United States of America are aware of the urgent needs of many nations for a selective-calling system in the VHF band and to a lesser extent in the 2 Mc/s band. They agree that the SSFC system appears to be the most suitable system available at this time to meet the immediate needs. Therefore, they agree to the Draft Recommendation D.a(257-1) and Draft Resolution D.b.

Nevertheless, they wish to make it clear that they are not in favour of international acceptance of the SSFC system for the 2 Mc/s and HF bands. They find that the A2H type of emission necessary for satisfactory operation of the SSFC system is inconsistent with the long-term trend towards SSB emissions of the A3J type for telephony and F1 emissions for telegraphy.

They also find that the bandwidth required for operation of the SSFC system is excessive compared with e.g. the bandwidth required to operate a telegraphy channel. Since there is not the same urgency for the HF band, nor a universal need for implementation in the 2 Mc/s band now, they cannot at this moment endorse an international adoption of the SSFC system for these bands, since they fear that such adoption might inhibit the later introduction of a digital selective-calling system which would not only better suit future operational requirements (now under study), but which would also require only a fraction of the bandwidth of that of the SSFC system.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 259-E
17 October 1967
Original : English

COMMITTEE 4

SUMMARY RECORD

of the

SEVENTEENTH MEETING OF COMMITTEE 4

Thursday, 12 October 1967, at 0930 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist Republic)

Subject discussed

Proposals concerning selective calling
devices

Documents Nos.

DT/2, DT/52,
206



Proposals concerning selective calling devices (Documents Nos. DT/2, DT/52, 206)

The Chairman invited the delegate of India to announce the findings of the group of Region 3 countries which had consulted on the use of 512 kc/s and 2182 kc/s for selective calling in that Region.

The delegate of India made the following statement :

"It is believed that for the selective calling system now adopted by this Committee, the use of frequencies of the order of 500 kc/s and 2 000 kc/s is likely to give such standard results for the channel widths involved. Therefore any such usage could at least be experimental in nature needing review at an appropriate stage.

The two channels concerned are not likely to find wide usage in Region 3 for selective calling. Nevertheless, there is no objection to the permissive use of the channels in Region 3.

Any usage of the channel below the guardband around 2 182 kc/s for selective calling in Region 3 would be on a secondary basis relative to other usages to which the channel concerned may be designated as, for example, intership working."

The delegate of the U.S.S.R. pointed out that the Committee at its preceding meeting had approved technical characteristics for selective calling in accordance with the relevant C.C.I.R. Recommendation. Specific frequencies for that purpose had not been agreed upon on an international basis and he suggested resuming discussion of those frequencies, with special reference to Region 1.

The delegate of Japan said he agreed with the Australian and Canadian proposals. Japan's difficulties arose in connection with the SSFC system and there were doubts concerning the application of the proposals in the MF and HF bands. In the maritime mobile service, A3J transmission was used by some 8 000 Japanese fishing boats. The modification of the SSFC system and the use of A3J receivers had been discussed by C.C.I.R. Study Group XIII.

The Chairman said that there seemed to be no objection to using 512 kc/s for selective calling on a secondary basis in Regions 1 and 3, except for certain countries. He suggested that the delegates of India and Japan should consult on a new wording for a proposal on selective calling in Region 3.

The delegate of India agreed with that suggestion, but emphasized that Japan had not objected to the use of 512 kc/s and 2 182 kc/s by other countries in the Region; Japan alone had reservations on the matter because of system difficulties.

The delegate of the United States of America said he had understood the United Kingdom proposal to mean that channels should be available for voice and selective calling. He was therefore in favour of designating the frequencies so used as "calling" frequencies. Referring to C.C.I.R. Study Group XIII, he said that if SSFC standards were adopted for all bands, such action would almost preclude study of other systems by the C.C.I.R.

The delegate of the United Kingdom replied that the channels in question were designated for selective calling only. He saw no objection to using frequencies for voice calling, either shore-to-ship or ship-to-shore. According to the proposals for Appendix 15A, that would provide for 2 duplex and 1 simplex channels in the 4 Mc/s band, instead of 1 duplex and 2 simplex.

The delegate of the U.S.S.R. said that before considering specific frequencies for selective calling, a study should be made of the short-wave band, where range presented certain difficulties. The transmission of selective calling signals required a guardband of more than 2 kc/s. It would be seen from Document No. 206 that the single international system recommended by Committee 6 did not rule out the possibility of using national systems operating in frequencies other than international calling frequencies.

The delegate of Yugoslavia considered that references to the short wave bands were out of place in the Committee's general discussion on selective calling.

The delegate of the United Kingdom, replying to questions raised by the delegate of Norway, said that his Administration proposed using a group of frequencies from the 4, 8, 12, 16 and 22 Mc/s bands for selective calling. There was no objection to the use of those frequencies for voice calling, for ship-to-shore and perhaps shore-to-ship transmissions.

The revised Appendix 15A provided for 2 duplex and 1 simplex channels in the 4 Mc/s band. That would have the effect of using one of the coast station duplex pairs to provide 1 duplex pair and 2 simplex at 4 Mc/s.

The delegate of Norway said he understood that there would be two frequencies for the use of coast stations and one frequency in the SSB for the use of ships. Regardless of whether they were working or calling channels, they would be paired in the same manner.

He was in favour of calling frequencies in both directions and therefore supported retention of the pairing shown in Appendix 15A, namely, 2 duplex and 1 simplex for ships.

The delegates of the U.S.S.R., the Federal Republic of Germany and Venezuela supported that suggestion.

The delegate of Bulgaria observed that Committee 5 had recently discussed frequency assignments and had suggested increasing the power on SSB. Experience in the use of MF and short waves was still inadequate, and he suggested that the problem might be solved in three stages, first, establishing selective calling on MF waves, secondly, gaining experience in the use of frequencies for selective calling, and thirdly, arranging for short wave transmissions on a national basis.

The delegate of Poland endorsed those views.

The delegate of Norway, supported by the delegate of France, said there seemed to be no possibility of reaching agreement on exclusive frequencies for selective calling. Committee 5 had agreed that voice calling from ship-to-shore was desirable and might also agree on its use for shore-to-ship calling.

The delegate of the United States of America, referring to Document No. 206, pointed out that, in the opinion of Committee 6, the final objective of a single international system could not be attained during the lifetime of the new provisions of the Radio Regulations that were being prepared by the current Conference.

The delegate of Japan said he had no objection to the allocation of a frequency for selective calling in every HF band, but thought that the new system should be carefully studied before deciding on frequencies.

The delegate of the United Kingdom said that operations should be carried out on an international basis from the outset to gain experience and that practical tests must be made to widen knowledge of those operations.

He stressed that Committee 6 had agreed unanimously that frequencies in the HF bands were required for selective calling. Committee 4 was asked to propose suitable frequencies.

The delegate of Canada endorsed those views. Document No. 107 contained the Canadian proposal for the allocation of a frequency from the 500 - 750 c/s band, since such a frequency would provide possibilities for expansion. Many countries wished to introduce SSFC systems without delay; Canada had no objection to such systems, provided they were on a national frequency, but it was not in favour of a separate channel for that purpose.

The delegate of Yugoslavia, speaking as Chairman of Committee 6, said that the decision regarding frequencies to be allocated for selective calling rested with Committees 4 and 5. Time was short, and he pleaded for a decision before the end of the current meeting.

The Chairman proposed that a joint meeting of Committees 4 and 5 should be held, to accelerate the decision that Committee 6 was awaiting.

It was so decided.

The meeting rose at 1145 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4 :

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 260-E

17 October 1967

Original : French, English,
Spanish

COMMITTEE 6

THIRD REPORT OF WG 6C TO COMMITTEE 6 (OPERATION)

DRAFT RESOLUTION ...

Relating to the Introduction of a
Radiocommunication Operator's General Certificate
for the Maritime Mobile Service

1. Working Group 6C agreed to recommend the adoption of the attached draft resolution.
2. The delegation of the U.S.A. announced that he would wish to make a statement for the record in Committee 6.
3. The delegations of Belgium, France and Japan reserved the right to re-open discussion on this subject in Committee 6, if they still so desire.

F. WIEFELSPUTZ

Chairman

Annex : 1



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A N N E X

DRAFT RESOLUTION

Relating to the Introduction of a
Radiocommunication Operator's General Certificate
for the Maritime Mobile Service

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that Article 23 of the Radio Regulations, Geneva, 1959, provides for two classes of certificate as well as a special certificate for radiotelegraph operators;
- b) that many radiotelegraph operators are the holders of the second class certificate;
- c) that it is doubtful if the higher Morse speed qualification of the first class certificate would be necessary in the future;
- d) that there is a future need for a greater emphasis on the practical maintenance of radiocommunication equipment in service;

is of the opinion

- 1. that administrations should consider the desirability of replacing the present two classes of radiotelegraph operator's certificate with a general class of certificate for radio-communication operators more closely related to future needs;
- 2. that in considering the introduction of such a certificate, administrations take into account the certificate qualification as appended hereto in Annexes 1, 2 and 3; and in connection therewith;

resolves

1. that such administrations as may wish to issue a general certificate are authorized to do so;
2. that the radiocommunication operator's general certificate shall maintain at least the practical technical standards of the present first class certificate;
3. that the Morse code speed shall not be less than in No. 884 of the Radio Regulations;
4. that, for the purposes of the Radio Regulations, such general certificate shall be recognized as an alternative to present first and second class certificates;
5. that countries which do not issue the general certificate and which employ operators of a foreign nationality may decide upon the status of the radiocommunication operator's general certificate in so far as employment in their own ships is concerned.

Annex 1

Conditions for the issue of the radiocommunication operator's general
certificate - Maritime

1. The radiocommunication general certificate is issued to candidates who have given proof of the technical and professional knowledge and qualifications enumerated below.
2. Knowledge of the principles of electricity and the theory of radio sufficient to meet the requirements of paragraphs 3, 4 and 5 below.
3. Theoretical knowledge of marine radiotelegraph and radiotelephone transmitters and receivers; marine aerial systems; automatic alarm devices; radio equipment for lifeboats and other survival craft; direction-finding equipment; together with all auxiliary items, including power supply (such as motors, alternators, generators, inverters, rectifiers, and accumulators) with particular reference to maintaining the equipment in service.
4. Practical knowledge of the operation, adjustment and maintenance of the apparatus mentioned in paragraph 3) above, including the taking of direction-finding bearings and knowledge of the principles of the calibration of radio direction-finding apparatus.
5. Practical knowledge necessary for the location and remedying (with the means available on board) of faults which may occur during a voyage, in the apparatus mentioned in paragraph 3) above.
6. Ability to send correctly by hand and to receive correctly by ear, in the Morse Code, code groups (mixed letters, figures and punctuation marks), at a speed of sixteen groups a minute, and a plain language text at the speed of twenty words a minute. Each code group shall comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language shall contain five characters. The duration of each test of sending and receiving shall be, as a rule, five minutes.
7. Ability to send correctly and to receive correctly by telephone.

8. Knowledge of the Regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications and knowledge of the provisions of the Convention for the Safety of Life at Sea which relate to radio.
 9. A sufficient knowledge of world geography, especially the principal shipping and the most important telecommunication routes.
 10. Knowledge of one of the working languages of the Union. Candidates should be able to express themselves satisfactorily in that language, both orally and in writing. Each administration shall decide for itself the language or languages required.
-

Annex 2

Qualifying service

1. An operator holding a radiocommunication operator's general certificate may be authorized to embark as chief operator of a ship station of the fourth category (see No. 932 of the Radio Regulations).
 2. Before becoming chief operator of a ship station of the second or third category (see Nos. 931 and 931A of the Radio Regulations) an operator shall hold a radiocommunication operator's general certificate and shall have had at least six months' experience as operator on board ship or in a coast station of which at least three months shall have been on board ship.
 3. Before becoming chief operator of a ship station of the first category (see No. 930 of the Radio Regulations) an operator shall hold a radiocommunication operator's general certificate and shall have had at least two years' experience as operator on board ship or in a coast station of which at least one year shall have been on board ship.
-

Annex 3

Conditions of Employment of Holders of Radiocommunication Operator's
General Certificates on Ship Stations

The holder of a radiocommunication operator's general certificate may carry out the radiotelegraph or radiotelephone service of any ship station and, having regard to the requirements of paragraphs 1, 2 and 3 of Annex 2, may act as chief or sole operator on any ship station in the circumstances detailed in Nos. 914 - 918 of the Radio Regulations.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 261-E

23 October 1967

Original : English

COMMITTEE 6

FIFTH AND LAST REPORT OF WORKING GROUP 6C TO COMMITTEE 6 (OPERATION)

ARTICLE 22, Authority of the Master

ARTICLE 23, Operators' Certificates for Ship and Aircraft Stations

ARTICLE 24, Class and Minimum Number of Operators for Ship and
Aircraft Stations

ARTICLE 25, Working Hours of Stations in the Maritime and Aeronautical
Mobile Services

ARTICLE 26, Personnel of Coast and Aeronautical Stations

ARTICLE 28, Section I, ADD 964A (Equipment intended for use on narrow-
band direct-printing telegraph systems)

APPENDIX 11, Documents with which Ship and Aircraft Stations shall be
provided

APPENDIX 12, Hours of Service of Ship Stations in the Second and Third
Categories.

Additional Radio Regulations
ARTICLES 8 and 9

Draft Resolution Abrogation of Recommendation No.26

Working Group 6C unanimously agreed to recommend the adoption
of the provisions appearing in the Annex attached hereto and in so doing
completes its Terms of Reference.

F. WIEFELSPÜTZ

Chairman

Annex : 1



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A N N E XArticle 22

NOC 845-847

Article 23Section I

NOC 848-858

Section II

NOC 859-860

(DT/2,
p.140)

MOD 861

§ 6. (1) The holder of a first or second class radio-telegraph operator's certificate may carry out the radiotelegraph or radiotelephone service of any ship or aircraft station.

NOC 862

(DT/2,
p.141)

MOD 863

(3) The holder of a radiotelephone operator's restricted certificate may carry out the radiotelephone service of any aircraft station, when working on frequencies of the maritime mobile service, provided that :

- the peak envelope power of the transmitter does not exceed 200 watts, or

Article 23 (cont.)

- the operation of the transmitter requires only the use of simple external switching devices, excluding all manual adjustment of frequency determining elements, with the stability of the frequencies maintained by the transmitter itself within the limits of tolerance specified by Appendix 3, and the peak envelope power of the transmitter does not exceed 1 kilowatt.

(DT/2, p.139) ADD 863A (3bis) However, in the maritime mobile service, the holder of a radiotelephone operator's restricted certificate may carry out the radiotelephone service of any ship station, when working on frequencies of the maritime mobile service, provided that :

- the operation of the transmitter requires only the use of simple external controls, and excludes all manual adjustments of frequency determining elements, with the stability of the frequencies maintained by the transmitter itself within the limits of tolerance specified by Appendix 3 and the peak envelope power of the transmitter does not exceed 1 kilowatt.

NOC 864-866

Section III

NOC 867-902

Article 23 (cont.)

(DT/2,
p.155)

MOD 903

(2) For ship radiotelephone stations where the peak envelope power of the transmitter does not exceed 400 watts (P_p) and for aircraft radiotelephone stations operating on frequencies allocated exclusively to the aeronautical mobile service, each administration may itself fix the conditions for obtaining a restricted radiotelephone operator's certificate, provided that the operation of the transmitter requires only the use of simple external switching devices, excluding all manual adjustment of frequency determining elements, and that the stability of the frequencies is maintained by the transmitter itself within the limits of tolerance specified in Appendix 3. However, in fixing the conditions, administrations shall ensure that the operator has an adequate knowledge of radiotelephone operation and procedure particularly as far as distress, urgency and safety are concerned. This in no way contravenes the provisions of No. 906.

NOC 904-906

Section IV

(DT/78)

MOD 907

§17. (1) An operator holding a first or second class radiotelegraph operator's certificate is authorized to embark as chief operator of a ship station of the fourth category (see No. 932).

Article 23 (cont.)

- MOD 908 (2) Before becoming chief operator of a ship station of the second or third category (see Nos. 931 and 931A), an operator shall hold a first or second class radiotelegraph operator's certificate and shall have had at least six month's experience as operator on board ship or in a coast station of which at least three months shall have been on board ship.
- MOD 909 (3) Before becoming chief operator of a ship station of the first category (see No. 930), an operator shall hold a first class radiotelegraph operator's certificate and shall have had at least one year's experience as operator on board ship or in a coast station of which at least six months shall have been on board ship.
- SUP 910
- SUP 911

Article 24

- NOC 912-913
- MOD 914 a) ship stations of the first category, except in the case provided for in No. 918 : a chief operator holding a first class radiotelegraph operator's certificate; if the ship is equipped with a radiotelephone installation only : a chief operator holding a first or second class radiotelegraph operator's certificate or a radio-telephone operator's certificate;

Article 24 (cont.)

MOD	915	b) ship stations of the second and third categories, except in the case provided for in No. 918 : a chief operator holding a first or second class radiotelegraph operator's certificate;
MOD	916	c) ship stations of the fourth category, except in the case provided for in Nos. 917 and 918 : one operator holding a first or a second class radiotelegraph operator's certificate;
NOC	917	
MOD	918	e) ship stations equipped with radiotelephone installation only : one operator holding either a radiotelephone operator's certificate or a radiotelegraph operator's certificate;
NOC	919-920	

Article 25

Section I

NOC 921-922

Section II

NOC 923-927

Section III

NOC 928

Article 25 (cont.)

Section IV

(DT/2, p.169)	MOD	929	§ 6. (1) For the international public correspondence service, ship stations are divided into four categories :
	NOC	930	
(DT/2, p.169)	MOD	931	- stations of the second category : these stations maintain a service for 16 hours a day;
(DT/2, p.169)	ADD	931A	- stations of the third category : these stations maintain a service for 8 hours a day;
(DT/2, p.169)	MOD	932	- stations of the fourth category : these stations maintain a service the duration of which is either shorter than that of stations of the third category, or is not fixed by these Regulations.
(DT/2, p.169)	MOD	933	(2) Each administration shall itself determine the rules under which ship stations subject to it are to be placed in one or other of the above four categories.
(DT/2, p.170)	MOD	934	§ 7. (1) Ship stations of the second and third categories shall provide service at least during the hours fixed by Appendix 12. These hours shall be mentioned in the licence.
	NOC	935	
	SUP	936	
	SUP	937	

Article 25 (cont.)

ADD 937A Ship stations of the fourth category operating within Zone C or Zone D are encouraged to provide service at least during the first half-hour of the second or first period of service respectively for ships of the third category in accordance with the provisions of Appendix 12.

SUP 938

NOC 939-946

Section V

NOC 947

Article 26

NOC 948

Article 28

Section I

ADD 964A Equipment intended for use on narrow-band direct-printing telegraph systems should conform to the Recommendations of the C.C.I.R. and other technical standards in Appendix 20B.

N.B.

Working Group 6A agreed to recommend No. 964A for adoption subject to the decision of Committee 4 with respect to Appendix 20B.

Appendix 11

Section I

NOC 1-7

MOD 8 Radio Regulations and Additional Radio Regulations, also such provisions of the Convention as relate to the radiocommunication service on board ship, or Manual for Use by the Maritime Mobile Service.

NOC 9-10

NOC

Section II

Section III

NOC 1-4

MOD 5. The provisions of the Radio Regulations and Additional Regulations applicable to the maritime mobile radiotelephone service - or the Manual for Use by the Maritime Mobile Service.

NOC

Sections IV and V

Appendix 12

[Amend heading to read]

(DT/2,
p.463)

MOD

Hours of Service for Ship Stations of the Second and Third Categories.

Additional Radio Regulations

Article 8 AR

Section I

NOC 2124-2125

MOD 2126 § 2. When it has not been possible for a land station to transmit to a ship station

(DT/2,
p.689)

- a) a radiotelegram bearing the paid service indication = Jx = within the prescribed period, or
- b) a radiotelegram not bearing this service indication up to the morning of the fourth day following the date of handing-in,

the coast station informs the office of origin, which notifies the sender. The sender of the radiotelegram may then ask, by paid service advice, addressed to the coast station, either that his radiotelegram be cancelled as regards the section between the coast station and the ship station or that further attempts at transmitting it to the ship station be made during a period of another seven days at the most. Failing such a request, the radiotelegram is treated as undelivered by the coast station three days after the dispatch of the advice of non-transmission. The same applies upon the expiry of any delay which may have been requested by the sender if it has been impossible to reach the ship. The office of

French text
only DT/2,
p.689

(DT/2,
p.689)

Article 8 AR (cont.):

origin shall be immediately advised if the coast station transmits the radiotelegram during the last-mentioned period of three days. The same shall apply if the coast station transmits the radiotelegram during the additional period which may have been requested by the sender.

MOD 2127 § 3. On the morning of the day following that day on which a radiotelegram to a ship station is treated as undelivered by the coast station, the latter shall advise the office of origin which notifies the sender. The coast station and ship station charges and the charges for the special services not performed shall be refunded to the sender.

NOC 2128-2129

MOD 2130 (2) The coast station which carries out the redirection alters the address of the radiotelegram by placing after the name of the ship station that of the new coast station charged with the transmission and adding at the end of the preamble the service instruction "redirected from x Radio" which must be transmitted throughout the course of the radiotelegram.

Article 8 AR (cont.)

(MOD) 2131 Editorial Committee is invited to consider proposal F/110(126), DT/2, page 890, since Committee 6 feels it concerns the French text only and does not deal with substance.

NOC 2132

Section II

NOC 2133-2136

Article 9 AR

NOC 2137-2143

(MOD) 2144 Same as (MOD) 2131 above.

NOC 2145-2150

(DT/2,
p.695)

MOD 2151 Each administration designates the land station or stations participating in the long-distance radio service. An indication to this effect shall appear in the List of Coast Stations.

RESOLUTION No. A

Relating to the abrogation of Resolution No. ... and
Recommendations Nos. 26, 27 and 30 of the
Administrative Radio Conference, Geneva, 1959

The World Administrative Radio Conference, Geneva, 1967,

considering

that the texts of the undermentioned Resolutions and
Recommendations of the Administrative Radio Conference,
Geneva, 1959, are now obsolete :

- Recommendation No. 26 relating to a Re-classification
of International Public Correspondence Categories of
Ship Stations;

resolves

that the said Resolutions and Recommendations are
abrogated.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 262-E
17 October 1967
Original : English

PLENARY MEETING
COMMITTEE 5

FIFTH REPORT OF COMMITTEE 6 (OPERATION)

General Radiotelephone Procedure (Article 33, in part)

Use of Frequencies for Radiotelephony

Article 35, Section II, A, Distress, ADD 1326A, 1326B

Article 35, Section II, C, Watch, MOD 1334

Article 35, Section III, A, Call, Reply and Safety, ADD 1352A,
MOD 1353

Distress, Alarm, Urgency and Safety, Article 36

Section I, General, MOD 1386

Section II, Distress call and message, MOD 1393

1. Except where indicated otherwise, the texts appearing in the Annexes attached hereto were unanimously adopted by Committee 6.
2. Article 33, (MOD)1226, NOC 1227

The status quo was decided by a vote which resulted in 14 in favour, 11 against and 6 abstentions. The proposals calling for changes to Nos. 1226 and 1227 were identified by numbers F/111(148) and F/111(149).

3. Article 35, Section II, A, Distress, ADD 1326A, 1326B

The attention of Committee 5 is invited to the texts of the above new provisions appearing in Annex 2 attached hereto and forwarded to the Editorial Committee as agreed.

4. Article 35, Section II, C, Watch, MOD 1334 and SUP 1335

The attention of Committee 5 is invited to the fact that Proposal POL/83 (3) to modify No. 1334 of the Radio Regulations so that the maximum watch practicable on 2182 kc/s should be kept by all ships and, as a consequence, to delete No. 1335 was not supported in its present form.



On the other hand the Committee agreed to consider a draft Resolution by which I.M.C.O. would be invited to consider studying measures to improve watch on 2182 kc/s (Document No. 252 refers).

5. Article 35, Section III, A, Call, Reply and Safety

5.1 ADD 1352A

The attention of Committee 5 is invited to Annex 1 attached hereto. It was agreed by Working Group 6B that class A3 or A3H emission will be required for ship stations until the end of the transition period.

5.2 MOD 1353

In reply to the question posed by Committee 5 in Document No. 199, Committee 6 is of the opinion that a requirement for a frequency in the 6 Mc/s band continues to exist in the Tropical Zone of Region 3. Committee 6 agreed that class A3H emissions will be required with authority for class A3 emissions for ship stations until the end of the transition period.

Konstantin COMIC

Chairman

A N N E X 1

Article 35, Section III

ADD 1352A Sl4 bis. In that part of the Tropical Zone situated in Region 2 and extending to parallel 34°S and in that part of the Tropical Zone situated in Region 3 and extending to parallel 50°S, the carrier frequency [4133 kc/s] is designated for call, reply and safety purposes. It may also be used for messages preceded by the urgency or safety signals and, if necessary, for distress messages.

Note: The frequency of the order of 4 Mc/s should be considered by Committee 5.

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A N N E X 2

Article 33

NOC 1209

SUP 1210

NOC 1211 - 1214

MOD 1215

(2) Radiotelephone stations of the maritime mobile service which participate in communications between ship stations and subscribers of the land telephone system, should as far as possible, avoid manual methods of switching from transmission to reception and vice versa.

ADD 1215A

[Held in abeyance pending App.17A, page 284]

(MOD) 1216

§5.(1) [add sub-paragraph number]

ADD 1216A

(2) To facilitate radiocommunications the service abbreviations given in Appendix 13A may be used.

ADD 1216B

(3) When it is necessary to spell out certain expressions, difficult words, service abbreviations, figures, etc., the phonetic spelling tables in Appendix 16 shall be used.

NOC 1217 - 1218

MOD 1219

(a) The mobile station whose emission causes interference to the correspondence of a mobile station with a coast station shall cease sending at the first request of the coast station.

NOC 1220 - 1221

Article 33 (cont.)

MOD 1222

§7.(1) The call consists of :

- the call sign or other identification of the station called, not more than three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station, not more than three times.

NOC 1223

MOD 1224

[G/91 (52) page 292 held in abeyance]

ADD

Internal radio communication on ships

ADD 1224A

§7 (bis) (1) Calls for internal communications on board ship shall consist of :

ADD 1224B

a) From the control station :

- the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc. indicating the substation (see No. 777B)) not more than three times;
- the words "THIS IS";
- the name of the ship followed by the word "CONTROL";

ADD 1224C

b) From the substation :

- the name of the ship followed by the word "CONTROL" not more than three times;

Article 33 (cont.)

ADD 1224C (cont.)

- the words "THIS IS";
- the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc. indicating the sub-station - see No. 777B)).

NOC 1225

NOC 1226

NOC 1227

ADD 1227AA

[I/31 (1) page 292, held in abeyance]

(MOD) 1228

(2) A radiotelephone ship station calling a coast station of another nationality should, as a general rule, use the carrier frequency 2 182 kc/s. However, where so agreed by administrations, the ship station may use a working frequency on which watch is kept by that coast station.

NOC 1229

(MOD) 1230

- a) the carrier frequency 2 182 kc/s;

NOC 1231

(MOD) 1232

(4) An aircraft station calling a coast station or a ship station may use the carrier frequency 2 182 kc/s

MOD 1233

["carrier" added and held in abeyance]

ADD 1233AA

[I/31/1 page 292, held in abeyance]

(MOD) 1234

["carrier" added and held in abeyance]

Article 33 (cont.)

- (MOD) 1235 ["carrier" added and held in abeyance]
- ADD 1235A [F/109 (96) page 289, held in abeyance]
- MOD 1236 [Held in abeyance, page 292 plus proposals
AUS/122 (42), NZL/133 (13) and B/138 (52)]
- NOC 1237 - 1238
- MOD 1239 §10.(1) In the bands between 156 Mc/s and 174 Mc/s
used for the maritime mobile services, coast and
ship stations should, as a general rule, call on
156.80 Mc/s. However, calling may be conducted on a
working channel or on a two-frequency calling
channel, which has been implemented in accordance
with No. 1361.
- NOC 1240
- ADD 1240A [F/109 (97) page 295, held in abeyance]
- MOD 1241 §11. The reply to calls consists of :
- the call sign or other identification of
the calling station, not more than three
times;
 - the words THIS IS (or DE spoken as DELTA
ECHO in case of language difficulties);
 - the call sign or other identification of
the station called, not more than three
times.
- (MOD) 1242 §12. (1) When a ship station is called on the
carrier frequency 2 182 kc/s it should reply on the
same frequency unless another frequency is indicated
by the calling station.

Article 33 (cont.)

ADD	1242A	<u>∫</u> G/113 (59) page 301, held in abeyance <u>∫</u>
NOC	1243	
ADD	1243A	<u>∫</u> F/109 (98) page 299, held in abeyance <u>∫</u>
MOD	1244	(3) When calling a coast station or another ship station, a ship station shall indicate the frequency on which a reply is required if this frequency is not the normal one associated with the frequency used for the call.
ADD	1244A	<u>∫</u> F/111 (152), page 299, held for further study <u>∫</u>
NOC	1245 - 1246	
(MOD)	1247	a) on the carrier frequency 2 182 kc/s to calls made on the carrier frequency 2 182 kc/s unless another frequency is indicated by the calling station;
NOC	1248	
ADD	1248A	<u>∫</u> G/79 (98) page 301, held in abeyance <u>∫</u>
MOD	1249	<u>∫</u> F/8 (26), G/77 (41), J/84 (15), AUS/122 (43), B/138 (53), pages 299-301, held in abeyance <u>∫</u>
MOD	1250	<u>∫</u> G/77 (41) page 301, held in abeyance <u>∫</u>
MOD	1251	<u>∫</u> F/8 (27) page 300, AUS/122 (44) held in abeyance <u>∫</u>
NOC	1252	

Article 35 Section II, A, Distress

- ADD 1326A Before transmitting on the carrier frequency
2182 kc/s, a station in the mobile service should
listen to this frequency for a reasonable period to
make sure that no distress traffic is being sent
(see No. 1217).
- ADD 1326B The provisions of No. 1326A do not apply to stations
in distress.

Article 36, Section I

NOC 1380 - 1386

ADD 1386A

§ 4 bis The Abbreviations and signals of Appendix 13A and the Phonetic Alphabet and Figure Code in Appendix 16 should be used, where applicable; and, where language difficulties exist, the use of the International Code of Signals is also recommended.

NOC 1387

/(MOD) 1388/

/(Document No. 206, page 7 refers)/

/ADD 1388A/

/(Document No. 206, (para. 3 and page 7 refer) -
Emergency position - indicating radiobeacons)/

Section II

NOC 1389 - 1391

Section III (in part)

NOC 1392

MOD 1393

(2) The distress call sent by radiotelephony consists of :

- the distress signal MAYDAY, spoken three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the mobile station in distress, spoken three times.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 263-E
20 October 1967
Original : English

COMMITTEE 6

SUMMARY RECORD
of the
FIFTH MEETING OF COMMITTEE 6

Tuesday, 17 October 1967, at 1430 hours

Chairman : Mr. K. COMIC (Federal Socialist Republic of Yugoslavia)

<u>Subjects discussed :</u>	<u>Documents Nos.</u>
1. Approval of Summary Records	
Second meeting	210
Third meeting	233
2. Adoption of the Fifth Report of Working Group 6A	234
General Radiotelephone Procedure (Article 33)	
Calls by Radiotelephony (Article 34, in part)	
3. Adoption of the Fourth Report of Working Group 6B	237
Use of Frequencies for Radiotelephony	
Article 35, Section II, A, Distress, ADD 1326A 1326B	
Article 35, Section II, C, Watch, MOD 1334 SUP 1335	
4. Adoption of the Sixth Report of Working Group 6B	250
Article 35 ADD 1352A MOD 1353	
Article 35 MOD 1386 MOD 1393 ADD 1433A	
5. Announcement by the Chairman	225



1. Approval of the Summary Record of the Second Meeting (Document No. 210)

Page 3, 3.13, line 3 :

The delegate of Israel pointed out that the word "not" should be deleted.

It was so agreed.

Page 5, 4.9 :

The Chairman of Working Group 6B said that the last sentence was superfluous and could be deleted.

4.10, : line 3 :

The delegate of the United States of America suggested deleting the phrase "mobile maritime service as well as" and putting the rest of the paragraph into the present tense.

Those amendments were approved.

Document No. 210 was approved, as amended.

Approval of the Summary Record of the Third Meeting (Document No. 233)

Document No. 233 was approved.

2. Adoption of the Fifth Report of Working Group 6A (Document No. 234)

General Radiotelephony Procedure (Article 33)

Calls by Radiotelephony (Article 34 in part)

With regard to the reservation by the delegate of the Netherlands, the Chairman of Working Group 6A summarized the discussions of the Group and the intentions of the original French proposal, which the Group had rejected.

After discussion, the Chairman put to the vote the Group's recommendation to maintain Nos. 1226 and 1227 in their original order, without change :

It was accepted by 14 votes to 11, with 6 abstentions.

The delegate of Japan proposed that the word "carrier" be inserted before "frequency" in No. 1226.

It was so agreed.

Document No. 234, with that amendment, was adopted.

3. Adoption of the Fourth Report of Working Group 6B (Document No. 237)

Use of Frequencies for Radiotelephony

Article 35, Section II, A, Distress, ADD 1326A 1326B

Article 35, Section II, C, Watch, MOD 1334 SUP 1335

Page 1, paragraph 2 :

The representative of the International Chamber of Shipping proposed deletion of the last phrase so that the paragraph would end after "2182 kc/s."

It was so agreed.

Document No. 237 was adopted as amended, subject to a correction of the French text.

4. Adoption of the Sixth Report of Working Group 6B (Document No. 250)

Article 35 ADD 1352A MOD 1353

Article 36 MOD 1386 MOD 1393 ADD 1433A

Page 1, paragraph 2, line 2 :

The delegate of the United States of America proposed the insertion of "or A3H" after "class A3".

It was so agreed.

Page 5, No. 1386A :

The delegate of the United States of America thought that the sense would be made clearer if the Regulation was divided by punctuation into two distinct parts, i.e. :

" ... and should be used, where applicable; and, where language difficulties ..."

That proposal was approved, with the understanding that the Editorial Committee would align the French text on the English.

Document No. 250 was adopted.

5. Announcement by the Chairman

The Chairman announced a slight modification to Document No. 225, page 6, No. 1077B, so that the sentence would begin :

"(1) ter. For normal calling ..."

The meeting rose at 1530 hours.

Secretary of Committee 6

A.A. MATTHEY

Chairman of Committee 6

K. ČOČIĆ

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 264-E
17 October 1967
Original : French

COMMITTEE 5

FOURTH REPORT OF WORKING GROUP 5B
TO COMMITTEE 5

1. Appendix 17A

The Working Group adopted the text of paragraphs 5 to 8 of this appendix, as shown in Annex I.

2. Frequency in the HF bands to be used for search and rescue operations

The Working Group decided to mention in Article 35 that, in accordance with Appendix 27 (paragraph 4 of No. 27/201), the frequency 5680 kc/s can be used by stations of the maritime mobile service for search and rescue operations.

It adopted for this purpose the text of No. 1353A given in Annex II.

J. BES
Chairman

Annexes : 2



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A N N E X I

ADD

AP. 17A

.....

5. The transmitter audio-frequency band shall be 350 to 2 700 c/s, with a permitted amplitude variation of 6 db.

The assigned frequency shall be 1 400 c/s higher than the carrier frequency [*].

6. Only the SSB channel derived from the upper part of a DSB channel may be used for the class of emission A3H [**].

7. When using single sideband A3H, A3A or A3J emission the power of any unwanted emission supplied to the antenna transmission line of a station on any discrete frequency shall, when the transmitter is driven to full peak envelope power, be less than the peak envelope power in accordance with the following table :

* This provision should also be included in the Preamble to Appendix 17

** This provision could be transferred to the Preamble to Appendix 17

Frequency separation Δ kc/s from the assigned frequency	Minimum attenuation below peak envelope power
$1.6 < \Delta \leq 4.8$	28 db
$4.8 < \Delta \leq 8.0$	38 db
$8.0 < \Delta$	43 db, without exceeding the power of 50 milliwatts

Transmitters when using reduced carrier or suppressed carrier emission may be tested for compliance with this regulation by means of a two-tone audio input signal with sufficient frequency separation between tones such that all intermodulation products occur at frequencies at least 1.6 kc/s removed from the assigned frequency.

A N N E X II

Article 35

.....

ADD

A(bis) Search and rescue.

ADD

1353A

The frequency 5680 kc/s may be used for intercommunication between mobile stations engaged in coordinated search and rescue operations, including communication between these stations and participating land stations, in accordance with No. 27/201, paragraph 4 of the Frequency Allotment Plan for the Aeronautical Mobile (R) Service (Appendix 27).

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 265-E
17 October, 1967
Original : English

COMMITTEE 5

SIXTH REPORT OF WORKING GROUP 5A TO COMMITTEE 5

I. Article 35

No. 1336A

The Working Group adopted the new text which appear in Annex I. However, the delegation of Canada reserved its right to raise this question again when this text is submitted for approval.

No. 1347

The Working Group considered a proposal submitted by Denmark in Document No. 235, for the deletion of this number. While considering that from the point of view of the utilization of the frequencies this number should be deleted, it decided to refer this proposal to Committee 6 for final decision.

II. Use of a frequency in the MF bands for search and rescue operations

The Working Group decided to mention in Article 35 that frequency 3023.5 kc/s may be used by stations in the maritime mobile service for search and rescue operations in accordance with the provisions of paragraph 4 of No. 27/196 of Appendix 27.

Consequently, it adopted the new text of No. 1326A which appears in Annex I.

III. Appendix 3

The Working Group decided to modify Appendix 3 as indicated in Annex II.

P. AAKERLIND
Chairman

Annexes : 2



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A N N E X I

Article 35

ADD A (bis) Search and rescue

ADD 1326A The frequency 3 023.5 kc/s may be used for inter-communication between mobile stations engaged in coordinated Search and Rescue operations including communication between these stations and participating land stations, in accordance with the provisions of paragraph 4 of No. 27/196 of the Frequency Allotment Plan for the Aeronautical (R) Service (Appendix 27).

ADD 1336A (1 bis) Coast stations authorized for radio-telephony on one or more frequencies other than 2 182 kc/s in the authorized bands between 1 605 and 2 850 kc/s shall be able to transmit class A3 emissions or classes of emissions A3H, A3A and A3J. However, after [..... date] class A3 emission shall no longer be authorized and after [..... date] also class A3H emission shall no longer be authorized.

Coast stations in Region 1 may nevertheless, in exceptional cases, continue to use class A3H emission when they transmit safety messages on carrier frequency 2 170.5 kc/s.

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A N N E X II

Appendix 3

	Band : 1605 to 4000 kc/s		
MOD	2. Land stations		
	- power 200 W or less	100	100 j)
	- power above 200 W	50	50 j)
MOD	3. Mobile stations		
	a) Ship stations	200	200 k)

Notes Referring to Table of Frequency Tolerances

ADD j) For coast radiotelephone SSB transmitters the tolerance is 20 c/s.

ADD k) For ship radiotelephone SSB transmitters the tolerance is 100 c/s. (See also Appendix 17A)

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 266-E
17 October 1967
Original : French

COMMITTEE 5

FIFTH REPORT BY WORKING GROUP 5B TO COMMITTEE 5

I. Timetable for the transition to SSB in the bands between 4 000 and 23 000 kc/s

The Working Group decided that the conversion to SSB technique should be scheduled as follows:

1. It decided unanimously that, as from 1 January 1972, new installations on board ships should consist solely of SSB equipment, but that administrations should try to avoid installing new DSB equipment on board ships from the time that the new Regulations come into force.

2. Coast stations should cease DSB emissions entirely as from 1 January 1972. Views on this point were divided in the Working Group; two successive soundings of opinion produced the following results:

a) 32 administrations could accept the date 1 January 1972;
18 administrations were opposed to that date;
1 administration abstained.

b) 20 administrations could accept the date 1 January 1975;
28 administrations were opposed to that date.
5 administrations abstained.

3. It was decided that from 1 January 1978, emissions in Class A3 and A3H should completely cease. This decision was the outcome of a consultation which showed that:

44 administrations were in favour of that date;
7 administrations were opposed to it;
5 administrations abstained.



4. It was moreover agreed that the dates of 1 January 1972 and 1 January 1978 should be mentioned in all the numbers of the Regulations where it was necessary and, further, that these provisions would be the subject of a resolution, the text of which appears in Annex I.

5. Examination of point 3 of the draft resolution revealed considerable differences of opinion on the subject of what classes of emission stations should be able to use.

Some delegations considered that ship stations should be able to use both classes A3A and A3J whereas others thought that only one of these two classes should be obligatory. Some delegations considered that the use of class A3H during the transitional period should be obligatory for coast stations only, whereas others thought that this class of emission should be obligatory for both coast and ship stations.

Committee 5 should discuss this question, which affects various numbers of the Regulations.

6. The Working Group was asked to give its views on the following :
"Should point 3 of the resolution concern coast stations only?"

- 7 delegations replied in the affirmative
- 32 delegations replied in the negative
- 5 delegations abstained.

II. Use of class of emission A3B

When considering the second report of Working Group 5B, Committee 5 asked for a resolution to be drafted on the question of the use of class A3B.

The text of that resolution, as adopted by the Working Group, is contained in Annex II.

J. BES
Chairman

A N N E X I

DRAFT RESOLUTION No. ...

Relating to the use of Single Sideband Technique in the
Radiotelephone Maritime Mobile Service Bands between
4 000 and 23 000 kc/s

The Administrative Radio Conference to deal with matters relating
to the Maritime Mobile Service, Geneva 1967,

considering

- a) Recommendation No. 28 and Resolution No. 3 of the Administrative Radio Conference, Geneva 1959;
- b) Recommendation No. 3 contained in the Final Report of the Panel of Experts convened for the purpose of devising ways and means of relieving the pressure on the bands between 4 and 27.5 Mc/s, Geneva 1963;
- c) the desirability of replacing double sideband emissions by single sideband emissions as early as possible in the maritime mobile service bands between 4 000 and 23 000 kc/s;

resolves that

unless otherwise specified in the Radio Regulations, Geneva 1967, or in any decision concerning the use of class of emission A3B which may be taken by the Conference mentioned in Recommendation No. [Document No. 230], radiotelephone stations in the maritime mobile service operating in the bands between 4 000 and 23 000 kc/s shall comply with the conditions set out in the following provisions :

1. As from 1 January 1972, any new or replacement installation made in ship stations shall consist solely of single sideband equipment. However, administrations shall endeavour to avoid installing new double sideband equipment in those stations from the time that the Radio Regulations, Geneva 1967, come into force.
2. As from 1 January 1972⁷, coast stations shall cease all double sideband emissions.
3. Until 1 January 1978⁷, stations equipped for single sideband operations shall be able to use Class A3H emissions in addition to Class A3A ^{and}/_{or} A3J emissions.
4. As from 1 January 1978⁷ Class A3A and A3J emissions only shall be authorized.

further resolves

that Recommendation No. 28 of the Administrative Radio Conference, Geneva 1959, is abrogated.

A N N E X II

DRAFT RESOLUTION

Relating to the use of class of emission A3B by Radiotelephone
Stations in the Maritime Mobile Service in the Bands between
4 000 and 23 000 kc/s

The World Administrative Radio Conference to deal with matters
relating to the Maritime Mobile Service (Geneva, 1967),

considering

- a) that certain administrations are at present using Class A3B
emissions, in accordance with the provisions of Appendix 17 to the
Radio Regulations, Geneva (1959) for radiotelephone communications
with ships;
- b) that difficulties may arise from the use of this class of
emission when the new allotment plan is prepared by the conference
which is the subject of Recommendation No. Document No. 230;

resolves

- 1. that, as an exception, the use of Class A3B emissions, in
addition to normal SSB emissions, may continue to be authorized,
subject to special arrangement between administrations concerned
and affected up to the date when the new allotment plan enters
into force;
- 2. that the next conference which is the subject of Recommendation
No. Document No. 230 shall consider whether Class A3B emissions
should be maintained after that date.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Corrigendum to
Document No. 267-E
21. October 1967

PLENARY MEETING

B.4

Replace the table on the first page by the following :

Com.	Doc. No.	Pages	Subject	Comments
4	256		Art. 5	
	"		Art. 32 (1095-1144)	
6	262		Art. 33, 35, 36	
4	270		Art. 32 (1145-1202)	
	"		Res. C Collection of data relating to oceanography	
	"		Res. D - Treatment by the I.F.R.B. of these data	
6	251		App. 13A	



E

**INTERNATIONAL TELECOMMUNICATION
UNION**

MARITIME CONFERENCE

Geneva, 1967

Document No. 267-E

18 October, 1967

**PLENARY MEETING
(FIRST READING)**

B. 4

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Assembly for a first reading.

Com.	Doc. No.	Pages	Subject	Comments
4	256		Art. 5 Art. 32 (1095-1144)	
	262		Art. 33, 35, 36	
	270		Art. 32 (1145-1201)	
	"		Res. C Collection of data relating to oceanography	
	"		Res. D: treatment by the IFRB of these data	
	251		App. 13A	

Habib BEN CHEIKH
Chairman of the Editorial
Committee

Annex: Pages B.4/1—36



ARTICLE 5

- MOD 196 In Japan, the band 1 605-1 800 kc/s is allocated on a permitted basis to the maritime radionavigation service using continuous wave systems with a mean power of not more than 50 watts.¹
- ADD 196.1 ¹ In Japan, the stations of the maritime mobile service are authorized to use this band subject to agreements to be reached with administrations whose services, operating in accordance with the Table, may be affected.
- MOD 197 In Australia, North Borneo, Brunei, Sarawak, Singapore, China, Indonesia, Malaya, New Zealand and the Philippines, the band 1 605-1 800 kc/s is allocated on a permitted basis to the aeronautical radionavigation service, the stations of which shall use a mean power not exceeding 2 kW.¹
- ADD 197.1 ¹ In Australia, North Borneo, Brunei, Sarawak, Singapore, China, Indonesia, Malaya, New Zealand and the Philippines, the stations of the maritime mobile service are authorized to use this band subject to agreements to be reached with administrations whose services, operating in accordance with the Table, may be affected.
- MOD 199 In India, the band 1 800-2 000 kc/s is allocated on a permitted basis to the aeronautical mobile service.¹
- ADD 199.1 ¹ In India, the stations of the maritime mobile service are authorized to use this band subject to agreements to be reached with administrations whose services, operating in accordance with the Table, may be affected.

ARTICLE 32

- SUP A. *Call and Reply*
- SUP 1095-1096-1097
- SUP B. *Traffic*
- SUP 1098 to 1105

Section I. General

MOD
(title)

- ADD 1105A Whenever the class of emission A2 or A2H is mentioned in the present Regulations for use in the maritime mobile service, the type of transmission shall be telegraphy by on-off keying of the modulated emission, to the exclusion of on-off keying of the modulating audio frequencies only.

MOD 1111 *b)* by coast stations to announce the transmission of their traffic lists under the conditions provided for in Nos. 1070 and 1071.

MOD 1113 (5) In order to facilitate the reception of distress calls, other transmissions on the frequency 500 kc/s shall be reduced to a minimum, and in any case shall not exceed one minute.

ADD 1113A Before transmitting on 500 kc/s, stations in the mobile service must listen on this frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 1007).

ADD 1113B The provisions of No. 1113A do not apply to stations in distress.

NOC *B. Call and reply*

ADD 1115A A ship station calling a coast station shall, wherever possible and particularly in regions of heavy traffic, indicate to the coast station that it is ready to receive on the working frequency of that station.

ADD 1115B The ship station should make sure beforehand that this frequency is not already being used by the coast station.

MOD 1116 § 8. (1) The frequency for replying to a call sent on the general calling frequency (see No. 1114) shall be as follows:
 — either 500 kc/s,
 — or the frequency specified by the calling station (see No. 1023 and 1115A).

MOD 1117 (2) In regions of heavy traffic, coast stations may answer calls made by ship stations of their own nationality in accordance with special arrangements made by the administration concerned (see No. 1023).

MOD 1121 (4) In regions of heavy traffic, coast stations and ship stations should use class A1 emission on their working frequencies.

MOD 1122 § 10. As an exception to the provisions of Nos. **1107, 1109, 1110** and **1111** and on condition that signals of distress, urgency and safety, and calls and replies are not interfered with, 500 kc/s may be used outside regions of heavy traffic for direction-finding but with discretion.

SUP 1122.1

MOD 1123 § 11. (1) Ship stations operating in the authorized bands between 405 and 535 kc/s shall use working frequencies chosen from the following: 425, 454, 468, 480 and 512 kc/s, except as permitted by No. **418**.

MOD 1124 (2) Coast stations are prohibited from transmitting on the working frequencies designated for the use of ship stations on a world-wide basis.

MOD 1125 (3) The frequency 512 kc/s may be used by ship stations as a supplementary calling frequency when 500 kc/s is being used for distress.

MOD 1134 § 13. (1) Stations of the maritime mobile service open to public correspondence and using frequencies in the authorized bands between 405 and 535 kc/s shall, during their hours of service, remain on watch on 500 kc/s. This watch is obligatory only for class A2 and A2H emissions.

MOD
(title)

**Section IV. Additional Provisions Applicable in Region 3 Areas
North of the Equator only**

MOD 1139 § 16. (1) The band 2 089.5-2 092.5 kc/s is the calling and safety band for the maritime mobile service of radiotelegraphy in those parts of the bands between 1 605 and 2 850 kc/s in which radiotelegraphy is authorized.

MOD 1140 (2) Frequencies in the band 2 089.5-2 092.5 kc/s may be used for calls, replies and safety. These frequencies may also be used for messages preceded by the urgency or safety signals.

MOD 1141 (3) Each coast station using the calling band 2 089.5-2 092.5 kc/s shall, as far as possible, maintain watch on this band during its working hours.

MOD 1142 (4) Coast stations which use frequencies in the band 2 089.5-2 092.5 kc/s for calling shall be able to use at least one other frequency in those parts of the bands between 1 605 and 2 850 kc/s in which the maritime mobile service of radiotelegraphy is authorized.

NOC 1143

NOC 1144

ARTICLE 33

NOC 1209

SUP 1210

NOC 1211-1214

MOD 1215 (2) Radiotelephone stations of the maritime mobile service which participate in communications between ship stations and subscribers of the land telephone system, should, as far as possible, avoid manual methods of switching from transmission to reception and vice versa.

ADD 1215A [*Held in abeyance pending App. 17A, page 284*]

(MOD) 1216 § 5. (1) [*Add sub-paragraph number*]

ADD 1216A (2) To facilitate radiocommunications the service abbreviations given in Appendix 13A may be used.

ADD 1216B (3) When it is necessary to spell out certain expressions, difficult words, service abbreviations, figures, etc., the phonetic spelling tables in Appendix 16 shall be used.

NOC 1217-1218

MOD 1219 a) The mobile station whose emission causes interference to the correspondence of a mobile station with a coast station shall cease sending at the first request of the coast station.

NOC 1220-1221

MOD 1222 § 7. (1) The call consists of:

- the call sign or other identification of the station called, not more than three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station, not more than three times.

NOC 1223

MOD 1224 [G/91 (52), DT/2, page 292 held in abeyance]

ADD Internal Radio Communication on Ships

ADD 1224A § 7A. (1) Calls for internal communications on board ship shall consist of:

ADD 1224B

a) From the control station:

- the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc. indicating the sub-station (see No. 777B)) not more than three times;
- the words THIS IS;
- the name of the ship followed by the word CONTROL;

ADD 1224C

b) From the sub-station:

- the name of the ship followed by the word CONTROL not more than three times;
- the words THIS IS;
- the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc. indicating the sub-station (see No. 777B)).

NOC 1225

(MOD) 1226 a) the carrier frequency 2 182 kc/s;

NOC 1227

ADD 1227AA [I/31 (1), DT/2, page 292, held in abeyance]

(MOD) 1228 (2) A radiotelephone ship station calling a coast station of another nationality should, as a general rule, use the carrier frequency 2 182 kc/s. However, where so agreed by administrations, the ship station may use a working frequency on which watch is kept by that coast station.

NOC 1229

(MOD) 1230 a) the carrier frequency 2 182 kc/s;

NOC 1231

(MOD) 1232 (4) An aircraft station calling a coast station or a ship station may use the carrier frequency 2 182 kc/s.

(MOD) 1233 [*“carrier” added and held in abeyance*]

ADD 1233AA [*I/31/1, DT/2, page 292, held in abeyance*]

(MOD) 1234 [*“carrier” added and held in abeyance*]

(MOD) 1235 [*“carrier” added and held in abeyance*]

ADD 1235A [*F/109 (96), DT/2, page 289, held in abeyance*]

MOD 1236 [*Held in abeyance, DT/2, page 292, plus proposals AUS/122 (42), NZL/133 (13) and B/138 (52)*]

NOC 1237-1238

MOD 1239 §10. (1) In the bands between 156 Mc/s and 174 Mc/s used for the maritime mobile services, coast and ship stations should, as a general rule, call on 156.80 Mc/s. However, calling may be conducted on a working channel or on a two-frequency calling channel which has been implemented in accordance with No. 1361.

NOC 1240

ADD 1240A [F/109 (97), DT/2, page 295, held in abeyance]

MOD 1241 §11. The reply to calls consists of:

- the call sign or other identification of the calling station, not more than three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the station called, not more than three times.

(MOD) 1242 §12. (1) When a ship station is called on the carrier frequency 2 182 kc/s it should reply on the same carrier frequency unless another frequency is indicated by the calling station.

ADD 1242A [G/113 (59), DT/2, page 301, held in abeyance]

NOC 1243

ADD 1243A [F/109 (98), T/2, page 299, held in abeyance]

MOD 1244 (3) When calling a coast station or another ship station, a ship station shall indicate the frequency on which a reply is required if this frequency is not the normal one associated with the frequency used for the call.

ADD 1244A [F/111 (152), DT/2, page 299, held for further study]

NOC 1245-1246

(MOD) 1247 a) on the carrier frequency 2 182 kc/s to calls made on the carrier frequency 2 182 kc/s unless another frequency is indicated by the calling station;

NOC 1248

ADD 1248A [G/79 (98), DT/2, page 301, held in abeyance]

MOD 1249 [F/8 (26), G/77 (41), J/84 (15), AUS/122 (43), B/138 (53), DT/2, pages 299-301, held in abeyance]

MOD 1250 [G/77 (41), DT/2, page 301, held in abeyance]

MOD 1251 [F/8 (27), DT/2, page 300, AUS/122 (44) held in abeyance]

NOC 1252

ARTICLE 35

Section II. A. Distress

ADD 1326A [Text to come from C.5]

ADD 1326B Before transmitting on the carrier frequency 2 182 kc/s, a station in the mobile service should listen on this frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 1217).

ADD 1326C The provisions of No. 1326B do not apply to stations in distress.

ARTICLE 36

Section I

NOC 1380-1386

ADD 1386A § 4A The abbreviations and signals of Appendix 13A and the Phonetic Alphabet and Figure Code in Appendix 16 should be used where applicable and, where language difficulties exist, the use of the International Code of Signals is also recommended.

NOC 1387

Section II

NOC 1389-1391

Section III (in part)

NOC 1392

- MOD 1393 (2) The distress call sent by radiotelephony consists of:
- the distress signal MAYDAY, spoken three times;
 - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
 - the call sign or other identification of the mobile station in distress, spoken three times.

ARTICLE 32

NOC Section V. Bands between 4 000 and 27 500 kc/s

NOC A. General Provisions

MOD 1145 § 17. (1) Mobile radiotelegraph stations equipped to operate in the bands specified in Nos. 1174, 1192 and 1196 shall employ only class A1 emission. In the bands specified in No. 1192, stations may use manual or automatic A1 Morse telegraphy at speeds not exceeding 40 bauds. Survival craft stations may use class A2 or A2H emission in these bands (see Nos. 994 and 997).

MOD 1146 (2) Mobile stations equipped for wide-band telegraphy, facsimile and special transmission systems may, in the frequency band reserved for such use, employ any class of emission provided that such emissions can be contained within the wide-band channels indicated in Appendix 15A. However, manual Morse and telephony are excluded, except for circuit alignment purposes.

MOD 1148 (4) Coast radiotelegraph stations employing single-channel class A1 or F1 emission and operating in the maritime mobile exclusive bands between 4 000 and 27 500 kc/s shall at no time use a mean power in excess of the following:

<i>Band</i>	<i>Maximum mean power</i>
4 Mc/s	5 kW
6 Mc/s	5 kW
8 Mc/s	10 kW
12 Mc/s	15 kW
16 Mc/s	15 kW
22 Mc/s	15 kW

ADD 1148A (5) Coast radiotelegraph stations employing multichannel telegraph emissions and operating in the maritime mobile exclusive bands between 4 000 and 27 500 kc/s shall at no time use a mean power in excess of 2.5 kW per 500 c/s bandwidth.

MOD 1149 § 18. (1) Each of the bands reserved for ship radiotelegraph stations, except for the band 25 070 to 25 110 kc/s, shall be divided into six parts, beginning at the low frequency end.

NOC 1150

ADD 1150A a) A a band of working frequencies for oceanographic data transmissions;

ADD 1150B a) B a band of working frequencies for ship stations using narrow-band direct-printing telegraph and data transmission systems.

NOC 1151-1153

MOD 1154 (2) The bands 25 070 to 25 082.5 kc/s and 25 082.5 to 25 110 kc/s are allocated, respectively, for calling and working by ship radiotelegraph stations on ships of all categories which employ A1 or F1 emission (see No. 224).

MOD 1158 (3) The arrangement of the frequencies in the ship radiotelegraph bands is illustrated graphically in [Appendix 15A.]

NOC 1159-1172

MOD 1173 (3) Working frequencies assigned to coast stations using the bands between 4 000 and 27 500 kc/s are included within the following band limits:

4 231 to 4 361 kc/s
 6 345.5 to 6 513.5 kc/s
 8 459.5 to 8 728.5 kc/s
 12 689 to 13 105 kc/s
 16 917 to 17 255 kc/s
 22 374 to 22 624 kc/s (see No. 453.1)

[In No. MOD 1173 some slight adjustments in the band limits may be necessary.]

NOC D. Assignment of Frequencies to Mobile Stations

NOC 1. Calling Frequencies of Ship Stations

MOD 1174 § 29. (1) The calling frequencies assigned to ship stations are included within the following band limits:

4 178 to 4 187 kc/s
 6 267 to 6 280.5 kc/s
 8 356 to 8 374 kc/s
 12 534 to 12 561 kc/s
 16 712 to 16 748 kc/s
 22 222.5 to 22 267.5 kc/s
 25 070 to 25 082.5 kc/s

MOD 1175 (2) In the band 4 178 to 4 187 kc/s, the calling frequencies are spaced 0.5 kc/s apart. The extreme frequencies assignable are 4 178.5 and 4 186.5 kc/s as indicated in [Appendix 15A].

MOD 1176 (3) In each of the other maritime mobile service bands between 4 000 and 18 000 kc/s, the calling frequencies shall be in harmonic relationship with those in the band 4 178 to 4 187 kc/s. In the bands 22 222.5 to 22 267.5 and 25 070 to 25 082.5 kc/s the spacing of calling frequencies is 2.5 kc/s and 1.5 kc/s respectively. The extreme frequencies assignable are 22 225 and 22 265 kc/s and 25 073.5 and 25 081 kc/s, respectively.

MOD 1177 § 30. The administration to which a ship station is subject shall assign to it a series of calling frequencies including one frequency in each of the bands in which the station is equipped to transmit. Administrations may, however, assign a supplementary series of

calling frequencies for use in the event of interference. In the bands between 4 000 and 18 000 kc/s, the frequencies assigned to each ship station shall be in harmonic relationship. Each administration shall take the necessary steps to assign such harmonic series of calling frequencies to ships in accordance with an orderly system of rotation so as to distribute these frequencies uniformly throughout the calling bands. The same system of uniform distribution shall be applied in the assignment of calling frequencies in the bands 22 222.5 to 22 267.5 kc/s and 25 070 to 25 082.5 kc/s. Administrations may also assign to their ship stations the special calling frequencies appearing in the footnote indicated by **** in [Appendix 15A].

MOD 1178 § 31.(1) One calling frequency in each of the calling bands indicated in No. 1174 (except in the 25 Mc/s band) shall be reserved as far as possible for the use of aircraft desiring to communicate with stations of the maritime mobile service. These frequencies are the following: 4 182; 6 273; 8 364; 12 546; 16 728 and 22 245 kc/s.

NOC 1179

NOC **2. Working Frequencies for Mobile Stations**

NOC *a) Channel Spacing and Assignment of Frequencies*

MOD 1180 § 32. In all bands the working frequencies for ship stations equipped to use wide-band telegraphy, facsimile and special transmission systems are spaced 4 kc/s apart. The frequencies assignable are shown in [Appendix 15A].

ADD 1180A § 32A. In all bands, the frequencies assignable for oceanographic data transmissions are spaced 0.3 kc/s apart. The frequencies assignable are shown in [Appendix 15A].

ADD 1180B § 32B. The working frequencies for ship stations using narrow-band direct-printing telegraph and data transmission systems are spaced 0.5 kc/s apart in the 4, 6 and 8 Mc/s bands and 1.0 kc/s apart in the 12, 16 and 22 Mc/s bands. The frequencies assignable are shown in [Appendix 15A].

- MOD 1181 § 33. (1) The working frequencies for high traffic ships in the band 4 172.25 to 4 178 kc/s are so spaced as to provide channels 0.5 kc/s wide, the extreme frequencies assignable being 4 172.5 and 4 177.5 as shown in [Appendix 15A].
- MOD 1182 (2) In the band 4 187 to 4 231 kc/s, the working frequencies of low traffic ships are spaced 0.5 kc/s apart, the extreme frequencies assignable being 4 187.5 and 4 229 kc/s as shown in [Appendix 15A].
- MOD 1183 § 34. The working frequencies assigned to each ship station in the 6, 8, 12 and 16 Mc/s band shall be harmonically related to those assigned in the 4 Mc/s band, in all cases where such a relationship is provided in [Appendix 15A].
- MOD 1184 § 35: In the 22 Mc/s band, which is not in harmonic relationship with the other bands, the frequencies are spaced as follows, as shown in [Appendix 15A].
- MOD 1185 a) in the high traffic band, the working frequencies are spaced 2 kc/s apart, the extreme frequencies assignable being 22 187 and 22 221 kc/s;
- MOD 1186 b) in the low traffic band, the working frequencies are spaced 2.5 kc/s apart, the extreme frequencies assignable being 22 270 and 22 370 kc/s.
- MOD 1187 § 36. In the 25 Mc/s band, the frequency separation shall be 1.5 kc/s. The extreme frequencies which may be assigned are 25 084 and 25 106.5 kc/s, as shown in [Appendix 15A].
- NOC b) *Working Frequencies for Ship Stations using Wide-Band Telegraphy, Facsimile and Special Transmission Systems*
- MOD 1188 § 37. The working frequencies assigned to ship stations using wide-band telegraphy, facsimile and special transmission systems are included within the following band limits:

4 142.5 to 4 162.5 kc/s
 6 216.5 to 6 244.5 kc/s
 8 288 to 8 328 kc/s
 12 431.5 to 12 479.5 kc/s
 16 576 to 16 636.5 kc/s
 22 112 to 22 160.5 kc/s

MOD 1189 § 38. (1) Each administration shall assign to each ship station under its jurisdiction and employing wide-band telegraphy, facsimile and special transmission systems, one or more series of the working frequencies reserved for this purpose and shown in [Appendix 15A]. The total number of series assigned to each ship shall be determined by traffic requirements.

NOC 1190

MOD 1191 (3) However, within the limits of the bands given in No. 1188 administrations may, to meet the needs of specific systems, assign frequencies in a different manner from that shown in [Appendix 15A]. Nevertheless, administrations shall take into account, as far as possible, the provisions of [Appendix 15A] concerning channelling and 4 kc/s spacing.

ADD *b)A Working Frequencies for Oceanographic Data Stations*

ADD 1191A § 38A. The working frequencies assignable to ship stations for oceanographic data transmissions are included within the following band limits:

4 162.5 to 4 166 kc/s
 6 244.5 to 6 248 kc/s
 8 328 to 8 331.5 kc/s
 12 479.5 to 12 483 kc/s
 16 636.5 to 16 640 kc/s
 22 160.5 to 22 164 kc/s

ADD 1191B § 38B. The frequency bands in 1191A may also be used by buoy stations for oceanographic data transmission and by stations interrogating these buoys.

ADD **1191C** § 38C. (1) Each administration may assign to each station under its jurisdiction of a type specified in No. **1191A** and **1191B** one or more of the assignable frequencies designated in [Appendix 15A].

ADD *b)B Working Frequencies of Ship Stations using
Narrow-Band Direct-Printing Telegraph and Data Transmission Systems*

ADD **1191D** § 38D. Working frequencies assigned to ship stations using narrow-band direct-printing telegraph and data transmission systems are included within the following band limits:

4 166	to	4 172.25	kc/s
6 248	to	6 258.25	kc/s
8 331.5	to	8 341.75	kc/s
12 483	to	12 503.25	kc/s
16 640	to	16 660.5	kc/s
22 164	to	22 184.5	kc/s

NOC *c) Working Frequencies for High Traffic Ships*

MOD **1192** § 39. The working frequencies assigned to high traffic ships are included within the following band limits:

4 172.25	to	4 178	kc/s
6 258.25	to	6 267	kc/s
8 341.75	to	8 356	kc/s
12 503.25	to	12 534	kc/s
16 660.5	to	16 712	kc/s
22 184.5	to	22 222.5	kc/s

MOD **1193** § 40. (1) Each administration shall assign to each high traffic ship within its jurisdiction two or more of the series of working frequencies shown in [Appendix 15A] for vessels of this class. The total number of series of frequencies assigned to each ship should be determined by the foreseen traffic volume.

NOC **1194-1195**

NOC

d) Working Frequencies for Low Traffic Ships

MOD 1196* § 42. Working frequencies assigned to low traffic ships shall be included within the following band limits:

4 187	to	4 231	kc/s
6 280.5	to	6 345.5	kc/s
8 374	to	8 459.5	kc/s
12 561	to	12 689	kc/s
16 748	to	16 917	kc/s
22 267.5	to	22 374	kc/s

MOD 1197 § 43. (1) In each of the low traffic bands, the assignable frequencies are divided into two equal Groups A and B, Group A comprising the frequencies in the lower half of the band and Group B the frequencies in the upper half (see [Appendix 15A]).

MOD 1198 (2) Each administration shall assign to each of the low traffic ships under its jurisdiction two series of working frequencies, one in Group A and the other in Group B. In each band, the two working frequencies are separated, as far as practicable, by half the width of the assignable band.

MOD 1199 (3) For example, if the frequency assigned to a ship station is the lowest frequency assignable in Group A, the other should be the lowest frequency assignable in Group B. If one of the frequencies assigned is the second frequency from the low frequency end of Group A, then the other frequency assigned should be the second frequency from the low frequency end of Group B, etc.

NOC 1200-1201

NOC

e) Working Frequencies Available for Use by All Ships

MOD 1202 § 44. The working frequencies in the bands specified in No. 1191D for narrow-band direct-printing telegraph and data transmission systems, and also those in the band 25 082.5 to 25 110 kc/s may be assigned to ships of all categories.

* In No. MOD 1196 some slight adjustments in the band limits may be necessary.

RESOLUTION No. C

Concerning the establishment of a co-ordinated world-wide system for the collection of data relating to oceanography

The World Administrative Radio Conference, Geneva, 1967,

considering

- a)* the expressed desire for the establishment of a co-ordinated world-wide system for the collection of data relating to oceanography;
- b)* that in each of the six high frequency bands allocated exclusively to the maritime mobile service a frequency band has been designated for use in the collection of data relating to oceanography in accordance with [Appendix 15 revised];
- c)* that use of these frequencies with maximum effectiveness is dependent upon co-operation and co-ordination among administrations;
- d)* that certain administrations expressed the desire that a co-ordinated world-wide system for the transmission of data relating to oceanography be established on the basis of a co-ordinated plan in the bands allocated by the present Conference;
- e)* that, however, certain other administrations wish to use in the near future stations for the collection of data relating to oceanography within the framework of decisions taken on this matter by the present Conference;
- f)* that, consequently, a co-ordinated programme for the collection of data relating to oceanography should be established using the frequency bands referred to in *b)* above;
- g)* that the Intergovernmental Oceanographic Commission (I.O.C.) and the World Meteorological Organization (W.M.O.) have been in

consultation since 1962 with respect to co-operative efforts in the collection of data relating to oceanography (e.g. the W.M.O./I.O.C. Panel of Experts on Co-ordination of Requirements, Geneva, 19-21 July, 1967);

resolves

1. that the I.O.C. and W.M.O. be invited to develop jointly, in consultation with the I.F.R.B., and in consultation with the administrations of the Members and Associate Members of the Union, as appropriate, a co-ordinated plan designed to meet existing and future requirements of all interested Members and Associate Members, for use by stations in the collection of data relating to oceanography in a world-wide system, within the framework of provisions made by the present Conference for such a system,
 - this plan to include the geographical distribution of oceanographic stations, their system of operation, the deployment of frequencies in the system and the manner in which oceanographic information is to be transmitted;
 2. that administrations be encouraged to assign frequencies in conformity with the plan and the recommendations of I.O.C. and W.M.O. for the portion of the world-wide system over which they have jurisdiction;
 3. that the I.O.C. and W.M.O. be invited further to assume jointly the responsibility, in consultation with the I.F.R.B., for keeping such a plan current, in the light of changing requirements for data relating to oceanography;
 4. that the plan developed under points 1 and 3 above shall be considered at the next Administrative Radio Conference competent to deal with matters relating to the maritime mobile service to determine what changes, if any, appear necessary to improve its effectiveness.
-

RESOLUTION No. D

Relating to the manner in which the I.F.R.B. shall treat notifications dealing with frequency assignments to oceanographic stations

The World Administrative Radio Conference, Geneva, 1967,

considering

- a)* that the Conference had adopted Resolution No. C, concerning the establishment of a co-ordinated world-wide system for the collection of data relating to oceanography; and
- b)* that the I.F.R.B. would require instructions regarding the notification and registration in the Master Register of assignments to oceanographic stations;

resolves

that the I.F.R.B. be instructed to accept for registration in the Master Register only such notifications, submitted by administrations in accordance with Nos. 486 and 487, as pertain to transmitting and receiving oceanographic stations which are land based and which are in conformity with Resolution No. C. Such notifications shall be treated by the Board in accordance with No. 505 of the Regulations. These entries in the Master Register shall not prejudice any decisions to be taken by the next Administrative Radio Conference competent to deal with the maritime mobile service.

ADD

APPENDIX 13A

**Miscellaneous Abbreviations and Signals to be used
for Radiocommunications in the Maritime Mobile Service**

(See Articles 29, 33 and 36)

SECTION I. Q CODE

Introduction

1. The series of groups listed in this Appendix range from QOA to QVZ.
2. The QOA to QQZ series are reserved for the maritime mobile service.
3. Certain Q code abbreviations may be given an affirmative or negative sense by sending, immediately following the abbreviation, the letter C or the letters NO (in radiotelephony spoken as : CHARLIE or NO).
4. The meanings assigned to Q code abbreviations may be amplified or completed by the addition of appropriate other groups, call signs, place names, figures, numbers, etc. It is optional to fill in the blanks shown in parentheses. Any data which is filled in where blanks appear shall be sent in the same order as shown in the text of the following tables.
5. Q code abbreviations are given the form of a question when followed by a question mark in radiotelegraphy and RQ (ROMEO QUEBEC) in radiotelephony. When an abbreviation is used as a question and is followed by additional or complementary information, the question mark (or RQ) should follow this information.
6. Q code abbreviations with numbered alternative significations shall be followed by the appropriate figure to indicate the exact meaning intended. This figure shall be sent immediately following the abbreviation.
7. All times shall be given in Greenwich Mean Time (G.M.T.) unless otherwise indicated in the question or reply.

8. An asterisk * following a Q code abbreviation means:

This signal is one which has a similar meaning to a signal appearing in the International Code of Signals.

Note from Committee 6: Paragraph 8 will be the subject of further consideration in the Plenary Meeting, in the light of decisions taken by the General Assembly of I.M.C.O. (now in session) concerning the general carriage of the International Code of Signals.

Abbreviations Available for the Maritime Mobile Service

A. List of Abbreviations in Alphabetical Order

Abbreviation	Question	Answer or Advice
QOA	Can you communicate by radio-telegraphy (500 kc/s)?	I can communicate by radio-telegraphy (500 kc/s).
QOB	Can you communicate by radio-telephony (2 182 kc/s)?	I can communicate by radio-telephony (2 182 kc/s).
QOC	Can you communicate by radio-telephony (channel 16 - 156.80 Mc/s)?	I can communicate by radio-telephony (channel 16 - 156.80 Mc/s).
QOD	Can you communicate with me in... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish?	I can communicate with you in... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish.
QOE	Have you received the safety signal sent by... (name and/or call sign)?	I have received the safety signal sent by... (name and/or call sign).
QOF	What is the commercial quality of my signals?	The quality of your signals is... 1. not commercial 2. marginally commercial 3. commercial.
QOG	How many tapes have you to send?	I have... tapes to send.
QOH	Shall I send a phasing signal for... seconds?	Send a phasing signal for... seconds.
QOI	Shall I send my tape?	Send your tape.
QOJ	Will you listen on...kc/s (or Mc/s) for signals of emergency position-indicating radiobeacons?	I am listening on...kc/s (or Mc/s) for signals of emergency position-indicating radiobeacons.

Abbreviation	Question	Answer or Advice
QOK	Have you received the signals of an emergency position-indicating radiobeacon on... kc/s (or Mc/s)?	I have received the signals of an emergency position-indicating radiobeacon on... kc/s (or Mc/s)
QRA	What is the name of your vessel (or station)?	The name of my vessel (or station) is...
QRB	How far approximately are you from my station?	The approximate distance between our stations is... nautical miles (or kilometres).
QRC	By what private enterprise (or State Administration) are the accounts for charges for your station settled?	The accounts for charges of my station are settled by the private enterprise... (or State Administration).
QRD	Where are you bound for and where are you from?	I am bound for... from...
QRE	What is your estimated time of arrival at... (or over...) (place)?	My estimated time of arrival at... (or over...) (place) is... hours.
QRF	Are you returning to... (place)?	I am returning to... (place). or Return to... (place).
QRG	Will you tell me my exact frequency (or that of...)?	Your exact frequency (or that of...) is... kc/s (or Mc/s).
QRH	Does my frequency vary?	Your frequency varies.
QRI	How is the tone of my transmission?	The tone of your transmission is... 1. good 2. variable 3. bad.
QRJ	How many radiotelephone calls have you to book?	I have... radiotelephone calls to book.

Abbreviation	Question	Answer or Advice
QRK	What is the intelligibility of my signals (or those of... <i>(name and/or call sign)</i>)?	The intelligibility of your signals (or those of... <i>(name and/or call sign)</i>) is... 1. bad 2. poor 3. fair 4. good 5. excellent.
QRL	Are you busy?	I am busy (or I am busy with... <i>(name and/or call sign)</i>). Please do not interfere.
QRM	Is my transmission being interfered with?	Your transmission is being interfered with... (1. nil 2. slightly 3. moderately 4. severely 5. extremely).
QRN	Are you troubled by static?	I am troubled by static... (1. nil 2. slightly 3. moderately 4. severely 5. extremely).
QRO	Shall I increase transmitter power?	Increase transmitter power.
QRP	Shall I decrease transmitter power?	Decrease transmitter power.
QRQ	Shall I send faster?	Send faster (... words per minute).
QRR	Are you ready for automatic operation?	I am ready for automatic operation. Send at... words per minute.

Abbreviation	Question	Answer or Advice
QRS	Shall I send more slowly?	Send more slowly (... words per minute).
QRT	Shall I stop sending?	Stop sending.
QRU	Have you anything for me?	I have nothing for you.
QRV	Are you ready?	I am ready.
QRW	Shall I inform... that you are calling him on...kc/s (or Mc/s)?	Please inform... that I am calling him on...kc/s (or Mc/s).
QRX	When will you call me again?	I will call you again at... hours (on...kc/s (or Mc/s)).
QRY	What is my turn? (Relates to communication)	Your turn is Number... (or according to any other indication). (Relates to communication).
QRZ	Who is calling me?	You are being called by... (on ...kc/s (or Mc/s)).
QSA	What is the strength of my signals (or those of... (name and/or call sign))?	The strength of your signals (or those of... (name and/or call sign)) is... 1. scarcely perceptible 2. weak 3. fairly good 4. good 5. very good.
QSB	Are my signals fading?	Your signals are fading.
QSC	Are you a low traffic ship station? (see Article 32, Section V)	I am a low traffic ship station.
QSD	Are my signals mutilated?	Your signals are mutilated.
QSE*	What is the estimated drift of the survival craft?	The estimated drift of the survival craft is... (figures and units).

Abbreviation	Question	Answer or Advice
QSF*	Have you effected rescue?	I have effected rescue and am proceeding to... base (with... persons injured requiring ambulance).
QSG	Shall I send... telegrams at a time?	Send... telegrams at a time.
QSH	Are you able to home with your direction-finding equipment?	I am able to home with my direction-finding equipment (on... <i>(name and/or call sign)</i>).
QSI		I have been unable to break in on your transmission. <i>or</i> Will you inform... <i>(name and/or call sign)</i> that I have been unable to break in on his transmission (on...kc/s <i>(or Mc/s)</i>).
QSJ	What is the charge to be collected to... including your internal charge?	The charge to be collected to... including my internal charge is... francs.
QSK	Can you hear me between your signals and if so can I break in on your transmission?	I can hear you between my signals; break in on my transmission.
QSL	Can you acknowledge receipt?	I am acknowledging receipt.
QSM	Shall I repeat the last telegram which I sent you <i>(or some previous telegram)</i> ?	Repeat the last telegram which you sent me <i>(or telegram(s) number(s)...) .</i>
QSN	Did you hear me <i>(or... (name and/or call sign)) on...kc/s (or Mc/s)</i> ?	I did hear you <i>(or... (name and/or call sign)) on...kc/s (or Mc/s)</i> .

Abbreviation	Question	Answer or Advice
QSO	Can you communicate with... <i>(name and/or call sign)</i> direct <i>(or by relay)</i> ?	I can communicate with... <i>(name and/or call sign)</i> direct <i>(or by relay through...)</i> .
QSP	Will you relay to... <i>(name and/or call sign)</i> free of charge?	I will relay to... <i>(name and/or call sign)</i> free of charge.
QSQ	Have you a doctor on board <i>(or is... (name of person) on board)</i> ?	I have a doctor on board <i>(or... (name of person) is on board)</i> .
QSR	Shall I repeat the call on the calling frequency?	Repeat your call on the calling frequency; did not hear you <i>(or have interference)</i> .
QSS	What working frequency will you use?	I will use the working frequency ...kc/s <i>(or Mc/s)</i> (in the high frequency bands normally only the last three figures of the frequency need be given).
QSU	Shall I send <i>or</i> reply on this frequency <i>(or on...kc/s (or Mc/s))</i> (with emissions of class...)?	Send <i>or</i> reply on this frequency <i>(or on...kc/s (or Mc/s))</i> (with emissions of class...).
QSV	Shall I send a series of V's <i>(or signs)</i> for adjustment on this frequency <i>(or...kc/s (or Mc/s))</i> ?	Send a series of V's <i>(or signs)</i> for adjustment on this frequency <i>(or...kc/s (or Mc/s))</i> .
QSW	Will you send on this frequency <i>(or on...kc/s (or Mc/s))</i> (with emissions of class...)?	I am going to send on this frequency <i>(or on...kc/s (or Mc/s))</i> (with emissions of class...).
QSX	Will you listen to... <i>(name and/or call sign(s))</i> on...kc/s <i>(or Mc/s)</i> ?	I am listening to... <i>(name and/or call sign(s))</i> on...kc/s <i>(or Mc/s)</i> .
QSY	Shall I change to transmission on another frequency?	Change to transmission on another frequency <i>(or on...kc/s (or Mc/s))</i> .

Abbreviation	Question	Answer or Advice
QSZ	Shall I send each word or group more than once?	Send each word or group twice (<i>or... times</i>).
QTA	Shall I cancel telegram (<i>or message</i>) number...?	Cancel telegram (<i>or message</i>) number...
QTB	Do you agree with my counting of words?	I do not agree with your counting of words; I will repeat the first letter or digit of each word or group.
QTC	How many telegrams have you to send?	I have... telegrams for you (<i>or for... (name and/or call sign)</i>).
QTD*	What has the rescue vessel or rescue aircraft recovered?	... (<i>identification</i>) has recovered... 1. ... (<i>number</i>) survivors 2. wreckage 3. ... (<i>number</i>) bodies.
QTE	What is my TRUE bearing from you?	Your TRUE bearing from me is... degrees at... hours.
	<i>or</i> What is my TRUE bearing from... (<i>name and/or call sign</i>)?	<i>or</i> Your TRUE bearing from... (<i>name and/or call sign</i>) was... degrees at... hours.
	<i>or</i> What is the TRUE bearing of... (<i>name and/or call sign</i>) from... (<i>name and/or call sign</i>)?	<i>or</i> The TRUE bearing of... (<i>name and/or call sign</i>) from... (<i>name and/or call sign</i>) was... degrees at... hours.
QTF	Will you give me my position according to the bearings taken by the direction-finding stations which you control?	Your position according to the bearings taken by the direction-finding stations which I control was... latitude... longitude (<i>or other indication of position</i>), class... at... hours.

Abbreviation	Question	Answer or Advice
QTG	Will you send two dashes of ten seconds each (<i>or carrier</i>) followed by your call sign (<i>or name</i>) (repeated... times) (on... kc/s (<i>or Mc/s</i>))? <i>or</i> Will you request... (<i>name and/or call sign</i>) to send two dashes of ten seconds each (<i>or carrier</i>) followed by his call sign (<i>and/or name</i>) (repeated... times) on... kc/s (<i>or Mc/s</i>)?	I am going to send two dashes of ten seconds each (<i>or carrier</i>) followed by my call sign (<i>or name</i>) (repeated... times) (on... kc/s (<i>or Mc/s</i>)). <i>or</i> I have requested... (<i>name and/or call sign</i>) to send two dashes of ten seconds each (<i>or carrier</i>) followed by his call sign (<i>and/or name</i>) (repeated... times) on... kc/s (<i>or Mc/s</i>).
QTH	What is your position in latitude and longitude (<i>or according to any other indication</i>)?	My position is... latitude... longitude (<i>or according to any other indication</i>).
QTI*	What is your TRUE course?	My TRUE course is... degrees.
QTJ*	What is your speed? (<i>Requests the speed of a ship or aircraft through the water or air respectively.</i>)	My speed is... knots (<i>or kilometres per hour or... statute miles per hour</i>). (<i>Indicates the speed of a ship or aircraft through the water or air respectively.</i>)
QTK*	What is the speed of your aircraft in relation to the surface of the earth?	The speed of my aircraft in relation to the surface of the earth is... knots (<i>or... kilometres per hour or... statute miles per hour</i>).
QTL*	What is your TRUE heading?	My TRUE heading is... degrees.

Abbreviation	Question	Answer or Advice
QTM*	What is your MAGNETIC heading?	My MAGNETIC heading is... degrees.
QTN	At what time did you depart from ... (<i>place</i>)?	I departed from... (<i>place</i>) at... hours.
QTO	Have you left dock (<i>or</i> port)? <i>or</i> Are you airborne?	I have left dock (<i>or</i> port). <i>or</i> I am airborne.
QTP	Are you going to enter dock (<i>or</i> port)? <i>or</i> Are you going to alight (<i>or</i> land)?	I am going to enter dock (<i>or</i> port). <i>or</i> I am going to alight (<i>or</i> land).
QTT	Can you communicate with my station by means of the International Code of Signals (INTERCO)?	I am going to communicate with your station by means of the International Code of Signals (INTERCO).
QTR	What is the correct time?	The correct time is... hours.
QTS	Will you send your call sign (and/ <i>or</i> name) for... seconds?	I will send my call sign (and/ <i>or</i> name) for... seconds.
QTT		The identification signal which follows is superimposed on another transmission.
QTU	What are the hours during which your station is open?	My station is open from... to... hours.
QTV	Shall I stand guard for you on the frequency of...kc/s (<i>or</i> Mc/s) (from... to... hours)?	Stand guard for me on the frequency of...kc/s (<i>or</i> Mc/s) (from... to... hours).
QTW*	What is the condition of survivors?	Survivors are in... condition and urgently need...

Abbreviation	Question	Answer or Advice
QTX	Will you keep your station open for further communication with me until further notice (<i>or</i> until ...hours)?	I will keep my station open for further communication with you until further notice (<i>or</i> until... hours).
QTY*	Are you proceeding to the position of incident and if so when do you expect to arrive?	I am proceeding to the position of incident and expect to arrive at... hours (on... date).
QTZ*	Are you continuing the search?	I am continuing the search for... (aircraft, ship, survival craft, survivors or wreckage).
QUA	Have you news of... (<i>name and/or call sign</i>)?	Here is news of... (<i>name and/or call sign</i>).
QUB*	Can you give me in the following order information concerning: the direction in degrees TRUE and speed of the surface wind; visibility; present weather; and amount, type and height of base of cloud above surface elevation at... (<i>place of observation</i>)?	Here is the information requested: ... (<i>The units used for speed and distances should be indicated</i>).
QUC	What is the number (<i>or other indication</i>) of the last message you received from me (<i>or</i> from... (<i>name and/or call sign</i>))?	The number (<i>or other indication</i>) of the last message I received from you (<i>or</i> from... (<i>name and/or call sign</i>)) is...
QUD	Have you received the urgency signal sent by... (<i>name and/or call sign</i>)?	I have received the urgency signal sent by... (<i>name and/or call sign</i>) at... hours.
QUE	Can you use telephony in... (<i>language</i>), with interpreter if necessary; if so, on what frequencies?	I can use telephony in... (<i>language</i>) on...kc/s (<i>or</i> Mc/s).
QUF	Have you received the distress signal sent by... (<i>name and/or call sign</i>)?	I have received the distress signal sent by... (<i>name and/or call sign</i>) at... hours.

Abbreviation	Question	Answer or Advice
QUH*	Will you give me the present barometric pressure at sea level?	The present barometric pressure at sea level is... (<i>units</i>).
QUM	May I resume normal working?	Normal working may be resumed.
QUN	1. <i>When directed to all stations:</i> Will vessels in my immediate vicinity... <i>or</i> (in the vicinity of... latitude... longitude) <i>or</i> (in the vicinity of...) please indicate their position, TRUE course and speed? 2. <i>When directed to a single station:</i> Please indicate your position, TRUE course and speed?	My position, TRUE course and speed are...
QUO*	Shall I search for... 1. aircraft 2. ship 3. survival craft in the vicinity of... latitude... longitude (<i>or according to any other indication</i>)?	Please search for... 1. aircraft 2. ship 3. survival craft in the vicinity of... latitude... longitude (<i>or according to any other indication</i>).
QUP*	Will you indicate your position by... 1. searchlight 2. black smoke trail 3. pyrotechnic lights?	My position is indicated by... 1. searchlight 2. black smoke trail 3. pyrotechnic lights.
QUR*	Have survivors... 1. received survival equipment 2. been picked up by rescue vessel 3. been reached by ground rescue party?	Survivors... 1. are in possession of survival equipment dropped by... 2. have been picked up by rescue vessel 3. have been reached by ground rescue party.
QUS*	Have you sighted survivors or wreckage? If so, in what position?	Have sighted... 1. survivors in water 2. survivors on rafts 3. wreckage in position... latitude... longitude (<i>or according to any other indication</i>).

Abbreviation	Question	Answer or Advice
QUT*	Is position of incident marked?	Position of incident is marked by... 1. flame or smoke float 2. sea marker 3. sea marker dye 4. ... (<i>specify other marking</i>).
QUU*	Shall I home ship or aircraft to my position?	Home ship or aircraft... (<i>name and/or call sign</i>)... 1. to your position by sending your call sign and long dashes on...kc/s (<i>or</i> Mc/s) 2. by sending on...kc/s (<i>or</i> Mc/s) TRUE track to reach you.
QUW*	Are you in the search area designated as... (<i>designator or latitude and longitude</i>)?	I am in the... (<i>designation</i>) search area.
QUY*	Is position of survival craft marked?	Position of survival craft was marked at... hours by... 1. flame or smoke float 2. sea marker 3. sea marker dye 4. ... (<i>specify other marking</i>).

*B. List of Signals according to the Nature of Questions,
Answer or Advice*

[This table can be prepared only after Section IA has been adopted]

SECTION II. MISCELLANEOUS ABBREVIATIONS AND SIGNALS

Abbreviation or Signal	Definition
AA	All after... (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition).
AB	All before... (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition).
ADS	Address (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition).
<u>AR</u>	End of transmission.
<u>AS</u>	Waiting period.
BK	Signal used to interrupt a transmission in progress.
BN	All between... and... (used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition).
BQ	A reply to an RQ.
<u>BT</u>	Signal to mark the separation between different parts of the same transmission.
C	Yes or "The significance of the previous group should be read in the affirmative".
CFM	Confirm (or I confirm).
CL	I am closing my station.
COL	Collate (or I collate).
CORREC- TION (KOR-REK- SHUN)	Cancel my last word or group. The correct word or group follows (for radiotelephony).

Note: When used in radiotelegraphy a bar over the letters composing a signal denotes that the letters are to be sent as one symbol.

Abbreviation or Signal	Definition
CP	General call to two or more specified stations (<i>see Article 31</i>).
CQ	General call to all stations.
CS	Call sign (<i>used to request a call sign</i>).
DE	"from..." (<i>used to precede the name or other identification of the calling station — see No. 1216A</i>).
DF	Your bearing at... hours was... degrees, in the doubtful sector of this station, with a possible error of... degrees.
DO	Bearing doubtful. Ask for another bearing later (<i>or at... hours</i>).
E	East (Cardinal point) (<i>see No. 1400</i>).
ETA	Estimated time of arrival.
INTERCO (IN-TER-CO)	International Code of Signals groups follow (<i>for radiotelephony</i>).
K	Invitation to transmit.
KA	Starting signal.
KTS	Nautical miles per hour (<i>Knots</i>).
MIN	Minute (<i>or Minutes</i>).
MSG	Prefix indicating a message to or from the master of a ship concerning its operation or navigation.
N	North (Cardinal point) (<i>see No. 1400</i>).
NIL	I have nothing to send to you.
NO	No (<i>Negative</i>).
NW	Now.
NX	Notice to Mariners (<i>or Notice to Mariners follows</i>).
OK	We agree (<i>or It is correct</i>).
OL	Ocean Letter.
P	Prefix indicating a private radiotelegram.
PBL	Preamble (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
PSE	Please.
R	Received.
REF	Reference to... (<i>or Refer to...</i>).
RPT	Repeat (<i>or I repeat</i>) (<i>or Repeat...</i>).

Abbreviation or Signal	Definition
RQ	Indication of a request.
S	South (Cardinal point) (<i>see No. 1400</i>).
SIG	Signature (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
SLT	Radiomaritime Letter.
SVC	Prefix indicating a service telegram.
SYS	Refer to your service telegram.
TFC	Traffic.
TR	Used by a land station to request the position and next port of call of a mobile station (<i>see Nos. 1083 and 1314</i>); used also as a prefix to the reply.
TU	Thank you.
TXT	Text (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
VA	End of work.
W	West (Cardinal point) (<i>see No. 1400</i>).
WA	Word after. . . (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
WB	Word before. . . (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
WD	Word(s) or Group(s).
WX	Weather report (<i>or Weather report follows</i>).
XQ	Prefix used to indicate the transmission of a service note.
YZ	The words which follow are in plain language.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 268-E
17 October 1967
Original : Russian

STATEMENT

BY THE DELEGATION OF THE UNION OF SOVIET SOCIALIST REPUBLICS

TO THE WORLD ADMINISTRATIVE MARITIME RADIO CONFERENCE

The Delegation of the U.S.S.R. declares that the presence of Chang Kai-Shekists at meetings of the World Administrative Maritime Radio Conference is illegal, since only the representatives of the People's Republic of China can be the legal representatives of China in the I.T.U.

A. BADALOV

Head of the Delegation of the
Union of Soviet Socialist Republics



INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 269-B
18 October 1967
Original : French/
English

COMMITTEE 6

SIXTH REPORT OF WORKING GROUP 6A TO COMMITTEE 6

(OPERATION)

- General Radiotelephone Procedure in the Maritime Mobile Service, Article 33, Section III (continued), Sections IV - VI.
- Calls by Radiotelephony, Article 34.
- Service Documents, Article 20.

1. Working Group 6A unanimously agreed to recommend the adoption of the provision appearing in the Annex attached hereto.

2. Article 33, Section IV : ADD 1280A

Since there was not a majority in favour of the new procedure providing ways and means of communication in radiotelephony where language difficulties arise (Proposal No. DNK/38(6)), the proposal was withdrawn.

3. Article 20

3.1 MOD 805

The delegate of Canada withdrew Proposal No. CAN/108(26) since he had learned that the object of the amendment could be attained by the adoption of Proposal No. CAN/108(27) concerning MOD 815.

3.2 ADD 806A

The Working Group agreed to inform Working Group 6C that it was of the opinion that Proposals to amend Appendix 11 to include carriage by ships of the Manual as an alternative to the Radio Regulations etc. were well-founded and should be adopted (Proposals Nos. G/62(70), USA/28(64, 65), appearing on page 457 of Document No. DT/2 refers). On this basis, the delegate of the U.S.A. withdrew Proposal No. USA/28(63).

A. CHASSIGNOL

Chairman

Annex : 1



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A N N E X

Article 33, Section III (continued)

ADD	1252A	/held in abeyance/
MOD	1253	/held in abeyance/
(MOD)	1254	§15. If contact is established on the carrier frequency 2 182 kc/s, coast and ship stations shall transfer to working frequencies for the exchange of traffic.
MOD	1255	/held in abeyance/
MOD	1256	/NZL/131(27) held in abeyance/
NOC	1257	/held in abeyance/
ADD	1257A	/held in abeyance/
	1258	/held in abeyance/
	1258A	/Delegation of U.S.A. to draft the text for discussion in the light of related decisions Committees 4 and 5/
	1259-1265	/held in abeyance/
MOD	1266	§20.(1) If the station called is unable to accept traffic immediately, it should reply to the call as indicated in No. 1241 followed by "Wait minutes" (or AS spoken as ALFA SIERRA (minutes) in case of language difficulties); indicating the probable duration of waiting time in minutes. If the probable duration exceeds ten minutes the reason for the delay shall be given. Alternatively the station called may indicate by any appropriate means, that it is not ready to receive traffic immediately.

NOC 1267-
1268

Article 33, Section IV

NOC 1269-
1272

MOD 1273 - the call sign or other identification of the station called;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station.

NOC 1274-
1279

(MOD) 1280 French version : replace "commutez" by "à vous".

NOC 1281-
1283

SUP 1284

MOD 1285 (6) In transmitting groups of figures each Figure shall be spoken separately and the transmission of each group or series of groups shall be preceded by the words "in figures".

NOC 1286

MOD 1287 §24.(1) The acknowledgement of receipt of a radio-telegram or a series of radiotelegrams shall be given by the receiving station in the following manner :

(Continued)

MOD

1287 (continued)

- the call sign or other identification of the sending station;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the receiving station;
- "Your No. ... received, over" (or R spoken as ROMEO ... (number), K spoken as KILO in case of language difficulties); or
- "Your No. ... to No. ... received, over" (or R spoken as ROMEO ... (numbers), K spoken as KILO in case of language difficulties).

French version : replace "commutez" by "à vous"

NOC

1288

MOD

1289

(3) The end of work between two stations shall be indicated by each of them by means of the word "out" (or VA spoken as VICTOR ALFA in case of language difficulties).

Article 33, Section V

MOD

1290

§25.(1) Calling and signals preparatory to traffic shall not exceed two minutes when made on the carrier frequency 2182 kc/s or on 156.80 Mc/s, except in cases of distress, urgency or safety to which the provisions of Article 36 apply.

NOC

1291-
1292

Article 33, Section VI

NOC 1293-
1294

MOD 1295 (2) Any signals sent for testing shall be kept to a minimum, particularly on the carrier frequency 2182 kc/s, the frequency 156.80 Mc/s and in the Tropical Zone of Region 3 on the carrier frequency $\sqrt{6204 \text{ kc/s}}$ and in the Tropical Zone of Regions 2 and 3 $\sqrt{4133 \text{ kc/s}}$

Article 34

NOC 1296-
1300

MOD 1301 (2) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. This transmission shall be preceded by a call to all stations.

MOD 1302 (3) They may, however, announce this transmission by the following brief preamble sent on a calling frequency :

- "Hello all ships" or "CQ" (spoken as CHARLIE QUEBEC) not more than three times;
- the words "THIS IS" (or DE spoken as DELTA ECHO in the case of language difficulties);
- "...radio" not more than three times;
- "Listen for my traffic list on ... kc/s".

In no case may this preamble be repeated.

$\sqrt{\text{MOD 1302 and SUP 1303, Proposal No. NZL/133(14) held}}$.

SUP 1303 $\sqrt{\text{Proposal No. NZL/133(14) held in abeyance}}$.

NOC 1304-
1308

- ADD 1308A However, in the maritime mobile service when a station called does not reply, the call may be repeated at three-minute intervals.
- (MOD) 1309 [Attention of the Editorial Committee is invited to the possible need to adjust the beginning of this paragraph as a result of the introduction of 1308A. A similar adjustment may be considered desirable in No. 1078 for the same reason.]
- NOC 1310-
1311
- ADD 1311A (5) However, in the maritime mobile service, before renewing the call, the calling station shall ascertain that further calling is unlikely to cause interference to other communications in progress and that the station called is not in communication with another station.
- NOC 1312-
1313
- MOD 1314 §8.(1) The land station may, by means of the abbreviation TR (spoken as TANGO ROMEO), ask the mobile station to furnish it with the following information :
- NOC 1315-
1316
- MOD 1317 (2) The information referred to in Nos. 1314 to 1316, preceded by the abbreviation TR, should be furnished by mobile stations without prior request from the coast station, whenever such a measure seems appropriate. This information is furnished on the authority of the master or the person responsible for the mobile station.

SUP 1318

ADD 1318A /F/109(102, 103), DT/2, pages 322/3 held

Article 20

NOC 789-
804

MOD 805 (IV) List IV. List of Coast Stations

There are annexed to this list a table and a chart showing the zones and hours of service of ships of the second and third categories (see Appendix 12) and a table of inland telegraph rates, limitrophic rates, etc.

MOD 806 (V) List V. List of Ship Stations

This list shall contain particulars of :

- a) ship stations fitted with radiotelegraph installations;
- b) ship stations fitted with radiotelegraph and radiotelephone installations;
- c) ship stations fitted with radiotelephone installations only of ships communicating with stations of the maritime mobile service other than those of their own nationality or making international voyages.

This list shall contain a table and a chart showing the zones and hours of service of ships of the second and third categories (see Appendix 12).

NOC 807-
810

ADD	810A	<u>/F/109(93) held in abeyance/</u>
NOC	811- 814	
MOD	815	§2.(1) The Secretary-General shall publish the amendments to be made in the documents listed in Nos. 790 and 814 inclusive. Once a month administrations shall inform him, in the form shown for the lists themselves in Appendix 9, of the additions, modifications or deletions to be made in Lists IV, V and VI using for this purpose the appropriate symbols shown in Appendix 10. Furthermore, in order to make the necessary additions, modifications and deletions to Lists I, II, III and VIIIA, he shall use the data provided by the International Frequency Registration Board, obtained from the information received in application of the provisions of Articles 9, 9A and 10. He shall make the requisite amendments to List VII by using the data he has received for Lists I to VI and VIIIA. Lists IV and VI shall be coordinated with the information appearing in List I. The Secretary-General shall refer any discrepancies to the administration concerned.
NOC	816-823	
MOD	824	§6. The List of Coast Stations (List IV) shall be republished every two years and kept up to date by recapitulative supplements issued every six months.
MOD	825	<u>/held in abeyance/</u>
NOC	826- 837	

Article 30

MOD 1086 The information referred to in Nos. 1083 and 1085, preceded by the abbreviation TR, should be furnished by mobile stations without prior request from the coast station, whenever such a measure seems appropriate. This information is furnished on the authority of the master or the person responsible for the mobile station.

SUP 1087

Note to the Editorial Committee

Committee 6 has adopted in Article 30, revised, NOC 1086 - 1087 (Document No. 225 refers). In considering, at a later date, Article 33, MOD 1317 and SUP 1318, Committee 6 has adopted the similar amendment to Nos. 1086 and 1087 as shown above, which cancels and replaces the earlier decision recorded in Document No. 225.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 2704E

17 October 1967

Original : English/French/
Spanish

PLENARY MEETING

THIRD REPORT OF COMMITTEE 4

1. The texts in Annex 1, concerning the provisions of Article 32, Section V, of the Radio Regulations mentioned below, have been adopted unanimously by Committee 4.

Nos.: 1145, 1146, 1148, 1148A, 1149, 1150, 1150A, 1150B,
1151 to 1154, 1158 to 1180, 1180A, 1180B, 1181 to
1191, 1191A, 1191B, 1191D and 1192 to 1202.

2. The text in Annex 2, concerning Article 32, Section V, No. 1191C, of the Radio Regulations, has been adopted by a majority. The delegations of the Hungarian People's Republic and of the Union of Soviet Socialist Republics have reserved their right to take the matter to the Plenary Meeting.
3. Draft Resolutions in Annexes 2 and 3 have been unanimously adopted by Committee 4.

F.G. FERRIN

Chairman of Committee 4

Annexes : 3



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A N N E X 1

Article 32

NOC

Section V.

Bands between 4 000 and 27 500 kc/s

NOC

A. General provisions

MOD

1145

§ 17. (1) Mobile radiotelegraph stations equipped to operate in the bands specified in Nos. 1174, 1192 and 1196 shall employ only class A1 emission. In the bands specified in No. 1192, stations may use manual or automatic A1 Morse telegraphy at speeds not exceeding 40 bauds. Survival craft stations may use class A2 or A2H emissions in these bands (see Nos. 994 and 997).

MOD

1146

(2) Mobile stations equipped to operate in the frequency bands authorized to ships for wide-band telegraphy, facsimile and special transmission systems may use any class of emissions provided that such emissions can be contained within the wide-band channels indicated in Appendix 15A. However, manual Morse and telephony are excluded, except for circuit alignment purposes.

MOD

1148

(4) Coast radiotelegraph stations employing single channel class A1 or F1 emission operating in the maritime mobile exclusive bands between 4 000 and 27 500 kc/s shall at no time use mean power in excess of the following :

<u>Band</u>	<u>Maximum mean power</u>
4 Mc/s	5 kW
6 Mc/s	5 kW
8 Mc/s	10 kW
12 Mc/s	15 kW
16 Mc/s	15 kW
22 Mc/s	15 kW

- ADD 1148A (5) Coast radiotelegraph stations employing multi-channel telegraph emissions operating in the maritime mobile exclusive bands between 4 000 and 27 500 kc/s shall at no time use a mean power in excess of 2.5 kW per 500 c/s bandwidth.
- MOD 1149 § 18. (1) Each of the bands reserved for ship radiotelegraph stations, except for the band 25 070-25 110 kc/s, shall be divided into six parts, beginning at the low frequency end :
- NOC 1150
- ADD 1150A aA) a band of working frequencies for oceanographic data transmissions;
- ADD 1150B aB) a band of working frequencies for ship stations using narrow-band direct-printing telegraph and data systems.
- NOC 1151-1153
- MOD 1154 (2) The bands 25 070-25 082.5 kc/s and 25 082.5-25 110 kc/s are allocated, respectively, for calling and working by ship radiotelegraph stations employing A1 or F1 emissions on ships of all categories. (See No. 224.)
- MOD 1158 (3) The arrangement of the frequencies in the ship radiotelegraph bands is illustrated graphically in Appendix 15A.
- NOC 1159-1172
- MOD 1173 (3) Working frequencies assigned to coast stations using the bands between 4 000 and 27 500 kc/s are included within the following band limits :
- | | | | |
|---------|----|---------|----------------------|
| 4 231. | to | 4 361 | kc/s |
| 6 345.5 | to | 6 513.5 | kc/s |
| 8 459.5 | to | 8 728.5 | kc/s |
| 12 689 | to | 13 105 | kc/s |
| 16 917 | to | 17 255 | kc/s |
| 22 374 | to | 22 624 | kc/s (See No. 453.1) |

Note to the Editorial Committee

In No. MOD 1173 some slight adjustments in the band limits may be necessary.

D. Assignment of Frequencies to Mobile Stations

1. Calling Frequencies of Ship Stations

MOD 1174 § 29. (1) The calling frequencies assigned to ship stations are included within the following band limits :

4 178 to 4 187 kc/s
6 267 to 6 280.5 kc/s
8 356 to 8 374 kc/s
12 534 to 12 561 kc/s
16 712 to 16 748 kc/s
22 222.5 to 22 267.5 kc/s
25 070 to 25 082.5 kc/s

MOD 1175 (2) In the band 4 178 to 4 187 kc/s, the calling frequencies are spaced 0.5 kc/s apart. The extreme frequencies assignable are 4 178.5 and 4 186.5 kc/s as indicated in Appendix 15A.

MOD 1176 (3) In each of the other maritime mobile service bands between 4 000 and 18 000 kc/s, the calling frequencies shall be in harmonic relationship with those in the band 4 178 to 4 187 kc/s.

In the bands 22 222.5 to 22 267.5 and 25 070 to 25 082.5 kc/s the spacing of calling frequencies is 2.5 kc/s and 1.5 kc/s respectively. The extreme frequencies assignable are 22 225 and 22 265 kc/s and 25 073.5 and 25 081 kc/s, respectively.

MOD 1177 § 30. The administration to which a ship station is subject shall assign to it a series of calling frequencies including one frequency in each of the bands in which the station is equipped to transmit. Administrations may, however, assign a supplementary series of calling frequencies for use in the event of interference. In the bands between 4 000 and 18 000 kc/s, the frequencies assigned to each ship station shall be in harmonic relationship. Each administration shall take the necessary steps to assign such harmonic series of calling frequencies to ships in accordance with an orderly system of rotation so as to distribute these frequencies uniformly throughout the calling bands. The same system of uniform distribution shall be applied in the assignment of calling frequencies in the bands 22 222.5 to 22 267.5 kc/s and 25 070 to 25 082.5 kc/s. Administrations may also assign the special calling frequencies appearing in the footnote indicated by four asterisks in Appendix 15A.

- MOD 1178 § 31. (1) One calling frequency in each of the calling bands indicated in No. 1174 (except in the 25 Mc/s band) shall be reserved as far as possible for the use of aircraft desiring to communicate with stations of the maritime mobile service. These frequencies are the following : 4 182; 6 273; 8 364; 12 546; 16 728 and 22 245 kc/s.
- NOC 1179
- NOC 2. Working Frequencies of Mobile Stations
- NOC a) Channel Spacing and Assignment of Frequencies
- MOD 1180 § 32. In all bands the working frequencies for ship stations equipped to use wide-band telegraphy, facsimile and special transmission systems are spaced 4 kc/s apart. The frequencies assignable are shown in Appendix 15A.
- ADD 1180A § 32A. In all bands, the frequencies assignable for oceanographic data transmissions are spaced 0.3 kc/s apart. The frequencies assignable are shown in Appendix 15A.
- ADD 1180B § 32B. The working frequencies for ship stations using narrow-band direct-printing telegraph and data systems are spaced 0.5 kc/s apart in the 4, 6 and 8 Mc/s bands and 1.0 kc/s apart in the 12, 16 and 22 Mc/s bands. The frequencies assignable are shown in Appendix 15A.
- MOD 1181 § 33. (1) The working frequencies for high traffic ships in the band 4 172.25 to 4 178 kc/s are so spaced as to provide channels 0.5 kc/s wide, the extreme frequencies assignable being 4 172.5 and 4 177.5 as shown in Appendix 15A.
- MOD 1182 (2) In the band 4 187 to 4 231 kc/s, the working frequencies of low traffic ships are spaced 0.5 kc/s apart, the extreme frequencies assignable being 4 187.5 and 4 229 kc/s as indicated in Appendix 15A.
- MOD 1183 § 34. The working frequencies assigned to each ship station in the 6, 8, 12 and 16 Mc/s band shall be harmonically related to those assigned in the 4 Mc/s band, in all cases where such a relationship is provided in Appendix 15A.

- MOD 1184 § 35. In the 22 Mc/s band, which is not in harmonic relationship with the other bands, the frequencies are spaced as follows, as shown in Appendix 15A.
- MOD 1185 a) in the high traffic band, the working frequencies are spaced 2 kc/s apart, the extreme frequencies assignable being 22 187 and 22 221 kc/s;
- MOD 1186 b) in the low traffic band, the working frequencies are spaced 2.5 kc/s apart, the extreme frequencies assignable being 22 270 and 22 370 kc/s.
- MOD 1187 § 36. In the 25 Mc/s band, the frequency separation shall be 1.5 kc/s. The extreme frequencies which may be assigned are, as shown in Appendix 15A : 25 084 and 25 106.5 kc/s.
- NOC b) Working Frequencies for Ship Stations using Wide-band Telegraphy, Facsimile and Special Transmission Systems
- MOD 1188 § 37. The working frequencies assigned to ship stations using wide-band telegraphy, facsimile and special transmission systems are included within the following band limits :
- 4 142.5 to 4 162.5 kc/s
6 216.5 to 6 244.5 kc/s
8 288 to 8 328 kc/s
12 431.5 to 12 479.5 kc/s
16 576 to 16 636.5 kc/s
22 112 to 22 160.5 kc/s
- MOD 1189 § 38. (1) Each administration shall assign to each ship station under its jurisdiction and employing wide-band telegraphy, facsimile and special transmission systems, one or more series of working frequencies designated in Appendix 15A. The total number of series assigned to each ship shall be determined by traffic requirements.
- NOC 1190

MOD 1191 (3) However, within the limits of the bands given in No. 1188 administrations may, to meet the needs of specific systems, assign frequencies in a different manner from that shown in Appendix 15A. Nevertheless, administrations shall take into account, as far as possible, the provisions of Appendix 15A concerning channelling and 4 kc/s spacing.

ADD bA) Working Frequencies for Oceanographic Data Stations

ADD 1191A § 38A. Frequencies assignable to ship stations for oceanographic data transmissions are included within the following band limits :

4 162.5 to 4 166 kc/s
6 244.5 to 6 248 kc/s
8 328 to 8 331.5 kc/s
12 479.5 to 12 483 kc/s
16 636.5 to 16 640 kc/s
22 160.5 to 22 164 kc/s

ADD 1191B § 38B. The frequency bands in 1191A may also be used by buoy stations for oceanographic data transmission and by stations interrogating these buoys.

ADD 1191C § 38C.(1) Each administration may assign to each type of station in No. 1191A and 1191B under its jurisdiction one or more of the assignable frequencies designated in Appendix 15A.

bB) Working Frequencies for Ship Stations using Narrow-band Direct-printing Telegraph and Data Systems

ADD 1191D § 38D. Working frequencies assigned to ships using narrow-band direct-printing telegraph and data systems are included within the following band limits :

4 166 to 4 172.25 kc/s
6 248 to 6 258.25 kc/s
8 331.5 to 8 341.75 kc/s
12 483 to 12 503.25 kc/s
16 640 to 16 660.5 kc/s
22 164 to 22 184.5 kc/s

c) Working Frequencies for High Traffic Ships

- MOD 1192 § 39. The working frequencies assigned to high traffic ships are included within the following band limits :
- | | | | | | |
|----|--------|----|----|-------|------|
| 4 | 172.25 | to | 4 | 178 | kc/s |
| 6 | 258.25 | to | 6 | 267 | kc/s |
| 8 | 341.75 | to | 8 | 356 | kc/s |
| 12 | 503.25 | to | 12 | 534 | kc/s |
| 16 | 660.5 | to | 16 | 712 | kc/s |
| 22 | 184.5 | to | 22 | 222.5 | kc/s |
- MOD 1193 § 40. (1) Each administration shall assign to each high traffic ship within its jurisdiction two or more series of working frequencies shown in Appendix 15A for vessels of this class. The total number of series assigned to each ship should be determined by the anticipated traffic volume.
- NOC 1194-1195

d) Working Frequencies for Low Traffic Ships

- MOD 1196 § 42. Working frequencies assigned to low traffic ships shall be included within the following band limits :
- | | | | | | |
|----|-------|----|----|-------|------|
| 4 | 187 | to | 4 | 231 | kc/s |
| 6 | 280.5 | to | 6 | 345.5 | kc/s |
| 8 | 374 | to | 8 | 459.5 | kc/s |
| 12 | 561 | to | 12 | 689 | kc/s |
| 16 | 748 | to | 16 | 917 | kc/s |
| 22 | 267.5 | to | 22 | 374 | kc/s |
- MOD 1197 § 43. (1) In each of the low traffic bands, the assignable frequencies are divided into two equal Groups A and B, Group A comprising the frequencies in the lower half of the band and Group B the frequencies in the upper half (see Appendix 15A).
- MOD 1198 (2) Each administration shall assign to each of its low traffic ships two series of working frequencies, one in Group A and the other in Group B. In each band, the two working frequencies are separated, as far as practicable, by half the width of the assignable band

Note to the Editorial Committee

In No. MOD 1196 some slight adjustments in the band limits may be necessary.

MOD 1199

(3) For example, if the frequency assigned to a ship station is the lowest frequency assignable in Group A, the other should be the lowest frequency assignable in Group B. If one of the frequencies assigned is the second frequency from the low frequency end of Group A, then the other frequency assigned should be the second frequency from the low frequency end of Group B, etc.

NOC 1200

NOC 1201

MOD 1202

The working frequencies in the bands specified in No. 1191D for narrow-band direct-printing telegraph and data systems, and in the band 25 082.5 to 25 110 kc/s may be assigned to ships of all categories.

A N N E X 2

RESOLUTION No. ...

Relating to the establishment of a coordinated world-wide system for the collection of data relating to oceanography

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) the expressed desire for the establishment of a coordinated world-wide system for the collection of data relating to oceanography;
- b) that a frequency band has been designated in each of the six high frequency bands allocated exclusively to the maritime mobile service for use in the collection of data relating to oceanography in accordance with Appendix 15A revised;
- c) that use of these frequencies with maximum effectiveness is dependent upon cooperation and coordination among administrations;
- d) that certain administrations expressed the desire that a coordinated world-wide system for the transmission of data relating to oceanography be established on the basis of a coordinated plan in the bands allocated by this Conference;
- e) that, however, certain other administrations wish to use in the near future stations for the collection of data relating to oceanography within the framework of decisions taken on this matter by the present Conference;
- f) that, consequently, a coordinated programme for the collection of data relating to oceanography should be established using the frequency bands referred to in b) above; and
- g) that the Intergovernmental Oceanographic Commission (I.O.C.) and the World Meteorological Organization (W.M.O.) have been in consultation since 1962 with respect to cooperative efforts in the collection of data relating to oceanography (e.g. the W.M.O./I.O.C. Panel of Experts on Coordination of Requirements, Geneva, 19-21 July, 1967);

resolves

1. that the I.O.C. and W.M.O. be invited to develop jointly, in consultation with the I.F.R.B., and in consultation with I.T.U. administrations as appropriate, a coordinated plan designed to meet existing and future requirements of all interested I.T.U. Member countries, for use by stations in the collection of data relating to oceanography in a world-wide system, within the framework of provisions made by the W.A.R.C. for such a system,
 - this plan to include the geographical distribution of oceanographic stations, their system of operation, the deployment of frequencies in the system and the manner in which oceanographic information is to be transmitted;
2. that administrations be encouraged to assign frequencies in conformity with the plan and the recommendations of I.O.C. and W.M.O., for the portion of the world-wide system over which they have jurisdiction;
3. that the I.O.C. and W.M.O. be invited further to assume jointly the responsibility, in consultation with the I.F.R.B., for keeping such a plan current, in the light of changing requirements for data relating to oceanography; and
4. that the plan developed under points 1 and 3 above shall be considered at the next Administrative Radio Conference competent to deal with matters relative to the maritime mobile service, to determine what, if any, changes appear necessary to improve its effectiveness.

A N N E X 3

RESOLUTION No. ...

Relating to the manner in which the I.F.R.B.
shall treat notifications dealing with
frequency assignments to oceanographic stations

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that the Conference had adopted Resolution No., relating to the establishment of a coordinated world-wide system for the collection of data relating to oceanography; and
- b) that the I.F.R.B. would require instructions relative to the notification and registration of assignments to oceanographic stations;

resolves

that the I.F.R.B. be instructed to accept for registration only such notifications, submitted by administrations in accordance with Nos. 486 and 487, as pertain to transmitting and receiving oceanographic stations which are land based and which are in **conformity** with Resolution No., referred to in a) above. Such notifications shall be treated by the Board in accordance with No. 505 of the Regulations. These entries in the M.I.F.R. shall not prejudice any decisions to be taken by the next Administrative Radio Conference competent to deal with the maritime mobile service.

Note to the Editorial Committee

"Considering a)" and the "resolves" refer to Resolution in Annex 2 to this Document.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 271-E
17 October 1967
Original : English

COMMITTEE 5

SECOND REPORT OF WORKING GROUP 5C TO COMMITTEE 5

1. Modification of Appendix 19

1.1 The Working Group decided to amend the title of Appendix 19 as follows :

"technical characteristics for transmitters and receivers using 50 kc/s spacing between adjacent channels in the maritime mobile service in the 156 - 174 Mc/s band."

The Working Group decided to make a reference to draft resolution (in Annex to Document No. 242).

ADD under the title : "(See resolution [...])"

1.2 The Working Group decided that the technical characteristics for equipment with 25 kc/s channel spacing should conform with the standards laid down in a new Appendix 19A (see Annex I to this report).

1.3 The Working Group was in favour of having two Appendices 19 and 19A.

2. Modification of Appendix 3

As a consequence of the introduction of Appendix 19A, the relevant tolerances in Appendix 3 must be changed (see Annex II to this report).

3. Further amendment to Appendix 18

With respect to the use of frequencies for shipping on inland waterways, the following note shall be added :

- g) the frequencies in this table may also be used for shipping on inland waterways in the conditions specified in No. 287 of Radio Regulations.



4. Modification of Article 5

As a consequence, at the end of the present text of No. 287 of the Radio Regulations, the following text must be added :

However, the frequency bands in which priority is given to the maritime mobile service may be used for radiotelephone communications on inland waterways, taking into account current usage and existing or future agreements between interested and affected administrations.

5. Article 1

The following amendment and addition of definition have been adopted by the Working Group.

No. 37

The definition of Port Operations Service shall be amended as follows :

"Port Operations Service : A maritime mobile service in or near a port, between coast stations and ship stations, or between ship stations, in which messages are restricted to those relating to the operational handling, the movement and the safety of ships and, in emergency, to the safety of persons. However messages which are of public correspondence nature shall be excluded."

No. 38A

Insert a new definition for Port Station :

"Port Station: A coast station in the Port Operations Service".

6. Article 35

6.1 As a consequence of the amendment of No. 37 of Radio Regulations, No. 1371 must be modified as follows :

MOD "1371 § 22. Communications in the port operations service shall be restricted to those relating to the operational handling, the movement and the safety of ships and, in emergency, to the safety of persons".

6.2 In Document No. 78, the United Kingdom has made the following proposal :

ADD 1367A (5) However, when within the service area of a Port Operations Coast Station, ship stations may maintain watch either on 156.80 Mc/s or on the appropriate port operations channel if watch cannot be maintained on both.

After some discussion, the Working Group regarded that matter as being under the terms of reference of Committee 6.

E. FROMMER

Chairman of Working Group 5C

Annexes : 2

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A N N E X I

APPENDIX 19A

Technical characteristics for transmitters and receivers
using 25 kc/s spacing between adjacent channels in the
maritime mobile service in the band 156 - 174 Mc/s

(See Articles 28 and 35 and Appendix 18A and
Resolution /...../)

1. Only frequency modulation with a pre-emphasis of 6 db/octave (phase modulation) shall be used.
2. The frequency deviation corresponding to 100% modulation shall approach 5 kc/s as nearly as practicable. In no event shall the frequency deviation exceed ± 5 kc/s.
3. The frequency tolerance for coast and ship stations shall not exceed : $10 \cdot 10^{-6}$.
4. When transmitting on any of the frequencies designated in the Table in Appendix 18A, the emission of each station shall be polarized vertically at the source.
5. The audio frequency bandwidth shall be limited to 3000 c/s.
6. It shall be possible to reduce readily, the effective radiated power of ship station transmitters to 1 watt or less.

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A N N E X II

APPENDIX 3

Band : 100 to 470 Mc/s		
2. Land stations :		
a) Coast stations	100	20 h)
b) -----		
c) -----		
3. Mobile stations :		
a) Ship stations and survival craft stations :		
- in the band 156 - 174 Mc/s	100	20 h)

Footnotes to the table of frequency tolerances

- ADD h) For transmitters put into service after 1 January 1973,
the tolerance of 10 parts in 10^6 shall apply; this tolerance
is applicable to all transmitters after 1 January 1983.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 272-E
19 October 1967
Original : English

PLENARY MEETING

SECOND REPORT OF COMMITTEE 5

1. The attached texts, which concern Nos. 985, 986, 987 and 996 of the Radio Regulations have been generally agreed upon by Committee 5.

2. Concerning No. 992 of the Radio Regulations, the part of the text considered by Committee 5 was modified and agreed to read :

"or, on the carrier frequency of 2132 kc/s, transmitting class A3 or A3H and receiving class A3 and A3H emissions."

(The drafting of the first part of this number has been dealt with by Committee 4.)

(Reference is made to Documents Nos. 209 and 231.)

3. The attached texts also include Nos. 1319, 1321, 1321A, 1322, 1322A, 1322B, 1323, 1324, 1325 and 1326.

P. MORTENSEN

Committee 5

Annexes : 2



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A N N E X I

Article 28

.....

MOD 985

b) send in addition class :

i) A3 or

ii) A3H, A3A and A3J¹⁾

emissions on at least two working frequencies.²⁾

However, after [.....(date).....],

class A3 and A3H emissions are no longer authorized on working frequencies;

MOD 986

c) receive in addition class :

i) A3 and A3H or

ii) A3, A3H, A3A and A3J

emissions on all other frequencies necessary for their service.

However, after [.....(date).....],

the ability to receive class A3 and A3H emissions is no longer required.

NOC 987

ADD 985.1

¹⁾ Up to [.....(date).....] administrations may, in certain areas, reduce this requirement to classes A3H and A3J emissions on working frequencies.

(MOD) 985.2 2) [Same as present text of 985.1].

.....

MOD 996 - in the bands between 1605 and 2850 kc/s, be able to transmit on carrier frequency 2182 kc/s using class A3 or A3H emissions. If a receiver is provided for any of these bands, it shall be able to receive class A3 and A3H emissions on carrier frequency 2182 kc/s.

A N N E X II

Article 35

NOC Use of Frequencies for Radiotelephony in the
 Maritime Mobile Service

NOC Section I. General Provisions

NOC 1319

MPC 1320

NOC 1321

ADD 1321A Frequencies on which SSB emissions are sent shall
 be designated by the carrier frequency, followed, in
 brackets, by the assigned frequency.

NOC 1322

ADD 1322A §2 bis SSB apparatus in radiotelephone stations of the
 maritime mobile service operating in the bands between 1605
 and 4000 kc/s allocated to this service and in the bands
 allocated exclusively to this service between 4000 and
 23 000 kc/s shall satisfy the technical and operational
 conditions specified in [Appendix 17A and].

NOC Section II. Bands between 1605 and 4000 kc/s.

ADD A(o) Mode of operation of Stations

ADD 1322B § 2 ter. (1) The classes of emissions to be used in the
bands between 1605 and 4000 kc/s shall be :

1) As or

2) A3H, A3A and A3J.

However, unless otherwise specified in the present
Regulations (see No. 984, 996, 1323 [1336] and
[1337]):

- after [..... date, e.g. 1.1.75] class
A3 emission shall no longer be authorized for coast sta-
tions and

- after [..... date, e.g. 1.1.80] class
A3H emission for coast stations and class A3 and A3H
emissions for ship stations shall no longer be authorized.

ADD 1322C (2) The normal mode of operation for each coast station
shall be indicated in the List of Coast Stations.

NOC

A. Distress

MOD

1323

83. (1) The frequency 2182 kc/s¹ is the international distress frequency for radiotelephony; it shall be used for this purpose by ship, aircraft, survival craft stations and by emergency position-indicating radio beacons using frequencies in the authorized bands between 1605 and 4000 kc/s when requesting assistance from the maritime services. It is used for the distress call and distress traffic, for signals of emergency position-indicating radio beacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted where practicable, on a working frequency after a preliminary announcement on 2182 kc/s. The class of emission to be used for radiotelephony on the frequency 2182 kc/s shall be A3 or A3H (see No. 984 and 987). The class of emission to be used by emergency position-indicating radio beacons is specified in Appendix 20A [Document No. 206, page 11]

NOC

1324

MOD

1325

(3) Except for transmissions authorized on carrier frequency 2182 kc/s, all transmissions on the frequencies between 2173.5 and 2190.5 kc/s are forbidden.

MOD

1326

(4) Any coast station using carrier frequency 2182 kc/s for distress purposes shall be able to transmit the radiotelephone alarm signal described in No. 1465 (see also Nos. 1471, 1472 and 1473).

ADD

1323.1

(1) Whatever the class of emission used, the value indicated, 2182 kc/s, always designates the carrier frequency of the emission.

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 273-E
18 October 1967
Original : French

COMMITTEES 4 AND 5

SUMMARY RECORD

of the

JOINT MEETING OF COMMITTEES 4 AND 5

Thursday, 12 October 1967, at 1145 hours

Chairmen : F.G. PERRIN (Canada) for Committee 4
P. MORTENSEN (Norway) for Committee 5

Vice-Chairmen : M. ZAHRADNÍČEK (Czechoslovak Socialist Republic)
for Committee 4
A. de SOUZA COELHO (Brazil) for Committee 5

Subjects discussed :

1. a) Designation of calling frequencies and their use for SSB radiotelephony and for selective calling devices;
b) The number of these frequencies in each of the HF radiotelephone bands.
2. Questions for subsequent examination by Committee 5
 - 2.1 Situation in Region 2
 - 2.2 Modification of No. 1217 of the Radio Regulations
3. Question for subsequent examination by Committee 4
 - Region 1 : selective calling on frequency 512 kc/s.



The Chairman of Committee 4, who acted as Chairman of the Joint Meeting, said that the ensuing debate should provide answers to the following questions :

1) Should calling frequencies in the HF bands be designated for shore-to-ship and ship-to-shore use, on the understanding that those frequencies could be used for SSB radiotelephony and for selective calling devices?

2) In the case of an affirmative reply to question 1), what should be the number of frequencies in each of the HF radiotelephone bands?

The outcome of the discussion would be referred to Working Group 5B, which would select the frequencies.

The delegate of the Netherlands said that calling frequencies played a vital part in radiotelephony, and unless they were provided it would be necessary to use the working frequencies of coast stations, which would be difficult. Moreover, ship stations calling coast stations of a nationality other than their own would have to be equipped with additional crystals. He considered that calling frequency pairs should be allocated for shore-to-ship and ship-to-shore communications and that those frequencies should be usable for SSB radiotelephony and for selective calling devices.

That view was shared by the delegates of the Federal Republic of Germany and Denmark.

The delegate of Norway explained why he considered that two separate frequencies should be used, one for shore-to-ship calls and the other for ship-to-shore calls. A ship of a nationality other than that of the coast station should be able to enter into contact with that station on an international calling frequency. In view of the density of traffic, it was preferable that the coast station could reply to a call without interrupting communication in progress on working frequencies. If selective calling systems were used, it would also then be desirable to separate coast station calling from ship station calling.

The delegate of the United States of America said that Working Group 5B had thought it desirable to designate calling frequencies for ship-to-shore communications, and proposed that the same frequency should be used in each band for ship-to-shore calls.

The delegate of France pointed out that the same single calling frequency was used for both directions in the MF bands. He thought that a similar procedure should be adopted for the HF bands, as that would economize frequencies, and therefore associated himself with the United States proposal.

The delegates of New Zealand and Italy endorsed the Norwegian delegate's views and were in favour of using a duplex channel for emissions in the HF bands, to distinguish between calls from coast stations and from ship stations.

In a discussion of the relative merits of the Netherlands proposal, as elaborated on by the delegate of Norway, and the United States proposal, the delegates of Greece, Yugoslavia, Poland, Finland, Spain, Hungary, Singapore and the U.S.S.R. supported the first-mentioned proposal.

The delegate of Norway said that the purpose of his proposal was to overcome difficulties encountered in making a coast station interrupt a current emission to reply to a call from a ship. Traffic was so dense that sometimes 20 or 30 ships had to wait their turn to contact a coast station.

The delegate of South Africa asked how the use of a duplex system could be reconciled with No. 1217 of the Radio Regulations.

The delegate of Norway replied by citing the example of a ship in the Pacific which wished to communicate with a coast station in Europe. In such cases, it was hardly possible to determine the possible interference which might be caused at the receiving point.

The delegate of Canada said he shared the views of the South African and Norwegian delegates on No. 1217. He proposed that a single frequency should be used in the 4 and 6 Mc/s bands and two frequencies in the bands above 6 Mc/s.

The delegates of the United States of America and South Africa said they could accept that proposal.

The delegate of Denmark drew attention to No. 1007, which applied to radiotelegraphy and might be regarded as a counterpart to No. 1217, which concerned radiotelephony. The procedure used in radiotelegraphy might be applied in radiotelephony.

The delegate of Norway stressed the need to have a separate pair of frequencies, which could be used for SSB radiotelephony and for selective calling devices.

The delegate of Italy, supported by the delegate of Portugal, proposed that the debate be closed and a vote taken.

It was so decided.

The Chairman put the Norwegian proposal to the vote :

"that two frequencies in each high frequency radiotelephone band be designated as calling frequencies, one for ship stations and one for coast stations, to be used for voice calling and selective calling."

The proposal was approved by 31 votes to 12, with 14 abstentions.

The questions before the Committee having been thus answered, it was agreed to refer the decision to Working Group 5B, which would choose the required frequencies.

2. Questions for subsequent examination by Committee 5

2.1 Situation in Region 2

The delegate of the United States of America said that, since his country would not use the system that had just been approved, he stated that it would be necessary to add a note for Region 2 in connection with the frequencies chosen, to the effect that the 4 and 6 Mc/s calling frequencies would be used for simplex radiotelephone purposes with a peak power not exceeding 1 kW.

The delegate of Canada said that his country could agree to such a note.

The Chairman stressed that that note would relate only to Region 2 and said that the question would be referred to Committee 5.

The delegate of Japan said that he would also like to insert a note on his country's use of the calling frequencies for simplex radio-telephone in all bands.

2.2 Modification of No. 1217 of the Radio Regulations

The delegate of South Africa asked the Chairman of Committee 5 to include in the agenda of a meeting of that Committee the question of changes to be made in No. 1217 with a view to excluding the selective calling system from the limitations provided for in that Regulation.

3. Question for subsequent examination by Committee 4

Region 1 : selective calling on frequency 512 kc/s

The delegates of the U.S.S.R. and Czechoslovakia requested that Committee 4 should examine that question at its next meeting.

The meeting rose at 1300 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4

F.G. PERRIN

Secretary of Committee 5 :

J. BALFROID

Chairman of Committee 5

P. MORTENSEN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 274-E
19 October 1967
Original : French/English

COMMITTEE 6

SEVENTH REPORT OF WORKING GROUP 6A
TO COMMITTEE 6 (OPERATION)

Article 32, Section V, D, 2, f)

Abbreviations for the indication of working frequencies :

SUP 1205, SUP 1206 (Proposal No. AUS/122(41)).

1. By arrangement between the Chairmen of Committees 4 and 6, Proposal No. AUS/122(41) would be considered by Committee 6. Furthermore, since this was the only proposal relating to paragraph 45 of Article 32 (RR 1203-1206), Committee 6 would assume the responsibility for disposing of this portion of Article 32.
2. Working Group 6A, after some debate, withdrew the proposal AUS/122(41), and it agreed to recommend the status quo for Nos. 1205 and 1206 as shown in the Annex hereto which covers Nos. 1203 to 1206.

A. CHASSIGNOL
Chairman

Annex : 1



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A N N E X

Article 32, Section V, D, 2,f)

NOC 1203-1206

Note to the Editorial Committee

Proposals to ADD 1206A etc., on the subject of oceanography,
remained the responsibility of Committee 4.

UNION INTERNATIONALE DES TÉLÉCOMMUNICATIONS
CONFERENCE MARITIME

GENÈVE, 1967

Corrigendum au
Document N° 275-F/E/S
25 octobre 1967
Original : anglais

COMMISSIONS 5 et 6
COMMITTEES 5 & 6
COMISIONES 5 y 6

QUATRIEME RAPPORT DE LA COMMISSION 4

Page 2, remplacer le texte du paragraphe 2.2 par ce qui suit :

2.2 La Commission 4 a de plus décidé que les fréquences des ondes hectométriques et métriques à utiliser pour ces dispositifs soient 500 kHz, 2170,5 kHz*, 2182 kHz et 156,8 MHz dans les Régions 1 et 3; certains pays ont fait savoir qu'ils ne sauraient accepter l'utilisation de ces fréquences pour les dispositifs d'appel sélectif (voir également les Documents N^{os} 258 et 284).

FOURTH REPORT OF COMMITTEE 4

Page 2, replace 2.2 by the following:

2.2 That the medium and very high frequencies to be used for such devices be 500 kc/s, 2170,5 kc/s*, 2182 kc/s and 156.8 Mc/s in Regions 1 and 3 with some countries stating that they could not accept the use of these frequencies for selective calling devices (see also Documents Nos. 258 and 284).

CUARTO INFORME DE LA COMISIÓN 4

Página 2, sustitúyase el punto 2.2 por el siguiente:

2.2 Que las frecuencias en ondas hectométricas y métricas que deberán utilizar los mencionados dispositivos serán de 500 kc/s, 2170,5 kc/s, 2182 kc/s y 156,8 Mc/s en las Regiones 1 y 3; algunos países han declarado que no pueden aceptar el uso de estas frecuencias con dispositivos de llamada selectiva (véanse también los Documentos N.^{os} 258 y 284).

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 275-E
18 October 1967
Original : English

COMMITTEES 5 AND 6

FOURTH REPORT OF COMMITTEE 4

Subjects : Emergency position-indicating radiobeacons
Selective calling devices

1. Emergency position-indicating radiobeacons

Committee 4 unanimously adopted the following :

1.1 that the technical characteristics appearing in Document No. 206, page 11, be adopted as Appendix 20A of the Radio Regulations.

1.2 that on page 8 of the above mentioned Document, between ADD 1476C and ADD 1476D the word "or" be deleted;

1.3 that ADD 1476D be amended as follows :

ADD 1476D b) For very high frequencies, i.e. 121.5 Mc/s and/or 243 Mc/s, the signal characteristics shall be in agreement with those referred to in Resolution No. ... of the World Administrative Radio Conference, Geneva, 1967. / (See Annex 1.) /;

1.4 that the following provision be added :

ADD 1476L (9) Equipment designed to transmit emergency position-indicating radiobeacon signals on very high frequencies shall be in agreement with those referred to in Resolution No. ... of the World Administrative Radio Conference, Geneva, 1967;

2. Selective calling devices

2.1 Committee 4 agreed by a majority that the technical characteristics as proposed by the United Kingdom appearing on pages 658-662 of Document No. DT/2 be adopted as Appendix 20C of the Radio Regulations. The



Administrations of Australia, Canada, Japan, Republic of Korea, and the United States of America stated that they could not adopt those technical characteristics and requested that the following statement be recorded :

" Statement by Australia, Canada, Japan, Republic of Korea
and the United States of America

Selective-calling Systems for the Maritime Mobile Service

Australia, Canada, Japan, Republic of Korea and the United States of America are aware of the urgent needs of many nations for a selective-calling system in the VHF band and to a lesser extent in the 2 Mc/s band. They agree that the SSFC system appears to be the most suitable system available at this time to meet the immediate needs. Therefore, they agree to the Draft Recommendation D.a(257-1) and Draft Resolution D.b.

Nevertheless, they wish to make it clear that they are not in favour of international acceptance of the SSFC system for the 2 Mc/s and HF bands. They find that the A2H type of emission necessary for satisfactory operation of the SSFC system is inconsistent with the long-term trend towards SSB emissions of the A3J type for telephony and F1 emissions for telegraphy.

They also find that the bandwidth required for operation of the SSFC system is excessive compared with e.g. the bandwidth required to operate a telegraphy channel. Since there is not the same urgency for the HF band, nor a universal need for implementation in the 2 Mc/s band now, they cannot at this moment endorse an international adoption of the SSFC system for these bands, since they fear that such adoption might inhibit the later introduction of a digital selective-calling system which would not only better suit future operational requirements (now under study), but which would also require only a fraction of the bandwidth of that of the SSFC system."

2.2 That the medium and very high frequencies to be used for such devices be 500 kc/s, 2170.5 kc/s*, 2182 kc/s and 156.8 Mc/s.

2.3 by a majority of a joint meeting of Committees 4 and 5 :

2.3.1 that two frequencies in each high frequency radiotelephone band be designated as calling frequencies, one for ship stations

* At the latest, eight years after the date of entry into force of the revised Radio Regulations, this frequency will replace 2182 kc/s for selective calling.

and one for coast stations, to be used for voice calling and selective calling. The precise frequencies would be selected by an ad hoc Group of Committee 5.

The Administrations of Canada and the United States of America stated that frequencies in the 4 and 6 Mc/s bands would be used in Region 2 with a power limitation of 1 kW Pp for simplex voice calling and working purposes (coast and ship stations), if other countries in Region 2 agree. The delegate of Japan reserved the right to use these calling frequencies in Japan for simplex voice calling and working purposes (coast and ship stations).

2.4 further additions :

ADD 1352A In the bands authorized for radiotelephony, coast stations may use, for calling, the following frequencies :

4 — kc/s
6 — kc/s
8 — kc/s
13 — kc/s
17 — kc/s and
22 — kc/s

ADD 1352B Coast telegraph stations employing selective calling systems also may use the frequencies in No. 1352A for calling purposes.

F. G. PERRIN

Chairman of Committee 4

Annex : 1

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A N N E X

RESOLUTION No. ...

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that emergency position-indicating radiobeacons operating on 121.5 and 243 Mc/s are intended to facilitate search and rescue operations;
- b) that frequencies 121.5 and 243 Mc/s are in common use by aircraft engaged in search and rescue operations;
- c) that the International Civil Aviation Organization (I.C.A.O.) has established recommended signal characteristics and technical specifications for aircraft equipment operating on 121.5 and 243 Mc/s;

resolves

that administrations authorizing the use of emergency position-indicating radiobeacons on 121.5 and 243 Mc/s should ensure that such radiobeacons comply with the relevant Recommendations and standards of the I.C.A.O. and the C.C.I.R.

INTERNATIONAL TELECOMMUNICATION UNION

MARITIME CONFERENCE

GENEVA, 1967

Document No. 276-E
19 October 1967
Original : English

COMMITTEE 5

NORWAY

Calling channels in the HF Maritime Mobile Telephony bands

The following frequencies, which appear in Document No. DT/81, are hereby proposed for calling purposes :

	FC	MS	
Series No. 24	4 434.9	4 136.3	kc/s
" " "	6 518.6	6 204.0	kc/s
" " "	8 802.4	8 268.4	kc/s
" " 22	13 182.5	12 403.5	kc/s
" " "	17 328.5	16 533.5	kc/s
" " "	22 699.0	22 073.5	kc/s

The main reasons for proposing the above frequencies are :

1. All the ship frequencies mentioned are within the present Appendix 15B and correspond largely with the ship to shore calling frequencies (RR 1352).
2. If the conference adopts the principle of pairing in accordance with Section B of Document No. DT/81, the coast station frequencies referred to in the above proposal can be vacated from the time the new plan is implemented.
3. The implementation could take place as soon as the shifting of coast station telegraphy frequencies is completed and thus the optimum number of new paired telephony channels will be made available, say from 1970.
4. By designating for calling the series in question, none of the present DSB ship frequencies will be affected.



INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 277-E
19 October 1967
Original : English

COMMITTEE 6

EIGHTH REPORT OF WG 6B TO COMMITTEE 6 (OPERATIONS)

Article 36, Distress Signal and Traffic. Alarm, Urgency and Safety Signals.
Section III, Distress Call and Message
(continued from Document No. 250)
Sections IV-VI and VII (in part).

Working Group 6B unanimously agreed to recommend the adoption
of the provisions appearing in the Annex hereto.

H.A. FEIGLESON

Chairman

Annex : 1



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A N N E X

Article 36, Section III (Continued from Document No. 250)

NOC 1394-1400

Article 36, Section IV

NOC 1401-1407

MOD 1408 (2) However, when time is vital, the second step of this procedure (No. 1403) or even the first and second steps (Nos. 1402 and 1403), may be omitted or shortened. These two steps of the distress procedure may also be omitted in circumstances where transmission of the alarm signal is considered unnecessary.

NOC 1409-1424

Article 36, Section V

NOC 1425

MOD 1426 (2) However, in areas where reliable communications with one or more coast stations are practicable, ship stations should defer this acknowledgement for a short interval so that a coast station may acknowledge receipt.

NOC 1427

ADD 1427A (4) However, stations in the maritime mobile service, which receive a distress message from a mobile station which, beyond any possible doubt, is a long distance away, need not acknowledge receipt of messages except as specified in No. 1455.

NOC 1428-1429

Article 36, Section V (Cont.)

- MOD 1430 b) Radiotelephony :
- the call sign or other identification of the station sending the distress message, spoken three times.
 - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
 - the call sign or other identification of the station acknowledging receipt, spoken three times;
 - the word RECEIVED (or RRR spoken as ROMEO ROMEO ROMEO in case of language difficulties);
 - the distress signal.
- NOC 1431
- ADD 1431A Additionally, if the position of the ship in distress appears doubtful, ship stations should also transmit, when available, the true bearing of the ship in distress preceded by the abbreviation QTE.
- MOD 1432 (2) Before transmitting the message of Nos. 1431 and 1431A, the station shall ensure that it will not interfere with the emissions of other stations better situated to tender immediate assistance to the station in distress.

Article 36, Section VI

- NOC 1433-1435
- MOD 1436 § 27. The station in distress or the station in control of distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions "to all stations" (CQ) or to one station only, according to circumstances. In either case, it shall use :

Article 36, Section VI (Cont.)

NOC 1437-1448

MOD 1449 § 34. (1) When distress traffic has ceased, or when silence is no longer necessary on a frequency which has been used for distress traffic, the station which has controlled this traffic shall transmit on that frequency a message addressed "to all stations" (CQ) indicating that normal working may be resumed.

NOC 1450

MOD 1451 (3) In radiotelephony, this message consists of :

- the distress signal MAYDAY;
- the call "Hello all stations" or "CQ" (spoken as CHARLIE QUEBEC, spoken three times);
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the station sending the message;
- the time of handing in of the message;
- the name and call sign of the mobile station which was in distress;
- the words SEELONCE FEENEE pronounced as the French words "silence fini".

ADD 1451A § 34 bis. If the person in charge of a station in distress which has delegated to another station control of the distress working, considers that silence is no longer justified, he should immediately inform the controlling station which will act in accordance with provision No. 1449.

Article 36, Section VII

NOC 1452-1459

MOD 1460 b) Radiotelephony :

- the signal MAYDAY RELAY pronounced as the French expression "m'aider relais", spoken three times;
 - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
 - the call sign or other identification of the transmitting station, spoken three times.
-

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 278-E

20 October 1967

Original : English

COMMITTEE 6

NINTH REPORT OF WG 6B TO COMMITTEE 6 (OPERATION)

Distress, Alarm, Urgency and Safety
(Article 36 (continued) Nos. 1461-1476)

Working Group 6B unanimously agreed to recommend the adoption of the provisions appearing in the annex attached hereto.

H.A. FEIGLESON

Chairman

Annex : 1



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A N N E X

Article 36. Section VII (continued)

NOC 1461-1462

ADD 1462A §38 (bis) A ship station should not acknowledge receipt of a distress message transmitted by a coast station under the conditions mentioned in Nos. 1452 to 1455 until the master or person responsible has confirmed that the ship station concerned is in a position to render assistance.

Section VIII

NOC 1463-1471

MOD 1472 (b) the transmission of an urgent cyclone warning. The warning should be preceded by the safety signal (see numbers 1488 and 1489). In this case they may only be used by coast stations duly authorized by their government; or

NOC 1473

MOD 1474 (2) In the cases referred to in numbers 1472 and 1473, an interval of two minutes shall, if possible, separate the end of the radiotelegraph alarm signal and the beginning of the warning or the message.

NOC 1475-1476

Note to the Editorial Committee :

ADD 1466A and ADD 1473A (DT/2, page 400) amended and ADD new Section VIIIA have been adopted provisionally and appear in Document No. 206 addressed to Committees 4 and 5. The finalized texts will follow in a later report together with Sections IX and X.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 279-E

20 October 1967

Original : French/English

COMMITTEE 5

SUMMARY RECORD

of the

FOURTH MEETING OF COMMITTEE 5

Friday, 6 October 1967 at 1430 hours

Chairman : Mr. P. MORTENSEN (Norway)

Vice-Chairman : Mr. A. de SOUZA CORELHO (Brazil)

Subjects discussed :

Documents Nos.

1. Proposals concerning audio-bandwidth to be transmitted in SSB channels in the MF/HF bands allocated to the maritime mobile service
2. Limitation on out-of-band radiation of SSB transmitters
3. What separation should be used between the assigned frequencies of new SSB radiotelephone channels?

31, 16, 86, 8, 76,
76 Add.(Rev.), 70,
136

39, 31, 16



1. Proposals concerning audio-bandwidth to be transmitted in SSB channels in the MF/HF bands allocated to the maritime mobile service
(Documents Nos. 31, 16, 86, 8, 76, 76 Add.(Rev.), 70 and 136)

The Chairman said that the Committee should first consider the question of the audio-bandwidth for SSB radiotelephone channels and the various proposals made to include those specifications either in the Radio Regulations or in a new Appendix 17A, which would define the technical characteristics of SSB transmitters used for the radiotelephone maritime mobile service in the bands between 1605 and 4000 kc/s and between 4000 and 23 000 kc/s. Of the proposals submitted, those of Italy, the United States of America, Japan, France, the Netherlands and Brazil favoured the inclusion in the Radio Regulations of the technical characteristics recommended by the C.C.I.R. for single sideband emissions. On the other hand, the United Kingdom proposal departed from those specifications, at least with respect to the MF bands.

The delegate of the United Kingdom said that his Administration was concerned by the fact that the MF radiotelephone bands used by the maritime mobile service were shared with the fixed service and also by the fact that SSB equipment was more costly. To improve existing operating conditions, he proposed 250 - 2400 c/s for the audio-band transmitted, whereas the C.C.I.R. specified 350 - 2700 c/s, with a 100 c/s tolerance for the carrier-frequency of the transmitters. For fuller details, the speaker referred the Committee to page 2 of Addendum No. 1 (Rev.) of Document No. 76, which showed the way in which each DSB channel would be divided.

The delegate of France said that his country's proposal relating to the frequency bands below 4000 kc/s had allowed for the necessary bandwidth for DSB emissions, which was 6 kc/s, but had not allowed for the tolerance. He thought that the audio-bandwidths recommended by the C.C.I.R. could be adopted without difficulty. Since the necessary bandwidth for SSB emissions was 2700 c/s, it could be seen that the two bands required for the two SSB emissions could be housed in the 6 kc/s band just mentioned, while still maintaining a 600 c/s separation between the ends of the two bands required for those emissions. Moreover, with respect to the band allocated, i.e. the necessary band plus the tolerance, it would be seen that the total band allocated to the two SSB emissions would be 6200 c/s since the tolerance was reduced to 100 c/s, whereas it was 6400 c/s for the band allocated to the SSB emissions.

The delegate of the United States of America endorsed what the previous speaker had said concerning the audio-bandwidth and thought that due attention should be paid to the C.C.I.R. Recommendations, which

represented the views of specialists. If the transmitted audio-band extended from 350 to 2700 c/s, it gave fairly satisfactory intelligibility, but if the band were reduced, the intelligibility diminished, particularly for certain sounds.

The delegate of the United Kingdom emphasized that the comments he had just made referred to the MF bands in which the noise-level was very high and where other services caused interference to the maritime mobile service. He would like to know the view of the I.F.R.B. on the subject of changing to SSB working in the upper half of the channel, concerning which it was proposed that the peak power should be, at the maximum, four times greater than the mean power of the DSB emissions; he wondered, moreover, whether a reduction in the power in the lower half of the channel would also mean that the dates entered in the Master International Frequency Register could be adhered to. Despite his fears concerning the cost involved in such a decision, he would bow to the majority opinion if it was in favour of adopting the 350 - 2700 c/s range specified by the C.C.I.R. for the audio-bandwidth of the transmitter.

The representative of the I.F.R.B. explained that, in the case of MF, the I.F.R.B. had been guided by the provisions of No. 534 of the Radio Regulations in formulating its findings when a 6A3 double sideband radio-telephone channel was split into two SSB channels. With respect to the upper half of the channel, the Board gave a favourable finding as long as the new frequency band allocated remained within the upper half of the band allocated to the DSB emission and the peak power were not more than 4 times the mean power of the DSB emission. If the conditions concerning the allocated band and the power were the same, the Board's finding was also favourable for the lower half of the double sideband channel. In the case of the Region 1 maritime mobile service, adjacent frequencies had, in principle, a 7 kc/s separation when they were used for radiotelephony, so there should be no interference between two SSB emissions in that service. As for the other services with which those bands were shared, the new carrier placed in the lower half-channel might cause interference if it was too near the lower limit of the band allocated to DSB emissions. However, this eventuality would not cause the Board to give an unfavourable finding provided that, if necessary, the two administrations concerned took the necessary steps to reduce the interference, either by a slight displacement of the new carrier towards the mid-band frequency of the DSB channel, or by reducing the power, or by some other suitable method. Up to the present, no interference of this nature had been brought to the notice of the I.F.R.B. although the fixed service had started changing over to single-sideband

working some time ago. The Conference might indeed recommend that class A3H emissions should not be made in the lower half of the channel, but its justification for doing so would be based much less on technical than on operational considerations, since the main purpose of A3H emissions was to ensure compatibility between double-sideband and single-sideband emissions during the transitional period.

The delegate of New Zealand shared the views expressed by the delegates of the United States of America and France, and urged that the specifications adopted should be compatible also with the C.C.I.T.T. standards as some communications would have to be relayed to the inland public networks. Tests carried out by his Administration showed that, with the filters currently available on the market, it would be possible to use an audio-frequency band whose upper limit was 2700 c/s.

The delegate of Canada recalled that his Administration's proposals appeared on page 76 of Document No. DT/2. In Canada, the audio-frequency band for most equipment lay between 2400 and 2500 c/s. That range was satisfactory and provided a good standard of intelligibility. It seemed unnecessary, therefore, for the carrier frequency of an emission in the lower half of a DSB channel to be more than 3000 c/s below the mid-band frequency of the DSB channel.

The delegate of Australia endorsed the view of the Canadian delegate.

The delegates of the U.S.S.R. and the Czechoslovak Socialist Republic were in favour of retaining the range prescribed by the C.C.I.R., i.e. 350 to 2700 c/s.

To broaden the discussion, the Chairman suggested that Item 2 of the agenda should be discussed, after which Item 1 would be reconsidered.

It was so agreed.

2. Proposals concerning the limitation of out-of-band emissions by SSB transmitters (Documents Nos. 39, 31 and 16)

The Chairman asked the Committee to consider proposals submitted by the United States of America, Italy and Canada. The first two were identical while the third was slightly different. All three countries,

however, wished the Radio Regulations to include provisions limiting out-of-band interfering emissions. The C.C.I.R. had not covered the point in Recommendation 258-1. Members of the Committee were invited to express their views.

The delegate of France recognized the usefulness of the proposals but had some misgivings in so far as the values states might depend a great deal on measuring methods, which were not defined. It would be advisable for the C.C.I.R. to undertake a study of the question before the insertion of new provisions in the Radio Regulations was considered.

The delegates of Japan, New Zealand, the Federal Republic of Germany, the Republic of Singapore, Brazil, the People's Republic of Bulgaria, the United Kingdom and the U.S.S.R. also believed that the subject should first be examined by the C.C.I.R.

The delegate of the United States of America said that the Radio Regulations should contain specifications restricting emissions outside the bandwidth required for SSB emissions by the maritime mobile service. An appropriate table had been drawn up for the aeronautical service and the same procedure might be adopted for the maritime mobile service. The standards proposed were based on studies carried out by the C.C.I.R. They had been applied at national level and had proved effective in protecting SSB emissions from interference. As worded at present, the Radio Regulations excluded from spurious emissions "emissions in the immediate vicinity of the necessary band" without, however, defining what was meant by "the immediate vicinity". One of the purposes of the United States proposal was to define the frequency range which could be used for authorized emissions.

The delegate of Canada was of the opinion that the Radio Regulations should give precise figures to prevent the market from being flooded with cheap receivers that would cause serious harmful interference.

The delegate of Denmark, who was supported by the delegates of Greece, Sweden, the Netherlands, Portugal, the Republic of South Africa and Australia, suggested that the figures adopted by the Conference be included in the Regulations provisionally on the understanding that the C.C.I.R. would examine the question. The figures could be amended as required in the light of that study.

The delegate of France emphasized the need to define the mean power since, if different measuring methods were used, the results obtained would be different too.

The delegate of New Zealand agreed with the previous speaker that it was impossible to introduce figures in the Radio Regulations until the method of measurement had been defined.

The Chairman said that the problem of audio-bandwidth had been under study since the Second World War. The C.C.I.R. had given the question special consideration, as was indicated in its Recommendation 328; Regulation No. 193 also had a bearing on the matter.

The representative of the C.C.I.R. explained that Recommendation 328 had been revised at the Oslo Assembly and that its number had been changed to 328-1. The new text gave up-to-date information on the spectrum and bandwidth of emission and instructions for the use of the curve whereby out-of-band emissions might be determined. He recommended that figures obtained by administrations be checked against the C.C.I.R. figures.

The Chairman said that the first step was to decide whether figures should be included in the Regulations. If so, an ad hoc group might consider which figures should be incorporated.

The delegate of France expressed his misgivings concerning the Chairman's proposal. If figures were to be included, they should have the same meaning for all users. He favoured a compromise solution, such as a figure of 10 db above peak power as far as the two first lines were concerned. The third line of the proposals by Canada (Document No. 39 (1)) and the United States (Document No. 16 (11)) presented some difficulties, as the carrier frequency characteristics had not yet been decided.

The delegate of Portugal said that, in principle, he supported proposals for putting figures in the Regulations, since otherwise the risk of interference would be greater than before. A specific method of measurement was needed, for different methods would give different figures. That problem was still under study by the C.C.I.R.

Referring to the assigned frequency for SSB, he said that a precision of 6 c/s was required. He was in favour of the figures proposed by Italy and the United States.

The delegate of Canada, referring to the French proposal, said that figures were available for mean and maximum power for SSB. He cited C.C.I.R. Recommendation 326-1, pages 18 and 19. Power ratios varied, but he would suggest that 10 db be added to the peak power. Measurement could be carried out with a bandwidth of up to 100 c/s.

He agreed that it might be difficult to meet the requirements of the third line of the proposals where harmonics were concerned.

The delegate of Greece said he was in favour of a compromise solution based on the Danish proposal. Figures should serve as a guide during the introduction of new equipment over the next few years. An ad hoc working group might solve the problem of the figures to be used, and the C.C.I.R. could be asked to draw up the definite specifications.

The Chairman invited the Committee to vote on the motion that figures should be included in the Regulations.

The motion was carried by 40 votes to none, with 7 abstentions.

The Chairman invited the delegates of Canada, the Federal Republic Germany, France and the United States of America to meet as a working group to prepare figures for the Committee's consideration and agreed to a request by the representative of the International Chamber of Shipping for permission to take part in the group's work. He then invited the Committee to resume its discussion on the question of the audio-bandwidth.

The delegate of the United Kingdom, referring to his Administration's proposals on the bandwidth, withdrew the proposal contained in Document No. 76 (Rev.) in view of the assurances given to the Committee by the representative of the I.F.R.B.

The Chairman announced that the two delegations which had supported the United Kingdom proposals had also withdrawn their proposals.

The audio-bandwidth of 350 - 2700 c/s was approved.

3. Width of the SSB channels

The Chairman drew attention to No. 445, for which a revised text had been approved (Document No. 201). In that Regulation, carrier frequencies of 2635 kc/s and 2638 kc/s were used as SSB intership frequencies. He also mentioned that as a consequence of the reduction of the guardband to 2182 kc/s, a channel of 3.5 kc/s had been achieved at each end of the guardband. Furthermore, extension of the HF radiotelephone bands would also be achieved and included in a revised Appendix 17, since Committee 4 seemed to be prepared to reduce the radiotelegraph bands. Consequently, the Committee had to discuss the question of the width of the SSB channels both in the MF and HF bands.

The delegate of France said he could visualize problems in both HF and MF waves. In the first case, the question was one of exclusive bands, in connection with which ad hoc Working Group 4 had proposed some reduction of the radiotelegraph bands for the benefit of radiotelephony. Appendix 17 should therefore be revised and could with the new proposals for carrier spacing lead to equal spacing, which would be a good solution.

In the case of MF bands, a different problem had to be faced; he considered that a bandwidth of 6 kc/s was necessary. Since an audio-frequency up to 2700 c/s had been approved, he suggested that, the carrier frequency of DSB channel being F , $F - 3$ kc/s should be the SSB carrier in the lower part of the band and $F + 0.3$ kc/s should be the carrier frequency in the upper part. As far as HF bands were concerned, his proposal was of a spacing of 3.2 kc/s in the 4, 6 and 8 Mc/s bands and of 3.5 kc/s in the 12, 16 and 22 Mc/s bands.

The delegate of Australia said that much research on carrier frequency separation had been done in his country in the past year. Tests with many ships had shown that a carrier spacing of 3 kc/s was satisfactory. Other tests had been made by reducing frequency stability at random, even to 50 c/s per carrier, without experiencing any difficulties. He therefore suggested a 3 kc/s spacing for the maritime mobile service, MF and HF, i.e. F and $F - 3$ kc/s.

The delegate of Canada said that Canada proposed carriers at frequencies F and $F - 3$ kc/s. As a result of their use, many crystals could remain unchanged.

The delegates of Singapore and Malaysia supported the Australian proposals.

The delegate of France, referring to the use of F and $F - 3$ kc/s by Canada and Australia, said he agreed that that method economized crystals as far as the upper part of the channel was concerned but pointed out that the tolerance was 400 c/s, whereas the SSB tolerance was 100 c/s. It should be borne in mind that the present spacing was 7 kc/s for DSB. The proposal of France was a spacing of 3.3 and 3.7 kc/s.

The delegate of Poland supported that proposal.

The Chairman pointed out that the spacing of 7 kc/s in the MF bands referred only to Region 1. Regions 2 and 3 might have different spacing.

The delegate of the United States of America, supported by the delegate of Japan, suggested that separation should be 3 kc/s in each case. The SSB carrier should correspond to the former DSB, subsequently becoming 3 kc/s for the interim period. He favoured conformity between the upper SSB and the DSB. For Regions 2 and 3, he suggested a separation of 3 kc/s for the SSB carrier in the MF band.

The Chairman, summarizing the discussion, said that suggestions had been made for frequencies $F + 0.3$ kc/s and $F - 3$ kc/s in Region 1 for the SSB carrier ship-to-shore transmission.

In reply to a comment by the delegate of Italy, the delegate of France confirmed that compatibility between DSB and SSB was assured if type A3H emissions were used.

The delegate of the U.S.S.R. agreed that the carrier frequency in the lower SSB channel should differ from DSB by -3 kc/s.

With regard to the upper SSB, the transfer from DSB to SSB would take a long time. Assuming that two stations were on the same frequency and subject to the same interference, if one station then shifted its carrier frequency by 300 c/s upwards, the interference would greatly increase, according to the I.F.R.B. technical standards, and protection would thus be lost. He suggested that making the carrier frequency for the upper SSB channel coincide with the centre frequency of the DSB channel would be the best solution. Adoption of the French suggestion might lead to unsatisfactory results.

The delegate of Denmark supported the U.S.S.R. suggestion. If the French suggestion was adopted, interference during the interim period would be higher. He preferred the frequency F for the upper SSB and $F - 3$ kc/s for the lower SSB.

The delegate of France, observing that some delegates had expressed doubts concerning 0.3 kc/s displacement of the carrier frequency, pointed out that the existing tolerance was ± 0.4 kc/s and therefore the interference situation was unlikely to deteriorate.

The delegate of the Federal Republic of Germany said he was in favour of a uniform procedure for all three Regions. He suggested F and $F - 3$ kc/s.

The representative of the International Radio Maritime Committee said he also favoured uniformity for all Regions and therefore suggested maintaining the existing carrier frequency of DSB as the carrier for the upper SSB channel.

The delegate of France, referring to No. 443, said that the spacing was 7 kc/s in Region 1, but differed in Regions 2 and 3. Since no difficulties had arisen, he saw no need for uniformity in all the Regions.

The delegate of South Africa expressed interest in the French suggestion, but said he preferred frequencies F and F - 3 kc/s, especially at night, when DSB operation might interfere with ships using SSB.

The delegate of France said that, in view of the views expressed, he did not insist on the proposal of his Administration.

It was thus decided that the carrier frequency of the SSB channel in the upper part of the channel derived from the DSB channel should coincide with the carrier of the DSB channel, and that the carrier frequency of the SSB channel in the lower part should be 3.0 kc/s less than the carrier of that DSB channel.

It was also decided that the question of the separation of the SSB carrier frequencies for the intership channels in the MF bands should be considered at a later meeting.

The Chairman said that the question of the width of the channels in the HF bands should also be discussed. However, he felt that it was not possible to take a definite decision on this question at this stage; he considered that an ad hoc group might be set up to examine this problem.

The delegate of the United States of America said that his Administration favoured an average spacing of 3.2 kc/s in the 4 and 8 Mc/s bands and of 3.5 kc/s in the 12, 16 and 22 Mc/s bands. Allowance for the adjustment of that average frequency to SSB should be made in Appendix 17.

The Chairman pointed out that Appendix 25 would be retained. He considered that the present DSB carrier arrangements should also be maintained.

The representative of the I.F.R.B. said that new channels were being added to Appendix 17 by Committee 4. For these new channels, it would be essential to maintain the same average separation as for the existing

ones, in order to have only one category of channels. However, the present method of calculation of the carriers in Appendix 17 should be slightly amended to ensure uniformity in the carrier spacing.

The delegate of the United States of America agreed that the spacing for new channels would require examination in a working group. Some adjustment would be necessary, and he was in favour of the same average spacing in each band.

In reply to a question by the Chairman, the delegate of Australia said he would provide information later on the average carrier separation used by the Australian Administration in the respective bands.

The meeting rose at 1800 hours.

Secretary of Committee 5 :

J. BALFROID

Chairman of Committee 5 :

P. MORTENSEN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 280-E

19 October 1967

Original : English/French

COMMITTEE 5

SUMMARY RECORD

of the

FIFTH MEETING OF COMMITTEE 5

Tuesday, 10 October 1967, at 1500 hours

Chairman : Mr. P. MORTENSEN (Norway)

Vice-Chairman : Mr. A. de SOUZA COELHO (Brazil)

Subjects discussed

Documents Nos.

1. Approval of Summary Record of the Third Meeting	213
2. Second and Third Reports of Working Group 5A	207, 217
3. First and Second Reports of Working Group 5B	199, 214
4. Continued discussion on single sideband radiotelephone channel bandwidths	
5. Limitation of out-of-band spectrum of a single sideband radiotelephone emission	
6. Other business.	



1. Approval of Summary Record of the Third Meeting (Document No. 213)

Page 4

The representative of the I.F.R.B. said that the word "should" should be inserted between "or" and "be" in the fifth line of the penultimate paragraph.

Document No. 213, as amended, was approved.

2. Second and Third Reports of Working Group 5A (Documents Nos. 207, 217)

Document No. 207

The Chairman of Working Group 5A said that the Working Group had drafted new texts for Nos. 985, 986 and 996, which appeared in the annex to Document No. 207. It was suggested that No. 987 should remain unchanged and had proposed a text for the two lines of No. 992 which ~~concerned~~ Committee 5.

The Working Group's suggestions for Nos. 987 and 992 were approved.

No. 985

The delegate of Japan said he could agree to the new text, on the understanding that the introduction of the SSB system would ultimately make it possible to eliminate classes of emission A3H and A3A, and that that point would be considered at a future conference, bearing in mind the relevant C.C.I.R. Recommendation.

In reply to comments by the delegates of France and Sweden on the form of Regulations concerning both final provisions and procedure during the transition period, the Chairman said that he and the Secretary of the Committee would consider the question of presentation and would raise the matter at a subsequent meeting.

The delegate of the United Kingdom observed that sub-paragraph b) of footnote 985.2 related to a purely national requirement of Japan, which had no bearing on international shipping.

The delegate of Japan said he had no objection to the deletion of the provision.

It was so agreed.

The delegate of Sweden said that a comma should be inserted after the word "areas" in sub-paragraph a) of footnote 985.2.

The Working Group's suggestions for No. 985 and footnotes were approved, with those changes.

No. 986

The Chairman said that the footnote to No. 986 should be numbered 986.1, not 986.4.

The Working Group's suggestions for No. 986 and footnote were approved.

No. 996

The Working Group's suggestions were approved.

Document No. 207 as a whole, as amended, was approved.

Document No. 217

The Chairman of Working Group 5A said that no action had been taken on No. 1320, which had been dealt with by Working Group 5B, and that the Working Group suggested no changes to Nos. 1319, 1321 and 1322. New texts for Nos. 1321A and 1322A were given in the annex; a vote had been taken on No. 1321A and no large majority had been obtained; it would be noted that the words "not exceeding 2.7 kc/s" appeared in square brackets in No. 1322A, to indicate that no decision on that bandwidth should be taken for the time being.

The Working Group's suggestions for Nos. 1319, 1320, 1321 and 1322 were approved.

No. 1321A

The delegate of the United Kingdom said that his Administration considered it unnecessary to insert assigned frequencies in the allocations table, since under the definition in No. 85 of the Radio Regulations those frequencies naturally differed according to whether A3J, A3A or A3H class of emission was used. He suggested that the frequency should be designated by the carrier frequency only.

The delegate of the Netherlands supported that suggestion.

The delegate of France, supported by the delegates of the Federal Republic of Germany and Sweden, pointed out that Appendix 17 would contain frequencies which must be registered. Designation by assigned frequency was absolutely essential for the registration procedure.

The delegate of Denmark considered that the exact application of the new Regulation should be clarified before any decision was taken.

The Chairman suggested that, in view of the difficulties experienced by the United Kingdom Administration, it would be wise to agree on an assigned frequency which might not comply strictly with No. 85, but could nevertheless be regarded as the assigned frequency, irrespective of the class of emission used.

The representative of the I.F.R.B. endorsed that suggestion. The I.F.R.B. had had some difficulties with administrations concerning carrier frequencies in Appendix 15B where no assigned frequency had been specified. The frequencies in the International Frequency List were those defined in No. 85, and the main purpose of that List was to solve problems of harmful interference; such solutions were absolutely dependent on knowing what portions of the spectrum were occupied by the emissions involved. He could agree to the designation of carrier frequencies to assist manufacturers but appealed to the Committee not to delete reference to the assigned frequencies, which were essential for the application of the Radio Regulations.

The Working Group's suggestion for No. 1321A was approved, on the understanding that the designation of the assigned frequency would be considered under Agenda item 4.

No. 1322A

The Working Group's suggestion was approved, on the understanding that the words in square brackets would be considered later.

Document No. 217 as a whole was approved.

3. First and Second Reports of Working Group 5B (Documents Nos. 199, 214)

Document No. 199

The Chairman of Working Group 5B said that the Working Group had decided to recommend referring No. 1320 to Committee 7, since the United Kingdom proposal to suppress the Regulation had been based on the rearrangement of the parts of the Radio Regulations relating to the maritime mobile service. In connection with No. 1352, it would be advisable for the Committee to take a decision on the principle of designating frequencies for calling coast stations by ship stations in the HF bands. The Working Group considered that Committee 6 should be consulted on Nos. 1352A and 1353, as the proposals in question affected safety or distress frequencies in the HF bands. Finally, a new text for No. 1354 appeared in the annex.

The Working Group's suggestions concerning Nos. 1320, 1352A, 1353 and 1354 were approved.

No. 1352

The delegates of Bulgaria, Denmark and Mexico supported the principle of designating calling frequencies in the HF bands.

The Chairman said that Working Group 5B should not be bound by the existing calling frequencies in locating the frequencies in question.

The Working Group's suggestions concerning No. 1352 were approved.

Document No. 199 as a whole was approved.

Document No. 214

The Chairman of Working Group 5B said that new drafts of Nos. 1351A and 1351B appeared in Annex I and that the Working Group had agreed that the required bandwidth should be determined later and that retention of the use of class A3B emissions should be decided upon by the conference which would prepare a new plan. No. 1358, also given in Annex I, had been altered to refer to the technical characteristics specified in a new Appendix 17A, and Annex II contained the text of paragraph 1 of that Appendix; it would be seen that, after agreement in the Working Group, no technical characteristics were given for emissions of class A3H.

Annex I

No. 1351A

The delegate of Italy, supported by the delegate of the United Kingdom and Greece suggested that the last sentence should appear in a Resolution on the terms of reference of the next conference, not in the Radio Regulations.

The delegate of the United States of America, supported by the delegate of New Zealand, suggested that the sentence be placed in square brackets pending the adoption of the Resolution in question.

It was so agreed.

The delegate of the United Kingdom, referring to the fourth line of No. 1351A, suggested that the word "or" should be changed to "and", to comply with paragraph 1.3.1 of C.C.I.R. Recommendation No. 258-1.

The delegates of Poland and the U.S.S.R. supported that suggestion.

The delegate of Canada observed that, although "considering" paragraph f) of C.C.I.R. Recommendation No. 258-1 drew attention to the possibility of having to use class of emission A3A for an indefinite period, it referred to the introduction to class of emission A3J as "a desirable objective". Moreover, the Recommendation used the word "should", whereas the proposed No. 1351A used the mandatory "shall".

The Chairman and the delegate of the United Kingdom pointed out that more mandatory language was always used in the Radio Regulations than in Recommendations.

The delegates of New Zealand and Denmark considered that both A3A and A3J classes of emission should be used.

The delegate of the United Kingdom said he was not sure whether the words "Until the end of the transition period" in the second sentence meant that coast stations would be authorized to use class A3 of emission until the end of the use of the DSB system in the maritime bands. He did not consider that such authorization should be given.

The delegate of the U.S.S.R. said he could not endorse that view. The transition period would be a long one for coast stations as well as for ship stations.

The delegates of France and New Zealand pointed out that a further study of the dates for the transition period might reveal the need to draw a distinction between coast and ship stations with regard to the use of certain classes of emission.

The delegate of the United Kingdom, supported by the delegate of India, suggested that the text of No. 1351A should be referred back to Working Group 5B for review in the light of the Committee's discussion.

It was so agreed.

The Working Group's suggestions concerning Nos. 1351B and 1358 were approved.

Annex II

Appendix 17A

The delegate of the United States of America suggested that the word "envelope" be inserted between "peak" and "power" in sub-paragraphs a) and b).

It was so agreed.

The delegate of the United States of America, referring to page 1 of Document No. 214, suggested that the last line be altered to read : "It considered it unnecessary to specify technical characteristics for class of emission A3H".

The delegate of Poland said that he would prefer to have the technical characteristics for class A3H emission included. However, upon reflection, he did not press this point.

The delegate of India considered that it was unnecessary to amend the last sentence on page 1.

The Chairman was of the same opinion. He thought it would suffice for the summary record of the present meeting to make it clear that the sentence in question applied in fact to technical characteristics.

There being no objection, the Chairman declared that Document No. 214 was approved, with the exception of No. 1351A (page 3), the text of which would be reviewed by Working Group 5B.

4. Continued discussion on single sideband radiotelephone channel bandwidths

The Chairman recalled that the delegate of Australia had proposed a separation of 3 kc/s between carriers in the HF bands, whereas the delegate of the United States of America had been in favour of a mean separation of 3.2 kc/s from the carrier frequency in the 4, 6 and 8 Mc/s bands, and of 3.5 kc/s in the 12, 16 and 22 Mc/s bands.

The delegate of Australia withdrew his proposal but requested that the summary record of the meeting reflect the point of view of his Administration which considered that the objective in view should be to have a separation of 3 kc/s between carriers in all the bands used by the maritime mobile service for radiotelephony, so that a larger number of radiotelephone channels could be obtained.

The delegate of the the United Kingdom, whose views were shared by the delegate of the Republic of South Africa, proposed that the separation in the HF bands should be made one half of its present value. He also considered that the Conference should invite the experts appointed to prepare the next Conference to study the possibility of establishing the new plan on the basis of a separation of 3.0 kc/s between carriers.

Further to an observation by the Chairman of Working Group 5B regarding the exact terms of reference of that Working Group, the Chairman replied that Committee 4 had agreed to reduce the portion of the spectrum used for radiotelegraphy, which meant that a certain number of channels were available for radiotelephony. It was for Working Group 5B to submit proposals on the arrangement of those channels and that task could be undertaken once the Committee had studied the question of the bandwidth of the new radiotelephone channels.

During the ensuing discussion, the delegate of the United States of America asked the Committee to confine itself to laying down general principles and to leave Working Group 5B full discretion to ensure that the most effective use was made of the frequencies newly released for radiotelephony.

The Chairman thought it might be well to give the Group in question guidance on the approximate separation between carriers, on the understanding that the Group should be free to take the necessary steps to make the best possible use of the new radiotelephone channels.

The general consensus of the Committee seemed to be favourable to the adoption of a mean separation of 3.2 kc/s in the 4, 6 and 8 Mc/s bands, and of 3.5 kc/s in the 12, 16 and 22 Mc/s bands.

In reply to a query by the delegate of the Republic of South Africa, the Chairman explained that Working Group 5B had no power to make radical changes in Appendix 17 since, as the Conference had decided to keep the existing Appendix 25, it followed that the essentials essence of Appendix 17 would likewise have to be retained. He added that Appendix 17 specified the exact position of the carrier frequency both for stations operating in the upper half of a channel and for those operating in the lower half of a channel, and that those provisions would have to be maintained on conversion to SSB technique.

The delegates of India and of the Republic of South Africa upheld the opinion expressed by the Chairman and no objections were raised.

Assigned frequencies

The Chairman summarized some of the decisions already adopted by Committee 5 and considered that the latter should agree on a single assigned frequency to be chosen in relation to the nominal carrier frequency.

The delegate of France felt that the necessary bandwidth might well be 2.7 kc/s and that the assigned frequency would then be 1.35 kc/s above the carrier.

The delegate of the United States of America pointed out that the Committee had already decided to apply the technical characteristics specified by the C.C.I.R. for the audio-frequency band; those characteristics merely indicated that the band in question should not exceed 2.7 kc/s. He thought that the situation would vary according to the type of equipment used, and recalled the proposal made by his Administration that the frequency assigned to a station operating in the upper half of the channel should be fixed at 1400 c/s above the DSB channel carrier frequency, the carrier frequency in question being the same as the carrier frequency of the DSB channel. Moreover, he thought it was desirable to assign one and the same frequency for the three classes of emission A3H, A3A and A3J.

The delegate of France was prepared to accept the proposal by the United States of America, but the delegate of Japan preferred to keep 1500 c/s instead of 1400 c/s, although he would not press the point.

The delegates of New Zealand and Denmark were in favour of the figure of 1400 c/s put forward by the delegate of the United States of America and already used in Appendix 17 of the Radio Regulations.

The Chairman wondered whether the I.F.R.B. would agree to that figure.

The representative of the I.F.R.B. replied in the affirmative, especially since the figure in question was precisely that which appeared in paragraph 3.2.1 of the existing Appendix 17 for bands between 4000 and 23 000 kc/s.

There being no objection, it was decided that the assigned frequency should be 1400 c/s above the midband frequency concerned for the three classes of emission A3H, A3A and A3J in the MF and HF bands.

5. Limitation of the out-of-band spectrum of a single sideband radiotelephone emission (Document No. DT/55)

The Chairman explained that the document under consideration had been prepared by an ad hoc group and that the provisions contained in it could no doubt be applied both to MF operation and to HF operation.

The delegate of Canada, who had acted as chairman of the group concerned, explained that it had prepared the Table shown in Document No. DT/55 on the basis of the assigned frequency value that had just been adopted by the Committee. He added that the figures shown applied to a mean separation between carriers of 3.2 kc/s as well as to a separation of 3 kc/s. He said that the value of 43 dB (without exceeding the power of 50 milliwatts) had been fixed relative to the peak envelope power and thus corresponded to the tolerances specified in Appendix 4 to the Radio Regulations, which would apply to any transmitters installed after 1 January 1970. The method described in Document No. DT/55 would guarantee that equipment for SSB operation gave effective protection both against interference from adjacent channels, and against harmonics, etc.

Further to a point raised by the delegate of the Republic of South Africa, the delegate of the Federal Republic of Germany proposed that the word "unwanted" be inserted before the word "emission" in the second line of Document No. DT/55.

Document No. DT/55 was approved, subject to that amendment.

6. Other business

Separation of frequencies assigned to the maritime mobile service in the frequency bands between 1605 and 3800 kc/s (Region 1)

The Chairman recalled that the separation specified for DSB operation in Region 1 was 5 kc/s. It would be desirable for the members of Committee 5 to study the problem of the separation to be fixed for SSB operation. He therefore requested those present to reflect on the question, which could be examined later by Working Group 5A.

The meeting rose at 18.25 hours.

Secretary of Committee 5 :

J. BALFROID

Chairman of Committee 5 :

P. MORTENSEN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 281-E
19 October 1967
Original : English

COMMITTEE 4

UNITED STATES OF AMERICA

RESOLUTION No. ...

Relating to the Implementation of the new arrangement of
Radiotelegraphy and Radiotelephony Bands allocated to the Maritime
Mobile Service between 4 000 and 23 000 kc/s

The World Administrative Radio Conference, Geneva, 1967

considering that

- a) each of the HF radiotelegraphy and radiotelephony bands allocated to the maritime mobile service by the Ordinary Administrative Radio Conference, Geneva, 1959, has been re-adjusted to make additional channels available for radiotelephony;
- b) a considerable number of both ship and coast stations will be transferred from existing frequencies to the new frequencies and channels designated by this Conference;
- c) changes in frequency assignments should be made in the minimum time necessary so that the advantages of the re-adjustment of bands may be realized at the earliest opportunity;
- d) the transfer of assignments should be made with the least possible disruption of the service rendered by each station;
- e) the transfer of assignments should be made in such a manner that harmful interference is avoided among stations affected during the implementation period;



resolves

1. that the implementation of the actions taken by this Conference relating to the re-adjustment of the HF bands allocated to the maritime mobile service should follow an orderly procedure for the removal of existing and the introduction of new operations;
2. that Administrations shall make every effort to undertake implementation in accordance with the schedule in Annex A.

Annex : 1

A N N E X A

Step of implementation	Beginning date	Completion date
I. New coast telephone channels		
<u>Step 1</u> Vacate low traffic ship working channels 85 to 98	As soon as possible	14 December 1969
<u>Step 2</u> Shift coast telegraph stations to new assignments made available by Step 1	(In accordance with Resolution No. ... [DT/93] 15 December 1969)	3 December 1969
<u>Step 3</u> Coast telephone stations may use channels vacated by coast telegraph stations (Step 2)	1 January 1970	

Step of implementation	Beginning date	Completion date
II. New simplex and duplex ship telephone channels		
<u>Step 1</u> Shift high traffic telegraphy (A1) ship stations to newly assignable frequencies	1 January 1969	30 June 1969
<u>Step 2</u> Simultaneously with Step 2 shift printer systems to the new printer bands	1 January 1969	30 June 1969
<u>Step 3</u> Upward shift, as appropriate of wideband systems	1 July 1969	30 September 1969
<u>Step 4</u> Shift simplex use of Appendix 15B frequencies simultaneously with the shift of wideband systems in Step 3	1 July 1969	30 September 1969
<u>Step 5</u> Stations may commence use of new simplex and duplex ship channels		1 January 1970

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 282-E
19 October 1967
Original : English

STATEMENT

by the

BY THE DELEGATION OF THE REPUBLIC OF CHINA

TO THE WORLD ADMINISTRATIVE MARITIME RADIO CONFERENCE

With reference to the Document No. 268 of 17 October 1967, my Delegation wishes to state that the Government of the Republic of China is the only legally constituted government of China and is recognized as such by the United Nations and all its Specialized Agencies, including the International Telecommunication Union. In accordance with the provisions of Paragraph 12 of Article 2 of the I.T.U. Convention, my Delegation has every right to attend this Conference as the legal representative of China.

This statement will equally apply to any other derogatory declaration on the representation of China that may be made in the course of this Conference.

Peter B.T. CHANG

Acting Head of the Delegation
of the Republic of China



INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 283-E
19 October, 1967
Original : French

STATEMENT

BY THE DELEGATION OF THE HUNGARIAN PEOPLE'S REPUBLIC
TO THE WORLD ADMINISTRATIVE MARITIME RADIO CONFERENCE

The Delegation of the Hungarian People's Republic protests against the presence of the representatives of Formosa at the World Administrative Maritime Radio Conference and herewith declares that the sole legal representative of China is the People's Republic of China.

On behalf of the Head of the Delegation
of the Hungarian People's Republic:

Sig. : János VÁSÁRHELYI



INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 284-E

19 October 1967

Original : English/French

COMMITTEE 4

SUMMARY RECORD

of the

EIGHTEENTH MEETING OF COMMITTEE 4

Friday, 13 October 1967, at 0930 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNICEK (Czechoslovak Socialist Republic)

Subjects discussed :

Documents Nos.

1.	Proposals concerning selective calling (continued)	DT/52
2.	Proposals concerning position-indicating beacons (continued)	DT/52 DT/2 206
3.	New Regulation 1106B and amendment to 1147	
-



1. Proposals concerning selective calling (continued) (Document No. DT/52)

The Chairman said he had received several requests to re-consider the use of 500 kc/s for selective calling in Region 1 only.

The delegates of the U.S.S.R. and the Federal Republic of Germany were in favour of taking up the discussion again, as the vote had been taken on a world-wide, not a regional basis.

The use of 500 kc/s was approved for Region 1.

The delegates of India, Australia, New Zealand, Malaysia and Singapore agreed that 500 kc/s could be used instead of 512 kc/s in Region 3, for the sake of uniformity, the latter two countries stating, however, that they had no intention of introducing a selective calling system in the near future.

The delegate of Korea said he could accept 500 kc/s on the understanding that selective calling would be secondary to the distress service.

The delegate of Japan was unable to accept the use of 500 kc/s.

The use of 500 kc/s for selective calling in Regions 1 and 3 was approved, with the reservation made by the Japanese delegate.

The delegate of the United Kingdom, supported by the delegates of South Africa, Federal Republic of Germany, Norway and Cyprus, thought that the use of 2182 kc/s should be reconsidered in the light of the decision just made, as the same arguments applied. 2170.5 kc/s would then be the alternative when conditions made it impossible to use 2182 kc/s.

The delegates of France and Italy were opposed to using that frequency for selective calling as it was used for distress signals and 2170.5 kc/s was a suitable alternative.

The delegate of the United Kingdom explained that as the selective calling system would develop slowly, he did not foresee the need for another frequency for five or ten years; nevertheless he thought a frequency should be earmarked for that purpose in preparation for the time when too much interference would be caused to distress calls.

The delegate of France, replying to a question by the delegate of Bulgaria, also considered that only one frequency would be required for the present. But the system was being introduced with a view to its development, and when it did grow the interference on 2182 kc/s would become intolerable.

He thought it unwise to begin using 2182 kc/s for selective calling, as a change of frequency would be very difficult at a later stage.

The delegate of the United Kingdom said he had been authorized to express the opinion of the International Chamber of Shipping, which represented 70% of the users of the system, that the use of a frequency other than 2182 kc/s would be a retrograde step.

The delegate of Bulgaria clarified his statement by explaining that when 2182 kc/s was being used for distress or safety signals, there was no alternate frequency for selective calling; a frequency corresponding to 512 kc/s was required in the 2 Mc/s band.

The delegate of France thought there was no incompatibility in using 2170.5 kc/s in an emergency for both selective calling and voice calling when 2182 kc/s was occupied by distress signals.

The delegate of the United Kingdom recommended placing an asterisk against 2170 kc/s to indicate that it was intended for use at a date to be decided by countries of Region 1.

The delegate of France thought that would lead to a regional conference to decide on the date, and was therefore too involved. He could accept the United Kingdom proposal contained in Document No. 113, with the clarification that the frequency would be used for selective calling at the end of the transition period.

The delegate of the United Kingdom agreed with that in principle, subject to a satisfactory wording to be worked out informally.

The delegate of India, speaking for countries in Region 3, said he had made it clear that that Region was not entirely in favour of using 2182 and 500 kc/s for selective calling but that they would not oppose it.

The delegates of Australia and New Zealand confirmed that they would now accept use of 2182 kc/s, but that the wording regarding 2170.5 kc/s should be flexible enough to permit it to be used at the discretion of countries at any time.

The delegate of Japan repeated his reservation with respect to 2182 kc/s although he would have been able to accept 2170 - 2173.5 kc/s

The delegate of Yugoslavia pointed out the importance of indicating the date, whether optional or compulsory, when selective calling would become effective.

The delegate of the United Kingdom said that his Administration's proposal included the use of working frequencies enumerated and established in the List of Coast Stations, if countries so desired.

The Chairman suggested that in principle the Committee approve the use of 2182 kc/s for selective calling in Regions 1 and 3, with 2170.5 kc/s for use when conditions made it necessary.

It was so decided.

It was agreed that a revised wording would be presented by the French and United Kingdom delegates.

2. Proposals concerning position-indicating beacons (Documents Nos. DT/52, DT/2, 206)

The Chairman said that the Brazilian proposal in Document No. 142 should be added to those listed in Document No. DT/52. He suggested consideration of Document No. 206 (Second Report of Committee 6), rather than separate proposals; the technical characteristics first, then the frequencies and finally the question of where the characteristics should appear in the Radio Regulations.

Appendix 20A

Paragraph a.)

The delegate of South Africa proposed amending the second and third lines to read :

" to produce over water at a distance of 30 nautical miles a ground-wave field strength equal to"

The delegate of France preferred to retain the original C.C.I.R. wording for the sake of simplicity.

Paragraphs a), b), c), d), e) and f) were approved.

The delegate of the Federal Republic of Germany suggested that the frequency tolerances for emergency position-indicating radiobeacons as proposed in Document No. 94 should be included in Appendix 3.

It was so agreed.

It was agreed that the technical characteristics appear as a new Appendix 20A.

The Chairman suggested consideration of the various proposals for the use of 121.5 and 243 Mc/s.

No. 999E/999F (Proposal DNK/ISL/NOR/20(1))

The delegate of the United Kingdom said he disagreed with the word "or" between the two paragraphs, as he thought the second should be used as well as the first.

That view was shared by the delegate of the Federal Republic of Germany.

The delegate of the United States of America referred to his Administration's proposal - USA/22(51) - to the same effect.

The delegate of the United Kingdom pointed out that although it was agreed to use 2182 kc/s, the use of other frequencies should be made possible, i.e. he proposed replacing the word "or" at the end of 999B of the U.S.A. proposal by :

"..... and, if considered necessary,

b) etc."

The delegate of the United States could not accept that suggestion. However, as the substance of 999B was covered by Appendix 20A, he would withdraw it and propose 999C only.

The delegate of the United Kingdom said he doubted whether that would meet his requirements but requested time to study the matter further.

The Chairman pointed out that survival craft, by definition, included both the maritime and aeronautical mobile service.

The delegate of France agreed that care should be taken not to interfere with aeronautical regulations.

The delegate of the United States of America, while not wishing to do any dis-service to the aeronautical service, said that sight must not be lost of practical aspect through concentrating on what were technicalities. Search and rescue operations were effected very largely by aircraft and it was surely of little concern to a survivor whether he was picked up by ship or plane.

The delegates of Australia and Norway considered that it was realistic to allow Administrations to determine whether they wanted to use 121.5 and/or 243 Mc/s and therefore supported the United States statement.

The Chairman, though anxious not to go beyond the terms of reference, also shared that opinion. What he had intended was perhaps to solve the problem by making the 2182 kc/s frequency compulsory for the maritime service and the other two optional.

The delegate of the United States of America thought that the objections might be overcome by an addition to No. 1476D, to read :

"b) for very high frequencies, i.e. 121.5 or 243 Mc/s

i) ..."

The Chairman requested the delegates of the United Kingdom, France and the United States of America to join him in working out a satisfactory wording.

The delegate of the United States of America proposed that the word "or" before No. 1476D b) should be deleted and that the Regulations should be amended to read as follows :

"b) for very high frequencies, i.e. 121.5 and/or 243 Mc/s, the technical characteristics shall be consistent with the relevant recommendations of I.C.A.O."

If that amendment was approved, he would withdraw his country's proposal USA/22(51) on page 202 of Document No. DT/2.

The delegate of France observed that that amendment would entail the deletion of paragraphs i) and ii) of the Regulation.

The delegate of the Federal Republic of Germany pointed out that Nos. 1476A et seq. related only to the radiobeacon signal, not to all the technical characteristics of radiobeacns. Modification of No. 1476D according to the United States proposal would relate only to the characteristics of the signal, not to such other characteristics as the power of the radiobeacon, the number of hours of continuous operation and so forth. On the other hand, I.C.A.O.'s recommendations related to all aspects of radiobeacns.

The Chairman of Committee 6 agreed with those views and confirmed that his Committee had dealt only with radiobeacon signals. Accordingly, technical characteristics could not be included in Section VIIIA.

The delegate of France said that the question of specifications for radiobeacons using frequency 2182 kc/s was dealt with in No. 1476K. He therefore thought that a No. 1476L on technical characteristics of VHF radiobeacons might be added, so that No. 1476D would deal with the characteristics of the signal and No. 1476L would apply to technical characteristics and would contain a reference to the relevant I.C.A.O. recommendations.

The delegate of the United States of America and the Chairman of Committee 6 endorsed that proposal.

The Chairman, summarizing the situation, said that the drafting of a new No. 1476L in accordance with the French delegate's suggestion might be entrusted to a drafting group consisting of the Chairmen of Committees 6 and 4 and the delegates of France, the United Kingdom and the United States.

It was so decided.

The Chairman announced that the Committee had completed its consideration of Document No. 206.

3. New Regulation 1106B and amendment to No. 1147

The delegate of the United Kingdom proposed the insertion of a Regulation No. 1106B to read :

"Calls shall be radiated on one or more of the following frequencies as appropriate".

That text would be followed by a list of the frequencies which the Committee had decided on for use in the various Regions and, where necessary, reference would also be made to the class of emission for each frequency.

In pursuance of his suggestion at an earlier meeting that No. 1147 might have to be amended in the light of decisions on selective calling, he proposed that the words "Except as provided in No. 1106B" be inserted at the beginning of that Regulation.

The delegate of the United States of America said he thought that a new No. 1106B was unnecessary and that it would be enough to add at the end of No. 1147 the words "except in the case of selective calling systems."

The delegate of the United Kingdom said that, at first sight, he could accept that suggestion.

The delegate of Israel pointed out that Article 32 dealt with the use of frequencies for radiotelegraphy, whereas the SSFC selective calling system related to radiotelephony. He did not think that the proposed amendments should be made to Article 32.

The delegate of the United States of America considered that remark to be most pertinent.

The Chairman of Committee 6 also agreed with the delegate of Israel and considered that the matter should be referred to a small drafting group.

The Chairman agreed with that idea and suggested that the work should be done by the delegates of the United Kingdom and the United States, who would coordinate the results with the Chairmen of Committees 4, 5 and 6.

In reply to a question by the delegate of Norway, the Chairman explained that those terms of reference related only to the amendment of No. 1147.

The Chairman's suggestion was approved.

The meeting rose at 1230 hours.

Secretary of Committee 4

E. LURASCHI

Chairman of Committee 4

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 285-E
19 October 1967
Original: English

COMMITTEE 4

SUMMARY RECORD

of the

NINETEENTH MEETING OF COMMITTEE 4

Saturday, 14 October 1967, at 0930 hours

Chairman: Mr. F.G. PERRIN (Canada)

Vice-Chairman: Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist
Republic)

<u>Subjects discussed:</u>	<u>Documents Nos.</u>
1. Continuation of discussions concerning Article 32	DT/41 DT/59
2. Article 5, No. 172	DT/2
3. Transfer of frequencies of Coast Radiotelegraph stations	8, 33, 77
4. Summary Record of Ninth Meeting	211
5. Summary Record of Tenth Meeting	215
6. Summary Record of Eleventh Meeting	219
7. Second Draft Report of Committee 4	DT/64
8. Article 12, No. 677	DT/2
9. Conference Agenda Item 7.5	DT/2
10. Conclusion of discussions concerning proposals for Ocean Data Transmission	DT/2 137



1. Nos. 1191E and 1191F

The delegate of the United Kingdom said that on demand working was required between ship and shore and that duplex teleprinter channels should be used as in radiotelephone services. Existing frequencies could be used at the shore end and eventually from ships if the latter were registered as ship receiving stations. It should be borne in mind that teleprinters were susceptible to interference and the new service would be judged according to its efficiency.

He suggested deleting 1191E and substituting the following text for 1191F :

"Assignments shall be made in accordance with the channel spacing in Appendix 15A and to provide for registration."

Suggested consequential amendments to Article 9 would be to insert the words "except those referred to in 1191D" between the words "stations" and "operating" in No. 488 and to insert the words "the teleprinter frequency bands of 451B" in No. 573.

The delegate of the Federal Republic of Germany supported the United Kingdom amendment to 488.

The delegate of the United States of America could not support the United Kingdom proposals, since the question was one of dealing with a growing service, although the way in which it would grow was not known. It would be better to deal with the teleprinter service in the same manner as ocean data stations. In the Resolution on ocean data, permission was given for regular notification procedure for land based stations but without specifying their status. The I.F.R.B. would control registration.

The delegate of the U.S.S.R., supported by the delegate of South Africa, who said that he would like to see the full text of the suggested amendments to No. 488 before giving an opinion.

The Chairman suggested that a full draft of amendments proposed to Nos. 488 and 573 be submitted to the Committee before the end of its current meeting and that the I.F.R.B. be asked to undertake a concurrent review of No. 488, in accordance with a proposal by the delegate of Yugoslavia.

It was so decided.

2. No. 172

The delegate of Greece said that the band 140 - 146 kc/s was allocated for the exclusive use of the maritime mobile service. He suggested adding a new sentence at the end of No. 172, reading :

"However, the bands between 140 - 146 kc/s may also be used for coast stations on a permitted basis."

The delegates of France, Portugal, Norway, South Africa, United Kingdom and Turkey supported the Greek proposal.

The delegate of the U.S.S.R., supported by the delegate of Poland, was in favour of retaining the existing No. 172.

The representative of the I.F.R.B., referring to the use of the band 140 - 146 kc/s by coast stations, said that such use was not registered since it was forbidden in No. 1096. It might be detrimental to extend that band in question to coast stations if the extension was to be from 130 to 140 kc/s and from 146 to 150 kc/s. Region 1 and parts of other regions would be affected.

The Chairman said that amendments affecting more than the band 140 - 146 kc/s might lead to difficulties and favoured approval of the Greek proposal.

The Greek proposal was approved.

3. Shifting of coast station bands consequent on release of coast station frequencies to radiotelephony (Documents Nos. 8, 33 and 77)

The Chairman, after inviting the delegates of Italy, France and the United Kingdom to summarize their respective proposals in Documents Nos. 8, 33 and 77, suggested ~~that~~ the Committee decide in principle which of those three proposals was preferred.

The delegate for the United States of America said he preferred shifting coast station frequencies at the high end of the band to the low end so that the highest frequency would be the closest to the ship station frequencies, for example, like turning a page.

The delegate of South Africa said that the three proposals under consideration differed mainly in scope; some suggested moving all the frequencies, others advised moving only a few of them. The first step was to agree on which principle to adopt.

The delegate of Norway, supported by the Federal Republic of Germany, Sweden, the United States of America and Australia, said he was in favour of the United Kingdom proposal, since it would impose the smallest number of frequency changes.

The delegate of France emphasized that coast stations, not ships, were involved. The French proposals would prove more costly, but would be more efficient, whereas the United Kingdom proposal would be cheaper but, in his opinion, less efficient.

The delegate of Yugoslavia, supported by the delegate of Bulgaria, said it was difficult for the full Committee to take a decision and favoured setting up a small working group.

The delegate of France said he could agree in principle with the United Kingdom proposal but asked what action would be taken regarding the coast station frequency of 4231 kc/s which was near the ship station frequency. That problem only concerned a small number of countries and he asked whether the coast station frequencies could be changed slightly.

The delegate of the United States of America asked whether the I.F.R.B. could prepare a table showing the portions of the band under discussion, to facilitate the Committee's work.

The representative of the I.F.R.B. said that the United States proposal would provide an acceptable solution to the problem just mentioned by the delegate of France.

The I.F.R.B. would prepare the table requested by the delegate of the United States as soon as possible.

The Chairman summarized the discussion and suggested that there appeared to be a consensus in favour of the United Kingdom proposal.

No objections being made, it was decided, in principle, to accept the United Kingdom proposal (Document No. 77) as the basis for further discussion.

The Chairman invited the delegations of the United Kingdom, France, Italy, Sweden and the United States of America to participate in the Working Group, and said that the I.F.R.B. would also be represented.

He suggested that the terms of reference of the Working Group be as broad as possible and that the Group be asked to report back to the Committee with details on how the coast station frequency shift should be effected and who should be responsible for making the shift in assignments.

It was so decided.

4. Summary Record of Ninth Meeting (Document No. 211)

The delegate of France, referring to his statement recorded on page 6, said that "the same modulation rate" should be amended to read "the same modulation speed".

The delegate of Norway, referring to his statement on page 6, asked for the words "in the higher bands" to be added at the end after the word "precaution".

The representative of the I.O.C., requested that in his statement on page 7, the word "bauds" to be replaced by "bits/sec".

The delegate of the United States of America, referring to the I.O.C. statement on page 7, said the word "Laboratory" should be "Laboratories". Furthermore, the comma after the word "Telecommunication" should be deleted.

The delegate of Czechoslovakia, referring to his statement on page 7, submitted a revised text for the first part of that statement :

"The delegate of the Czechoslovak S.S.R. was of the opinion that, it was possible to envisage meeting ocean data transmission needs in the portions of the radio spectrum allocated to wide band radiotelegraphy systems, without specifically mentioning those ocean data systems in the table, since according to the Radio Regulations, frequencies could only be assigned to radiocommunication services and no ocean data service was provided for in those Regulations."

The delegate of the U.S.S.R., referring to his statement on page 7, asked that the words "he was not in a position" be replaced by the words "there was no possibility to decide this question at the present Conference".

Document No. 211 was approved, as amended.

5. Summary Record of the 10th Meeting (Document No. 215)

The delegate of Norway, referring first to his statement on page 3, asked that the words "made it easier to use crystals for the lower bands", be replaced by the words "would preserve the harmonic relationship we have in the present plan".

Referring to his statement on page 7, last line, he said that the word "high" should be inserted between the words "with" and "sunspot".

Document No. 215 was approved, as amended.

6. Summary Record of the 11th Meeting (Document No. 219)

The Chairman announced that following a misunderstanding in the Editorial Committee, it had been decided to delete the Annex in pages 9, 10 and 11 of Document No. 219.

Document No. 219 was approved, as amended.

7. Second Draft Report of Committee 4 (Document No. DT/64)

The Report was approved.

8. Article 12, No. 677 (Document No. DT/2, page 113)

The delegate of the United Kingdom, supported by the delegate of France, said that the French and United Kingdom proposals recommended exactly the same solution.

It was agreed to adopt the United Kingdom proposal as it was more positive in forbidding Class B emissions. The Chairman asked whether Class B emission should be defined.

The delegate of the United Kingdom explained that the footnote on page 14 of the Regulations gave the definition required.

No. 677 was approved.

9. Conference Agenda Item 7.5 (Document No. DT/2, pages 799, 800)

The Chairman pointed out that two proposals had been submitted, one by Canada (Document No. DT/2, page 799) and the other by the Netherlands (Document No. DT/2, page 800). As a first step, he suggested

that the Committee decide whether it desired the matter to be studied by the C.C.I.R. and/or other bodies.

The delegate of France expressed no objection to a study by C.C.I.R. However, tests had revealed great difficulties in the transmission by television of port radar images.

The delegate of the Netherlands explained that some years previously his Administration had received a request for television to be used within the maritime mobile harbour service. The band 47 - 48 Mc/s was provisionally made available pending further study of the question in accordance with the Radio Regulations and local operational requirements. Although the current Conference was not competent to take a decision on that matter, he thought it desirable to have some discussion thereon in an international forum, possibly leading to the adoption of a Recommendation. He suggested that I.M.C.O. should participate in that study.

The delegate of the United Kingdom said that the Netherlands proposal involved shore-to-ship transmissions and might therefore form part of the maritime mobile service. The question required very careful study.

The delegate of the Netherlands expressed his surprise that his proposal could be considered as being included in the maritime mobile service. The service to which he had referred was intended only for navigation purposes, for which radar had been suggested.

The delegate of France, supported by the delegates of the United States and the Netherlands, suggested that the C.C.I.R. be invited to make a study of the proposal.

The Chairman said that no objections had been raised to the Netherlands proposal regarding discussion of the matter at the current Conference. He suggested that the delegates of the Netherlands and Canada and a representative of the C.C.I.R. should meet as soon as possible to draft a Recommendation for submission to the Committee.

It was so decided.

10. Conclusion of discussions concerning proposals for ocean data transmissions (Documents Nos. DT/2 (page 5), 137)

The delegate of the United States of America said that the proposed definitions shown in Document No. DT/2 has been re-examined in

the light of decisions taken by the Committee on the transmission of ocean data. He suggested inserting the words "buoy", "solely" and "oceanographic" in the proposed definitions in Nos. 84a) and 84b), so that they would read :

"Ocean data telecommand buoy station : a station in the maritime mobile service intended solely to telecommand oceanographic data stations."

"Ocean data buoy station : a station in the maritime mobile service intended solely for the transmission of oceanographic data collected at the site of the station."

The delegate of France, supported by the delegates of Yugoslavia, Italy, Bulgaria and the U.S.S.R., said he was opposed to definitions and considered that the proposals for a revised Appendix 15A adequately met the requirements.

The delegate of Italy said that frequencies had been assigned for ships and buoys, but that difficulties were caused by the fact that buoys were not part of the maritime mobile service.

The delegate of the United States of America suggested deferring the discussion on definitions until the next meeting, to give delegates an opportunity for outside discussion of that question.

It was so decided.

The meeting rose at 1240 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4 :

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 226 E
19 October 1967
Original : English/French

COMMITTEE 4

SUMMARY RECORD

of the

TWENTIETH MEETING OF COMMITTEE 4

Monday, 16 October 1967, at 0930 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNICEK (Czechoslovak Socialist Republic)

Subjects discussed :

Document No.

1. Proposals concerning Article 9
2. Proposal on special calling system

130 + Corr.



1. Proposals concerning Article 9

At the Chairman's invitation, the delegate of the United Kingdom explained the proposed amendment to Regulations 488 and 573. No. 488 should be amended to enable teleprinter frequencies to be registered, and No. 573 should include the frequencies allocated for teleprinters so that the I.F.R.B. could apply Article 9 procedure.

The delegates of Norway, the Federal Republic of Germany and Denmark supported those proposals.

The delegate of the U.S.S.R. was unable to accept them, as administrations which had not already been using that type of transmission might find themselves in difficulty later. Ships would also have to change their operating conditions.

The delegate of the United States of America was also unable to accept the proposals, as he thought that adequate provision was made under No. 487.

The delegate of Mexico thought that ship stations would receive preferential treatment in the bands reserved for teleprinters and certain administrations would be favoured, as the U.S.S.R. delegate had pointed out. He was therefore against the United Kingdom suggestions.

The delegates of Argentine, Poland, Venezuela and Colombia shared those views.

The delegate of Spain was opposed to the proposal on the grounds that it would constitute an exception to the principle that the Master Register contained only frequencies in accordance with allotment plans laid down in advance.

The delegate of Canada suggested that the matter should be reviewed at the 1973 Conference.

That suggestion was supported by the delegates of Portugal, Italy, and Hungary.

The representative of the I.F.R.B. said that the application of Article 9 procedure to teleprinter frequencies presented some difficulties: it would be impossible to make technical examinations as was done for other services. However, if it was agreed to treat the matter on a provisional basis and establish a plan at the next Conference, a simple Resolution would suffice, without any modification of the Radio Regulations. It was important not to pre-judge the requirements of the next Conference by modifying Article 9 at the present stage.

The delegate of the Netherlands saw no need to amend No. 488, irrespective of whether the additional frequencies were notified to the I.F.R.B. He agreed with the representative of the I.F.R.B. that difficulties would arise and was therefore unable to accept the United Kingdom proposal. In his opinion, the first step should be to add the appropriate bands to No. 573, as the United Kingdom proposed, and to amend No. 504 to include the teleprinter bands among those not to be examined by the I.F.R.B. He failed to see how an amendment to Article 9 by the present Conference would prejudice decisions taken at a future Conference, or, if that were the case, how Article 9 could ever be amended at all.

The delegate of the United Kingdom said that even with modern techniques, teleprinter circuits were susceptible to interference and that some control should be exercised, particularly as the results obtained in the first few months of the service would largely determine its future success. He could accept a provisional arrangement until 1973, when the whole position would be reviewed. Notifications would appear in the Register for information purposes only.

The delegate of France thought such a provisional procedure would be satisfactory, as it would take account of the desire for some organizational procedure, on the understanding that notifications made before 1973 would not prejudice the decisions of that Conference. The Register would indicate the provisional nature of the entries.

The delegates of Norway and the Federal Republic of Germany also said they could accept that solution.

The delegate of the U.S.S.R. did not think that temporary registrations valid until 1973 would serve any useful purpose and supported the Canadian suggestion to consider the matter at the next Conference, with No. 487 serving as a basis during the interim period.

The delegate of Mexico said he agreed in principle with a Resolution outlining the provisional procedure, but could not make a final decision until he had seen the actual text.

The delegate of New Zealand agreed with the delegate of the Netherlands. If the Resolution was to apply to a new service on an interim basis up to a specified date, there seemed to be no reason why it should not contain portions which temporarily modified sections of an Article of the Regulations. He suggested setting up a small ad hoc group to draft the Resolution, taking account of the proposals made for Nos. 487, 488, 504 and 573.

The delegate of the United Kingdom suggested that the group also consider Nos. 1191E and 1191F.

The Chairman requested the delegates of the United Kingdom, the United States of America, the U.S.S.R., the Chairman of Working Group 5D and the representative of the I.F.R.B. to prepare a draft Resolution or Recommendation for further consideration by the Committee.

It was so agreed.

2. Proposals on special calling system (Document No. 130 and Corrigendum)

The delegate of Israel introduced his proposal for designation of special calling bands.

Committee 6 had decided, by a majority vote, to request Committee 4 to make accommodation for that special calling frequency. It had not been found possible to make a high-traffic channel available, but the ad hoc group dealing with Appendix 15A had suggested that one of the frequencies obtained from the present calling band by reduction of the channel spacing might be made over to the new special calling system. It would be quite appropriate to have the marginal frequency in each calling band specifically designated for that purpose.

The delegate of Greece supported the proposal.

The delegate of the United States of America said he could agree to it, on the assumption that the frequency series concerned was one of those newly-derived and not used at present; for example, starting with 4186.5 kc/s.

The delegate of the United Kingdom pointed out that the ad hoc group had not recommended that the calling frequency chosen should be used exclusively for the special system.

The Chairman said that a footnote could be added to Appendix 15A designating the specific channels to be used for the special calling family, only by administrations wishing to do so, while normal use would be made of those frequencies by administrations wishing to do so.

The delegate of Norway was afraid that it would result in less effective watch-keeping by coast stations over the whole of the calling bands, as if some coast stations were listening only to that specific calling channel it would become impossible for ships using another series to contact the station.

The delegate of the Netherlands agreed with that opinion, as the new system depended very largely on the discipline of the operator. The existing system had its shortcomings in that respect, and he doubted whether the new system would prove efficient.

The delegate of Portugal thought that even under optimal conditions, calls made on a single channel would lead to congestion of the band, and it was desirable to keep the two calling channels separate. However, he considered that the system might be given a trial.

The delegates of New Zealand, India and Ghana, supporting the Israel proposal, pointed out that the operational aspect had already been discussed by Committee 6 and that the question was where to fit the frequencies into the spectrum.

The delegate of Canada was anxious about losing a calling channel for the creation of an exclusive channel to be used on a trial basis, and with a different form of calling. If such a system were agreed, he thought it should be made on one of the calling frequencies, but not on an exclusive basis. He feared that if certain administrations used such a channel to monitor their own ships, the other calling frequencies would receive less attention..

The delegate of the U.S.S.R. considered that the use of calling frequencies for that purpose should be optional.

The delegate of Israel, replying to the objections raised, said that it was not the intention to replace the existing general calling procedure, as that was not feasible. Two stations would keep simultaneous or alternate watch on general calling frequencies and special calling frequencies. He felt that faults in the HF calling bands were due to deficiencies of the system rather than to the operator, and as for the possible violation of principle, the proposal had been based on Regulation No. 1014. There would be no loss of calling channel, as the frequency suggested was not currently allocated to any ship station. The system was envisaged for international rather than domestic use and was considered as a possible means of lightening the load by absorbing calls from the general calling frequencies.

The delegate of Norway said that that reply confirmed his fears that during some periods the ordinary calling bands would not be covered. As for Regulation No. 1014, he thought it referred to bands on which the coast station was listening during a specific period and not to a particular frequency within the bands. To be able to listen to special calling frequencies, as well as to the ordinary frequencies, ships would have to be equipped with two extra crystals; they would need the equipment to contact certain stations, even if the service were optional. If, however, the Conference did decide to adopt the special calling frequencies, they should not be on an exclusive basis.

The delegate of Portugal said that, although his Administration used a similar system on a national basis, where it worked very well, he did not see any need for international use of a single channel.

The delegate of Israel said the Chairman's summing up of the situation was acceptable, but that for the system to be effective the frequency assigned should be used exclusively for special calling.

The delegate of the United States of America pointed out that when a single operator was on duty at a coast station, this watch would be more efficient if he had to listen to a single series of frequencies. No. 1177 had been modified to allow for the allocation of an additional series of calling frequencies which, in his opinion, might coincide with the special frequencies in question. He proposed that the highest calling frequency in each of the bands concerned (4186.5, 6279.75, 8373, 12559.5 and 16746 kc/s) should be reserved for use as a special calling frequency, on the understanding that administrations might use it or not as they saw fit and that the frequency could also be used for general calling. A footnote inserted in Appendix 15A would specify conditions of use of that frequency series.

The delegate of New Zealand endorsed those views.

The delegate of Norway said that an operator at a coast station listening on a special calling channel and using a quartz-control receiver could not be sure that the receiver adjusted to a frequency would enable him to receive all calls sent on that channel. The coast station was therefore obliged to adjust its receiver, and if a call sent to it was emitted only once, the station would in many cases be unable to receive it. The call should therefore be repeated and care taken to ensure that intervals were relatively short.

After an exchange of views between the delegates of Norway and Israel, the Chairman observed that the latter wished special calling frequencies to be allocated on an exclusive basis and asked the Committee to vote on that motion.

The motion was defeated by 25 votes to 13, with 20 abstentions.

The footnote mentioned by the United States delegate gave rise to various comments and objections from the delegates of New Zealand, Israel, South Africa and the U.S.S.R., the latter expressing the view that it would be preferable to list the frequencies in question, beginning with 4186.5 kc/s, and to indicate that those calling frequencies would be subject to monitoring by different administrations.

The delegate of Norway pointed out that the highest frequency in the 22 Mc/s band would be 22 265 kc/s, which was not a new frequency, since it was already used by many ships. He asked whether the proposed footnote would relate only to frequencies in harmonic relationship - those of the five lower bands - or whether it would also concern the 22 Mc/s band.

The delegate of the United States of America replied that the frequency 22 265 kc/s would also be included.

The delegate of Italy, referring to the Norwegian delegate's statement, said he thought it would be better to choose another frequency in the 22 Mc/s band. That frequency should be 22 262.5 kc/s.

The Chairman suggested that a footnote reading as follows should be inserted in Appendix 15A:

"The frequencies 4 186.5, 6 279.75, 8 373, 12 559.5, 16 746 and 22 262.5 kc/s may also be assigned as special calling frequencies. Administrations shall, if possible, abstain from assigning these frequencies as normal calling frequencies."

The delegates of the United States of America, New Zealand and Israel having supported that text, the Chairman put it to the vote.

The text was approved by 23 votes to 12, with 21 abstentions.

The meeting rose at 1230 hours.

Secretary of Committee 4

E. LURASCHI

Chairman of Committee 4

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 287-E
19 October 1967
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COMMITTEE 4

SUMMARY RECORD

of the

TWENTY-FIRST MEETING OF COMMITTEE 4

Tuesday, 17 October 1967, at 0930 hours

Chairman : Mr. F.G. PERRIN (Canada).

Vice-Chairman : Mr. M. ZAHRADNICEK (Czechoslovak Socialist Republic)

Subjects discussed :

Documents Nos.

1. Conclusion of discussion concerning proposals for ocean data transmissions	DT/2, page 5 137
2. Conclusion of discussion concerning Article 7	DT/69, 152
3. Decisions concerning emergency position-indicating radiobeacons and selective calling devices	DT/90, 94
4. Proposals concerning revision of Appendix 3 relating to radiotelegraphy	DT/2, 142
5. Proposals concerning Appendix 20B	DT/2 pages 173, 657
6. Draft Third Report of Committee 4	DT/86
7. Summary Record of Twelfth Meeting	227
8. Summary Record of Thirteenth Meeting	229
9. Summary Record of Fourteenth Meeting	232



1. Conclusion of discussions concerning proposals for Ocean Data transmissions
(Documents Nos. DT/2, 137)

The Chairman announced that at the close of its 19th meeting the Committee had deferred consideration of the definitions related to the transmission of ocean data. He suggested renewing discussion thereon based on the proposals contained in Documents Nos. DT/2 and 137.

The delegate of the United States of America said that his delegation had decided to withdraw its proposals for definitions which appeared on page 5 of Document No. DT/2 and suggested in their place a notification procedure based on the use of symbols similar to those shown in Appendix 10 of the Radio Regulations. He suggested two symbols :

OD - Ocean Data Station

OE - Ocean Data Telecommand Station.

The delegate of Brazil said he had decided to withdraw Document No. 137 and supported the United States proposal for symbols.

The delegate of the U.S.S.R. said that he had no objection to symbols, but believed that their designation should be in conformity with the foot-notes given in the revised Appendix 15A. The symbol OE would then signify Ocean Data Interrogating Station.

The delegate of the United States of America accepted that amendment to the symbol OE.

Symbols OD and OE, as amended, were approved.

2. Conclusion of discussion concerning Article 7 (Documents Nos. DT/69, 152)

The Chairman referring to Document No. DT/69, read out the amendments to Nos. 452 and 453 which had resulted from the revision of Appendix 15A :

In No. 452(f) ship stations, telegraphy, the frequencies in the second column had been amended to read as follows :

4 231	kc/s
6 345.5	"
8 459.5	"
12 689	"
16 917	"
22 374	"

The list of frequencies in No. 453(g) should read as follows :

4 231	-	4 361	kc/s
6 345.5	-	6 513.5	"
8 459.5	-	8 728.5	"
12 689	-	13 105	"
16 917	-	17 255	"
22 374	-	22 624	"

The delegate of the United States of America pointed out a small inconsistency in No. 451(b) of Document No. DT/69 where the word "telegraphy" had been used in place of "telegraph".

The delegate of the United Kingdom explained that, as a result of discussion in the ad hoc Working Group, certain band edge changes had been proposed that might necessitate further changes in frequencies. The matter could therefore not be finalized at that juncture.

The delegate of Norway, supported by the delegate of the United Kingdom, said that on page 3 of Document No. DT/69, the paragraph on No. 452.1 appeared superfluous, since working and calling frequencies in the 25 Mc/s band were available.

The Chairman explained that No. 452.1 was a consequential amendment, but agreed that it seemed superfluous.

It was decided to delete No. 452.1.

The Chairman suggested that, since the revised Appendix 15A was ready for printing, Document No. DT/69 might be regarded as approved, on the understanding that further changes to band limits would be made if necessary.

It was so decided.

The representative of the I.F.R.B. said that before completing action on Article 7, the Committee might wish to consider Document No. 152 - a Memorandum from the I.F.R.B. concerning working frequencies for ship stations employing class A1 or A2 emissions in the authorized bands between 405 and 535 kc/s. Difficulties in spacing might arise if, for example, a coast station making class A2 emissions used the frequency 452 kc/s, since the frequency 454 kc/s was used by ship stations employing class A2 emissions. Such use of frequencies was certain to cause harmful interference.

He suggested transferring No. 441 to the beginning of Section IV, maritime mobile service, so that it would become No. 438A, and would then be applicable on a world-wide basis.

The delegate of Canada asked whether the frequencies shown in Document No. DT/69 were final. He suggested a slight shift upward instead of downward in the 12 Mc/s band; a change of 1 or 2 kc/s would make the shift in coast station frequencies somewhat easier.

The delegate of Denmark asked for some clarification concerning the effect of the amended Regulations in cases where coast stations were placed closer than 4 kc/s to ship stations. Region 1 presented no problem, but if Region 2 were affected he would prefer to reconsider his position.

The delegate of the United States of America confirmed that certain cases arose in Region 2 in which 4 kc/s separation would not apply. He suggested modifying the wording of No. 441 so that it would read, "As a general rule the separation between adjacent frequencies used respectively by coast stations and by ship stations is 4 kc/s."

The delegate of South Africa suggested inserting the word "minimum" before the word "separation".

The Chairman suggested that No. 441 should be transferred to No. 438A and amended as proposed by the United States and South Africa, with the consequential suppression of the existing No. 441.

It was so decided.

The delegate of Canada reverted to the question of possible changes in the 12 Mc/s band as shown in No. 453. He suggested that 12 690 kc/s be used instead of 12 689 kc/s.

The delegate of the United States of America, supported by the delegates of the United Kingdom and Norway, said that he too was in favour of some modification in the 12 Mc/s band, but that such action might be premature, since the Committee 4 ad hoc Group and the I.F.R.B. had not yet completed their studies.

The Chairman suggested that Document No. DT/69 be approved as amended, subject to further slight changes if necessary.

It was so decided.

3. Decisions concerning emergency position-indicating radiobeacons (Documents Nos. DT/90, 94)

The delegate of the Federal Republic of Germany said that Appendix 20A was incomplete and therefore proposed adoption of the frequency tolerance on page 5 of Document No. 94 :

Band 1 605 to 4 000 kc/s

Insert after 3. Mobile Stations, (between b) and c)) :

"emergency position-indicating radiobeacons 300"

The delegates of the United States of America, the United Kingdom, France, Mexico, Norway, Japan, Italy and Argentina supported the proposal of the Federal Republic of Germany.

That proposal was approved for inclusion in the appropriate place in Appendix 3.

4. Proposals concerning revision of Appendix 3 relating to radiotelegraphy (Documents Nos. DT/2, 142)

The delegate of the United Kingdom, referring to Appendix 20, said his administration had made proposals on teleprinter characteristics and tolerances (Document No. DT/2, pages 658 - 662).

The delegate of the United States of America said he was strongly in favour of tolerances of 50 parts per million for high traffic ships. At 4 Mc/s the tolerance was 200 parts per million for those same ships. Stations could deviate by 800 c/s and could overlap the teleprinter channel. Similar difficulties would arise at the other end of the band.

The delegate of the U.S.S.R. asked the delegate of the United States on what date the tolerance of 50 parts per million would be introduced. Ship stations using class A1 emission had a tolerance of 200 parts per million and had had no difficulty in meeting the required standards. It was difficult to distinguish between high and low traffic ships, but he said that no difficulties arose in connexion with ships employing A1 emission with tolerances of 200 parts per million.

The delegate of the United States of America said the coming into force of the tolerance of 50 parts per million was proposed for the same date as the effective date of the revised Radio Regulations. There would be no difficulty in installing the new crystals.

As a first step, high traffic ships would be dealt with, and the tolerance of 50 parts per million would apply later to low traffic ships. In the 4 Mc/s band, 4 178.5, 4 179, 4 186 and 4 186.5 kc/s would also have

tolerances of 50 parts per million applied to them, thereby ensuring that all emissions would stay within the band.

The delegate of Yugoslavia, supported by the delegates of Portugal and Hungary said that a tolerance of 50 parts per million would be impossible for low traffic ships on account of the difficulties faced by many countries in securing the necessary equipment for their ships.

The delegate of the United States of America said that all high traffic ships would be dealt with first and there would be no difficulty in providing the new crystals. He agreed that the proposed date of implementation of January 1969, might have to be changed. With regard to the calling bands, if new crystals were needed the change to a tolerance of 50 parts per million should be effective at the same time.

The delegate of South Africa suggested that the United States proposal of tolerance of 50 parts per million for high traffic ships and 200 parts per million for low traffic ships should be approved in principle and that changes in frequency tolerance could be discussed again following the submission of a document giving the revised United States proposals.

It was so decided.

The delegates of Japan, Mexico, the Federal Republic of Germany and Canada supported the United States proposal.

The United States proposal was approved.

The delegate of the United Kingdom said that the provisions relating to frequency tolerances proposed by his administration in Appendix 20B (Document No. DT/2, page 657) should appear in Appendix 3 and should read as follows :

"Ship station transmitters used for narrow band direct printing telegraph and data systems shall be 100 c/s (40 c/s for short periods of the order of 15 minutes).

"Coast station transmitters used for narrow band direct printing telegraph and data systems shall be 40 c/s."

The delegates of the Federal Republic of Germany and France supported that proposal.

The proposal was approved, on the understanding that the final wording and the exact place where the texts would appear in Appendix 3 would be given in a DT document.

5. Proposals concerning Appendix 20B (Document No. DT/2, pages 173 and 657)

The delegate of the United Kingdom explained that his administration had proposed to include an Appendix on the characteristics of narrow band direct printing telegraph equipment (Document No. DT/2, page 657) in pursuance of decisions of the Special Meeting of C.C.I.R. Study Group XIII. The characteristics given in the United Kingdom proposal were those which appeared in Annex 6 to the Report of the Special Meeting. The heading should be amended to include data systems.

The delegate of the United States of America supported the United Kingdom proposal, but suggested that sub-paragraph c) would be clarified by inserting the word "total" before "frequency shift".

Appendix 20B, as amended, was approved.

The delegate of the United Kingdom said that, since there was as yet no reference to the Appendix in the body of the Regulations, his administration had proposed adding a new No. 964A (Document No. DT/2, page 173), and to amend that text to read as follows :

"Equipment intended for use on narrow band direct printing telegraph and data systems should conform to the characteristics given in Appendix 20B."

The United Kingdom proposal was approved, on the understanding that the final wording would appear in a DT document.

6. Draft Third Report of Committee 4 (Document No. DT/86)

Page 1

The delegate of Poland said he could not agree with the statement in paragraph 1 that the texts in question had been adopted unanimously by the Committee. His delegation had reserved the right to return to Nos. 1191A, 1191B and 1191C in the Plenary Meeting. The word "unanimously" should therefore be deleted.

The Chairman said that paragraphs 1 and 2 accurately reflected the Committee's action on the Regulations in question. No delegation had raised any objection to the approval of Nos. 1191A and 1191B, while two delegations had reserved the right to speak to No. 1191C in the Plenary Meeting. The Polish delegate's reservations would, however, appear in the Summary Record of the current meeting.

Page 3

The Chairman said that the band limits in No. 1173 should read as follows :

" 4 231	to	4 361	kc/s
6 345.5	to	6 513.5	kc/s
8 459.5	to	8 728.5	kc/s
12 689	to	13 105	kc/s
16 917	to	17 255	kc/s
22 374	to	22 624	kc/s (See No. 453.1)"

The delegate of Cuba asked why the band limit of 22 650 kc/s had been reduced to 22 624 kc/s. Cuba had two frequencies, 22 635 kc/s and 22 647 kc/s, which would thus remain outside the band.

The Chairman asked the delegate of Cuba to take up that matter with the representative of the I.F.R.B. and with the ad hoc group concerned with the effects of modifications on frequency assignments.

Page 4

The delegate of the United States of America suggested that the words "or for special calling" be added at the end of the second sentence of No. 1177, to take into account the Committee's decision on the Israel proposal at its 20th meeting.

The delegate of Denmark said he could not support that suggestion if it meant that the same frequency would be used for special calling and in the event of interference.

The delegate of India endorsed that view and suggested that the first part of the sentence should read "Administrations may, however, assign supplementary frequencies for the use ..."

The delegates of Italy and Portugal supported the United States proposal.

The delegate of South Africa proposed that No. 1177 should remain unchanged, but that the following sentence should be added at the end :

"Administrations may also assign the special calling frequencies appearing in the footnote to Appendix 15A".

The delegates of the United Kingdom, Norway and Denmark supported that proposal, and the delegate of the United States of America withdrew his suggestion.

The South African proposal was approved.

Page 5

The Chairman said that the figure "4 231.5 kc/s" in No. 1182 should be "4 231 kc/s".

Page 8

The Chairman said that the upper band limits in No. 1196 should read as follows :

4 231	kc/s
6 345.5	kc/s
8 459.5	kc/s
12 689	kc/s
16 917	kc/s
22 374	kc/s

The delegate of the United States of America pointed out that the word "for" should appear before "vessels" in No. 1193.

Document No. DT/86, as amended, was approved.

7. Summary Record of Twelfth Meeting (Document No. 227)

Page 2

The delegate of Poland said that, in accordance with his statement at the preceding meeting concerning the amendment of footnote 163 and with the proposal for the modification of that footnote contained in page 2 of Document No. 203, the Polish delegation declared that its administration could not accept that proposal, because it offered no possibility for registering the fixed services, but only the maritime service.

"The Polish delegation therefore asked that the proposal for the modification of footnote 163 be withdrawn and that the footnote be retained as it appeared in the Radio Regulations."

The Chairman said that the above paragraph should appear at the top of the page, before the heading "Proposals concerning Article 32".

Page 6

The delegate of Denmark requested that "Denmark" be deleted from the fourth paragraph and that the following statement be inserted :

"The delegate of Denmark pointed out that the serious interference did not come from other ships sending excessive calling on the same frequency. The interference in question was created by non-maritime services, and they agreed that the I.F.R.B. be requested to assist in a clearing of the interference."

Page 9

The delegate of Norway said that the last part of his statement in the tenth paragraph should be altered to read : "... should be instructed to work on Group A and the other half on Group B frequencies as a first choice."

Document No. 227, as amended, was approved.

8. Summary Record of Thirteenth Meeting (Document No. 229)

Page 6

The delegate of the United States of America said that the word "censors" in the last line of the fourth paragraph should be "sensors".

Document No. 229, as amended, was approved.

9. Summary Record of Fourteenth Meeting (Document No. 232)

Page 5

The delegate of the U.S.S.R. said that the statement of his delegation in the seventh paragraph should appear, not in that form, but as a decision of Committee 4.

The Chairman said that the paragraph should be amended to read :

"The Committee agreed that 'Within the 6 Mc/s band'..."

Document No. 232, as amended, was approved.

The meeting rose at 1235 hours.

Secretary of Committee 4.

E. LURASCHI

Chairman of Committee 4

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE
GENEVA, 1967

Document No. 288-E
19 October 1967
Original : English

COMMITTEE 4

SUMMARY RECORD

of the

TWENTY-SECOND MEETING OF COMMITTEE 4

Wednesday, 18 October 1967, at 1140 hours

Chairman : Mr. F.G. PERRIN (Canada)

Vice-Chairman : Mr. M. ZAHRADNÍČEK (Czechoslovak Socialist Republic)

Subjects discussed :

Documents Nos.

1. Decisions on selective calling devices
and position-indicating radiobeacons
2. Report of ad hoc group on the shift of
coast radiotelegraph station frequency
assignments

DT/90

DT/93



1. Decisions on selective calling devices and position-indicating radio-beacons (Document No. DT/90)

The Chairman announced that the statement taken from the C.C.I.R. Study Group XIII Report should be inserted at the bottom of page 2, and the statement appearing at the top of page 3 should be placed after 2.3.1.

Page 2

Nos. 1476D and 1476L

The delegate of Portugal noted that the reference was to a Resolution which itself referred to I.C.A.O. recommendations; he thought as little reference as possible should be made to non-I.T.U. sources and suggested putting the technical characteristics in an Appendix.

The delegate of Italy endorsed that view.

The delegates of France and Denmark thought it would be unwise to put into the Regulations characteristics which I.C.A.O. had not fixed categorically; in their opinion the Resolution was satisfactory as it stood.

The delegate of France proposed that the word "consistent" be replaced by "in agreement" in both Regulations.

It was so agreed.

Page 3

The delegate of Norway asked the delegate of Japan to reconsider his statement, which jeopardized the use of calling frequencies for the purposes to which they had been assigned. He also asked whether the Japanese Administration intended to use all the calling frequencies and whether both ship and coast station frequencies were involved.

In response to a point raised by the delegate of South Africa, the Chairman suggested the following rewording of the final sentence :

"The delegate of Japan reserved the right to use these calling frequencies in Japan for simplex voice calling and working purposes (coast and ship stations)."

The delegate of Japan said that that was the correct interpretation of his views, and that it was the intention to use both coast and ship station frequencies.

The delegate of Norway said that that made the situation even worse, as reception would certainly be hampered.

The Chairman asked the delegates of Japan and Norway to consult privately on any future amendments to be made to the statement.

No. 1147

The delegate of the United Kingdom, replying to the Argentine delegate's question on Type 2 emissions, said that "Type 2" had been in the Regulations for many years, but the United Kingdom Administration had regarded it as referring to class A2, so he had no objection to amending it.

The delegate of the United States of America preferred to retain "Type 2"; 1147 had been modified because as written it precluded the use of A2H for selective calling by coast telegraph stations.

It was decided that MOD 1147 would remain unchanged.

No. 1352A

The delegate of the United States of America proposed deleting the words "one of".

It was so agreed.

He also proposed replacing the word "implementation" in the English text of the footnote by "entry into force".

It was so agreed.

The delegate of the Federal Republic of Germany suggested that footnote d) to Appendix 3 might be cancelled, as the I.C.A.O. characteristics referred to were in line with the figures given in the Appendix.

The Chairman thought that the footnote should not be deleted, as it did not relate to radiobeacons, but to survival craft use of 243 Mc/s.

Document No. DT/90 was approved, as amended.

2. Report of ad hoc group on the shift of coast radiotelegraph station frequency assignments (Document No. DT/93)

The Chairman announced the following changes to the figures given in Document No. DT/93 and also in Documents Nos. DT/69 and DT/86 :

DT/93, page 2 :	6513.5 kc/s	to read	6514 kc/s
	13105 kc/s	" "	13107.5 kc/s
	22624 kc/s	" "	22624.5 kc/s

page 3 :	4360 kc/s	" "	4361 kc/s
	6512.5 kc/s	" "	6514 kc/s
	268 kc/s	" "	269 kc/s
	418 kc/s	" "	419 kc/s
	17255 kc/s	" "	17255.8 kc/s
	336 kc/s	" "	338 kc/s
	22625.5 kc/s	" "	22626 kc/s
	252 kc/s	" "	251 kc/s

DT/69, page 3 :)	6512 kc/s	" "	6514 kc/s
)	13105.5 kc/s	" "	13107.5 kc/s
DT/86, page 3 :)	22622 kc/s	" "	22624.5 kc/s

He said that those were intended to be the final band limits and that no further changes were foreseen. However, if changes were found to be necessary, they would have to be made.

The delegate of the U.S.S.R. said he would prefer to be given a further opportunity to see the definitive figures to prevent any possibility of passing on mistakes to other documents.

The Chairman said that the figures would be given in a draft Report of the Committee.

The delegate of the United Kingdom explained that all relevant documents and the views expressed by the Committee 5B ad hoc group had been taken into account when preparing the document.

It was mainly the assignments at either edge of the band being shifted which caused problems, but small adjustments had been made so that all except a few of them had been accommodated, and it was proposed that the I.F.R.B. should be authorized to deal with such isolated cases. It had seemed obvious that Administrations themselves would make the changes by adjusting their coast station frequencies at a given time on a given date.

The first move would be to cease using low-traffic frequencies above the figures quoted in paragraph 2, and when that was completed the coast stations at the upper end of the radiotelephone band could be shifted to the bottom end; provided there were no changes in basic characteristics, the transmitting frequency and original dates which applied in the old position would apply to the new, and there would be no change in the registration status.

A difficulty arose with those fixed stations at present included in the Frequency Table under Nos. 209 - 213 etc., and it had been considered desirable to shift them to keep their relationship with the coast stations, as otherwise they might interfere with the new radiotelephone channels which would occupy the space released.

The I.F.R.B. would also have to deal with frequency notifications for those parts of the band received between the end of the present Conference and the date when the shift was to be effected.

Finally, he explained that the document had been prepared somewhat hurriedly and that Working Group 5D would probably find it necessary to make changes.

The delegate of the United States supported the suggestion to authorize the I.F.R.B. to handle isolated cases.

The representative of the I.F.R.B. said he would supply a text to cover that point; Administrations which notified frequencies in the interim period would be advised that they would have to change the frequency when the Final Acts came into force.

The delegate of Cuba, referring to the proposal to re-allocate out-of-band frequencies in the new bands, said he feared that the new assignments would cause congestion and give rise to technical problems.

The Chairman suggested that the document should be approved, subject to the amendment to be supplied by the I.F.R.B., and passed to Committee 5 and Working Group 5D for completion of the draft Resolution. Any delegates who wished to do so might participate in that Working Group.

That suggestion was supported by the delegates of Norway, the United States of America and Greece.

The Chairman said that the figures given had been examined thoroughly by the I.F.R.B. and that only three assignments remained to be settled; it was essential to finalize the figures so that the band limits

could be fixed. He hoped that the I.F.R.B., given the appropriate latitude, would be able, by coordination with Administrations, to solve any other cases which might arise.

The delegates of Spain and Denmark said they would prefer to have time to study the document more carefully.

It was finally decided to adopt the document in principle and pass it to Committee 5, on the understanding that the I.F.R.B. representative would make himself available to any delegation wishing to discuss specific problems. Delegates would be given a further opportunity to discuss the wording of the Resolution before it was finally approved.

Document No. DT/93 was approved in principle.

The Chairman of Working Group 5D expressed his appreciation of that decision, as it would enable the drafting section to consider the procedural aspects and possibly draft an additional paragraph along lines suggested by the I.F.R.B.

The meeting rose at 1320 hours.

Secretary of Committee 4 :

E. LURASCHI

Chairman of Committee 4 :

F.G. PERRIN

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 289-E
19 October 1967
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PLENARY MEETING

SIXTH REPORT OF COMMITTEE 6 (OPERATION)

Operator's Certificates for Ship and Aircraft Stations
(Article 23, Section II, ADD 860A)

Service documents (Article 20 in part)

Article 30, MOD 1036 and SUP 1087

General Radiotelephone Procedure in the Maritime Mobile Service
(Article 33, Section III (cont.), Sections IV - VI)

Calls by Radiotelephony (Article 34)

Draft Resolution relating to the examination of pertinent portions of the revised International Code of Signals

Draft Resolution relating to the necessity of asking the Inter-Governmental Maritime Consultative Organization to consider introducing into the International Convention for the Safety of Life at Sea, London, 1960, the amendments necessary to ensure adequate watch being kept on the international distress frequency for radiotelephony by ship stations

Draft Resolution relating to the introduction of a radiocommunication operator's general certificate for the maritime mobile service

1. Except as indicated below, Committee 6 unanimously adopted the provisions and draft resolutions appearing in the annex hereto.
2. Article 23, Section II, ADD 860A

This new provision was adopted by a vote with the result :
21 in favour, 2 against and 10 abstentions.

3. The delegations of Japan and of the United States of America made statements for the record on the adoption of the draft resolution relating to the introduction of a radiocommunication operator's general certificate for the maritime mobile service (Document No. 290 refers).

Konstantin COMIC

Chairman

Annex : 1



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A N N E X

Article 23, Section II

ADD 860A There is also an alternative radiocommunication
operator's general certificate for the maritime
mobile service (Resolution No. ... refers).

Note to the Editorial Committee

The draft Resolution in question appears in at the end of the present
annex.

Article 33, Section III (continued)

ADD	1252A	<u>/held in abeyance/</u>
MOD	1253	<u>/held in abeyance/</u>
(MOD)	1254	§15. If contact is established on the carrier frequency 2 182 kc/s, coast and ship stations shall transfer to working frequencies for the exchange of traffic.
MOD	1255	<u>/held in abeyance/</u>
MOD	1256	<u>/NZL/131(27) held in abeyance/</u>
NOC	1257	<u>/held in abeyance/</u>
ADD	1257A	<u>/held in abeyance/</u>
	1258	<u>/held in abeyance/</u>
	1258A	<u>/Delegation of U.S.A. to draft the text for discussion in the light of related decisions Committees 4 and 5/</u>
	1259-1265	<u>/held in abeyance/</u>
MOD	1266	§20.(1) If the station called is unable to accept traffic immediately, it should reply to the call as indicated in No. 1241 followed by "Wait minutes" (or AS spoken as ALFA SIERRA (minutes) in case of language difficulties); indicating the probable duration of waiting time in minutes. If the probable duration exceeds ten minutes the reason for the delay shall be given. Alternatively the station called may indicate by any appropriate means, that it is not ready to receive traffic immediately.

NOC 1267-
1268

Article 33, Section IV

NOC 1269-
1272

- MOD 1273
- the call sign or other identification of the station called;
 - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
 - the call sign or other identification of the calling station.

NOC 1274-
1279

(MOD) 1280 French version : replace "commutez" by "à vous".

NOC 1281-
1283

SUP 1284

MOD 1285 (6) In transmitting groups of figures each Figure shall be spoken separately and the transmission of each group or series of groups shall be preceded by the words "in figures".

NOC 1286

MOD 1287 §24.(1) The acknowledgement of receipt of a radio-telegram or a series of radiotelegrams shall be given by the receiving station in the following manner :

(Continued)

MOD 1287 (continued)

- the call sign or other identification of the sending station;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the receiving station;
- "Your No. ... received, over" (or R spoken as ROMEO ... (number), K spoken as KILO in case of language difficulties); or
- "Your No. ... to No. ... received, over" (or R spoken as ROMEO ... (numbers), K spoken as KILO in case of language difficulties).

French version : replace "commutez" by "à vous"

NOC 1288

MOD 1289 (3) The end of work between two stations shall be indicated by each of them by means of the word "out" (or VA spoken as VICTOR ALFA in case of language difficulties).

Article 33, Section V

MOD 1290 §25.(1) Calling and signals preparatory to traffic shall not exceed two minutes when made on the carrier frequency 2182 kc/s or on 156.80 Mc/s, except in cases of distress, urgency or safety to which the provisions of Article 36 apply.

NOC 1291-
1292

Article 33, Section VI

NOC 1293-
1294

MOD 1295 (2) Any signals sent for testing shall be kept to a minimum, particularly on the carrier frequency 2182 kc/s, the frequency 156.80 Mc/s, in the Tropical Zone of Region 3 on the carrier frequency $\overline{6204 \text{ kc/s}}$, in the Tropical Zone of Region 2 and extending to parallel 34°S and in the Tropical Zone in Region 3 and extending to parallel 50°S on the carrier frequency $\overline{4133 \text{ kc/s}}$.

Article 34

NOC 1296-
1300

MOD 1301 (2) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. This transmission shall be preceded by a call to all stations.

MOD 1302 (3) The call to all stations announcing the traffic lists may be sent on a calling frequency in the following form :

- "Hellow all ships" or "CQ" (spoken as CHARLIE QUEBEC) not more than three times;
- the words "THIS IS" (or DE spoken as DELTA ECHO in case of language difficulties);
- "... radio" not more than three times;
- "Listen for my traffic list on ... kc/s".

In no case may this preamble be repeated.

$\overline{\text{MOD 1302 and SUP 1303, Proposal No. NZL/133(14) held}}$.

SUP 1303

$\overline{\text{Proposal No. NZL/133(14) held in abeyance}}$.

NOC 1304-
1308

- ADD 1308A However, in the maritime mobile service when a station called does not reply, the call may be repeated at three-minute intervals.
- (MOD) 1309 [Attention of the Editorial Committee is invited to the possible need to adjust the beginning of this paragraph as a result of the introduction of 1308A. A similar adjustment may be considered desirable in No. 1078 for the same reason.]
- NOC 1310-
1311
- ADD 1311A (5) However, in the maritime mobile service, before renewing the call, the calling station shall ascertain that further calling is unlikely to cause interference to other communications in progress and that the station called is not in communication with another station.
- NOC 1312-
1313
- MOD 1314 §8.(1) The land station may, by means of the abbreviation TR (spoken as TANGO ROMEO), ask the mobile station to furnish it with the following information :
- NOC 1315-
1316
- MOD 1317 (2) The information referred to in Nos. 1314 to 1316, preceded by the abbreviation TR, should be furnished by mobile stations without prior request from the coast station, whenever such a measure seems appropriate. This information is furnished on the authority of the master or the person responsible for the mobile station.

SUP 1318

ADD 1318A /F/109(102, 103), DT/2, pages 322/3 held

Article 20

NOC 789-
804

MOD 805 (IV) List IV. List of Coast Stations

There are annexed to this list a table and a chart showing the zones and hours of service of ships of the second and third categories (see Appendix 12) and a table of inland telegraph rates, limitrophic rates, etc.

MOD 806 (V) List V. List of Ship Stations

This list shall contain particulars of :

- a) ship stations fitted with radiotelegraph installations;
- b) ship stations fitted with radiotelegraph and radiotelephone installations;
- c) ship stations fitted with radiotelephone installations only of ships communicating with stations of the maritime mobile service other than those of their own nationality or making international voyages.

This list shall contain a table and a chart showing the zones and hours of service of ships of the second and third categories (see Appendix 12).

NOC 807-
810

ADD	810A	<u>/F/109(93) held in abeyance/</u>
NOC	811- 814	
MOD	815	§2.(1) The Secretary-General shall publish the amendments to be made in the documents listed in Nos. 790 and 814 inclusive. Once a month administrations shall inform him, in the form shown for the lists themselves in Appendix 9, of the additions, modifications or deletions to be made in Lists IV, V and VI using for this purpose the appropriate symbols shown in Appendix 10. Furthermore, in order to make the necessary additions, modifications and deletions to Lists I, II, III and VIIIA, he shall use the data provided by the International Frequency Registration Board, obtained from the information received in application of the provisions of Articles 9, 9A and 10. He shall make the requisite amendments to List VII by using the data he has received for Lists I to VI and VIIIA. Lists IV and VI shall be coordinated with the information appearing in List I. The Secretary-General shall refer any discrepancies to the administration concerned.
NOC	816-823	
MOD	824	§6. The List of Coast Stations (List IV) shall be republished every two years and kept up to date by recapitulative supplements issued every six months.
MOD	825	<u>/held in abeyance/</u>
NOC	826- 837	

Article 30

MOD 1086 The information referred to in Nos. 1083 and 1085, preceded by the abbreviation TR, should be furnished by mobile stations without prior request from the coast station, whenever such a measure seems appropriate. This information is furnished on the authority of the master or the person responsible for the mobile station.

SUP 1087

Note to the Editorial Committee

Committee 6 has adopted in Article 30, revised, NOC 1086 - 1087 (Document No. 225 refers). In considering, at a later date, Article 33, MOD 1317 and SUP 1318, Committee 6 has adopted the similar amendment to Nos. 1086 and 1087 as shown above, which cancels and replaces the earlier decision recorded in Document No. 225.

DRAFT RESOLUTION ...

Relating to the Examination of Pertinent Portions of
the Revised International Code of Signals

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that the Inter-Governmental Maritime Consultative Organization (I.M.C.O.) has prepared a revised International Code of Signals which is designed to be used in all methods of signalling including radio;
- b) that the revised International Code of Signals was adopted by the 4th Assembly of the I.M.C.O. in 1965, to come into effect on first of January 1968; later amended to be first of January 1969;
- c) that the I.M.C.O. Assembly at its 4th Session invited the International Telecommunication Union (I.T.U.) to comment on the pertinent portions of the revised International Code of Signals at an Administrative Radio Conference for the maritime mobile service;
- d) that the present Conference has amended certain portions of the Radio Regulations by adopting Appendix 13A and Appendix 16, revised, and in so doing has attempted to reduce to a minimum differences between the Radio Regulations and the International Code of Signals;
- e) that it is necessary to determine the responsibility of the I.T.U. and the I.M.C.O. regarding the choice and conditions of use of international signals related to radiocommunication;

- f) that it is advisable to bring into force the revised International Code of Signals and Appendices 13A and 16, revised, to the Radio Regulations on the same date;

recognizing

1. that the International Telecommunication Union is responsible for determining the choice and conditions of use of international signals relating to radiocommunication procedures;
2. that the Inter-Governmental Maritime Consultative Organization is responsible for determining the choice and conditions of use of international signals relating to other matters, such as navigation and search and rescue activities;

resolves

1. that where considered desirable, signals within the responsibility of the International Telecommunication Union may be reproduced in the publications of the Inter-Governmental Maritime Consultative Organization suitably annotated as to indicate their source;
2. that the attention of the Inter-Governmental Maritime Consultative Organization should be invited to differences existing between the Radio Regulations and the revised International Code of Signals (see Annex);

requests the Secretary-General

to communicate the present resolution together with the annex to the Inter-Governmental Maritime Consultative Organization.

Annex

to draft Resolution ...

Differences between the Provisions of
Appendices 13A and 16, revised, to the Radio Regulations
and those of the International Code of Signals

I. Phonetic Alphabet and Figure Code

The figure spelling table in Appendix 16, revised, contains in addition to the figures 0 to 9 and the mark "Decimal Point", the mark "Full Stop" as follows :

<u>Figure or mark to be transmitted</u>	<u>Code word</u>	<u>Spoken as</u>
Full Stop	STOP	STOP

II. Abbreviations of Appendix 13A pertaining to use of emergency position-
indicating radiobeacons not appearing in the International Code of Signals
(I.C.O.S.)

QOJ	Will you listen on ... kc/s (<u>or</u> Mc/s) for signals of emergency position- indicating radiobeacons ?	I am listening on ... kc/s (<u>or</u> Mc/s) for signals of emergency position-indicating radiobeacons.
QOK	Have you received the signal of an emergency position- indicating radiobeacon on ... kc/s (<u>or</u> Mc/s) ?	I have received the signal of an emergency position- indicating radiobeacon on ... kc/s (<u>or</u> Mc/s).

Note : The mark "Full Stop" appears in the International Code of Signals
but not in the figure spelling table of that Code.

III. Signals with identical or almost identical meanings but with different abbreviations or signals

<u>App. 13A</u>	<u>I.C.O.S.</u>	<u>Meaning*</u>
QOE	YI	I have received the safety signal transmitted by ... (name and/or call sign).
QOE ?	YJ	Have you received the safety signal transmitted by ... (name and/or call sign)?
QRX	YL	I will call you again at ... hours (on ... kc/s (or Mc/s)).
QRZ ?	YM	Who is calling me?
QTA	YN	Cancel telegram (or message) number ...
QOA ?	YR 7	Can you communicate by radiotelegraphy (500 kc/s)?
QOB ?	YR 8	Can you communicate by radiotelephony (2182 kc/s)?
QOC ?	YR 9	Can you communicate by radiotelephony (channel 16 - 156.80 Mc/s)?
QTQ	YU	I am going to communicate with your station by means of the International Code of Signals (INTERCO).
QSW	YW	I am going to transmit on this frequency (or on ... kc/s (or Mc/s)) (with emissions of class ...).
QSW	YX	"
QSW	YY	"

*

In cases of slight differences of meanings, the wording of Appendix 13A is given.

<u>App. 13A</u>	<u>I.C.O.S.</u>	<u>Meaning</u>
QOD	ZB	I can communicate with you in ... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish
QOD ?	ZC	Can you communicate with me in ... (0 - 9 as above)?
QRS	ZM	Transmit more slowly (... words per minute).
QRS ?	ZM 1	Shall I transmit more slowly?
QSZ	ZN	Transmit each word or group twice (or ... times).
QRT	ZO	Stop transmitting.
QRT ?	ZO 1	Shall I stop transmitting?

IV. Identical abbreviations or signals having quite different meanings

BK, BQ, BT, CL, CP, DF, DO, KA, NW, NX, OL, TU, WD, WX, XQ,

MIN, MSG.

V. Identical abbreviations or signals having only a slight difference of meaning

CQ

K (no confusion possible, if Signal K is given with numerals)

Note : The following provisions of the Radio Regulations refer to the International Code of Signals :

No. 1386A, Appendix 13A, Section I, QTC and Section II, INTERCO.

DRAFT RESOLUTION No. ...

Relating to the necessity of asking the Inter-Governmental Maritime Consultative Organization to consider introducing into the International Convention for the Safety of Life at Sea, London, 1960, the Amendments necessary to ensure adequate watch being kept on the International Distress Frequency for Radiotelephony by Ship Stations

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that this Conference has adopted the necessary amendments to the Radio Regulations, Geneva, 1959, concerning the operation of emergency position-indicating radiobeacons on the international distress frequency for radiotelephony,
- b) that ship stations equipped for radiotelegraphy, but which are also equipped with radiotelephony, are required to keep watch only on the international distress frequency for radiotelegraphy,
- c) that ships keeping watch only on the international distress frequency for radiotelegraphy will not hear distress calls of small craft calling on the distress frequency for radiotelephony,
- d) that if radiotelegraph ships in a position to do so should keep watch on both international distress frequencies - for radiotelephony as well as radiotelegraphy - it would increase the safety of ships and especially of those fitted with radiotelephone only and improve the efficacy of assistance to the survivors from any maritime distress incident,

is of the opinion

that an increased watch is necessary by ship stations
on the radiotelephone distress frequency,

resolves

that the Inter-Governmental Maritime Consultative
Organization be invited to give attention to this matter,
particularly in the present study being undertaken on maritime
safety systems,

requests the Secretary-General

to communicate this resolution to the Inter-Governmental
Maritime Consultative Organization.

DRAFT RESOLUTION

Relating to the Introduction of a
Radiocommunication Operator's General Certificate
for the Maritime Mobile Service

The World Administrative Radio Conference, Geneva, 1967,
considering

- a) that Article 23 of the Radio Regulations, Geneva, 1959, provides for two classes of certificate as well as a special certificate for radiotelegraph operators;
 - b) that many radiotelegraph operators are the holders of the second class certificate;
 - c) that it is doubtful if the higher Morse speed qualification of the first class certificate would be necessary in the future;
 - d) that there is a future need for a greater emphasis on the practical maintenance of radiocommunication equipment in service;
- is of the opinion

- 1. that administrations should consider the desirability of replacing the present two classes of radiotelegraph operator's certificate with a general class of certificate for radio-communication operators more closely related to future needs;
- 2. that in considering the introduction of such a certificate, administrations take into account the certificate qualification as appended hereto in Annexes 1, 2 and 3; and in connection therewith;

resolves

1. that such administrations as may wish to issue a general certificate are authorized to do so;
2. that the radiocommunication operator's general certificate shall maintain at least the practical technical standards of the present first class certificate;
3. that the Morse code speed shall not be less than in No. 884 of the Radio Regulations;
4. that, for the purposes of the Radio Regulations, such general certificate shall be recognized as an alternative to present first and second class certificates;
5. that countries which do not issue the general certificate and which employ operators of a foreign nationality may decide upon the status of the radiocommunication operator's general certificate in so far as employment in their own ships is concerned.

Annex 1

Conditions for the issue of the radiocommunication operator's
general certificate - Maritime

1. The radiocommunication operator's general certificate is issued to candidates who have given proof of the technical and professional knowledge and qualifications enumerated below.
2. Knowledge of the principles of electricity and the theory of radio sufficient to meet the requirements of paragraphs 3, 4 and 5 below.
3. Theoretical knowledge of marine radiotelegraph and radiotelephone transmitters and receivers; marine aerial systems; automatic alarm devices; radio equipment for lifeboats and other survival craft; direction-finding equipment; together with all auxiliary items, including power supply (such as motors, alternators, generators, inverters, rectifiers, and accumulators) with particular reference to maintaining the equipment in service.
4. Practical knowledge of the operation, adjustment and maintenance of the apparatus mentioned in paragraph 3) above, including the taking of direction-finding bearings and knowledge of the principles of the calibration of radio direction-finding apparatus.
5. Practical knowledge necessary for the location and remedying (with the means available on board) of faults which may occur during a voyage, in the apparatus mentioned in paragraph 3) above.
6. Ability to send correctly by hand and to receive correctly by ear, in the Morse Code, code groups (mixed letters, figures and punctuation marks), at a speed of sixteen groups a minute, and a plain language text at the speed of twenty words a minute. Each code group shall comprise five characters, each figure or punctuation mark counting

as two characters. The average word of the text in plain language shall contain five characters. The duration of each test of sending and receiving shall be, as a rule, five minutes.

7. Ability to send correctly and to receive correctly by telephone.

8. Knowledge of the Regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications and knowledge of the provisions of the Convention for the Safety of Life at Sea which relate to radio.

9. A sufficient knowledge of world geography, especially the principal shipping and the most important telecommunication routes.

10. Knowledge of one of the working languages of the Union. Candidates should be able to express themselves satisfactorily in that language, both orally and in writing. Each administration shall decide for itself the language or languages required.

Annex 2

Qualifying service

1. An operator holding a radiocommunication operator's general certificate may be authorized to embark as chief operator of a ship station of the fourth category (see No. 932 of the Radio Regulations).
 2. Before becoming chief operator of a ship station of the second or third category (see Nos. 931 and 931A of the Radio Regulations) an operator shall hold a radiocommunication operator's general certificate and shall have had at least six months' experience as operator on board ship or in a coast station of which at least three months shall have been on board ship.
 3. Before becoming chief operator of a ship station of the first category (see No. 930 of the Radio Regulations) an operator shall hold a radiocommunication operator's general certificate and shall have had at least two years' experience as operator on board ship or in a coast station of which at least one year shall have been on board ship.
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Annex 3

Conditions of Employment of Holders of Radiocommunication Operator's
General Certificates on Ship Stations

The holder of a radiocommunication operator's general certificate may carry out the radiotelegraph or radiotelephone service of any ship station and, having regard to the requirements of paragraphs 1, 2 and 3 of Annex 2, may act as chief or sole operator on any ship station in the circumstances detailed in Nos. 914 - 918 of the Radio Regulations.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 290-E
25 October 1967
Original : French

COMMITTEE 6

SUMMARY RECORD :

of the

SIXTH MEETING OF COMMITTEE 6

Thursday, 19 October 1967, at 1430 hours

Chairman : Mr. K. ČOMIĆ (Federal Socialist Republic of Yugoslavia)

Vice-Chairman : Mr. J. JIPGUEP (Federal Republic of Cameroon)

Subjects discussed

Documents Nos.

1. Approval of Summary Record of 4th Meeting	257
2. Adoption of Sixth Report of Working Group 6A	269
- General Radiotelephone Procedure in the maritime mobile service (Article 33, Sections III (cont.), IV - VI).	
- Calls by Radiotelephony (Article 34).	
- Service Documents (Article 20).	
3. Adoption of Seventh Report of Working Group 6B	252
- Draft Resolution relating to the examination of pertinent portions of the revised International Code of Signals,	
- Draft Resolution (I.M.C.O., adequate watch, 2182 kc/s)	
4. Adoption of Third Report of Working Group 6C	260
- Draft Resolution relating to the introduction of a radiocommunication operator's general certificate for the maritime mobile service.	



The Chairman welcomed Mr. JIPGUEP, delegate of the Federal Republic of Cameroon, who had been asked by the Plenary Meeting to act as Vice-Chairman of Committee 6.

1. Approval of Summary Record of 4th Meeting (Document No. 257)

Document No. 257 was approved.

2. Adoption of 6th Report of Working Group 6A (Document No. 269)

- general radiotelephone procedure in the maritime mobile service (Article 33, Sections III (cont.), IV - VI)
- calls by radiotelephony (Article 34)
- service documents (Article 20).

Page 6

2.1 MOD 1302 (3) : The delegate of Portugal said that, in the interests of uniformity, the first sentence in No. 1302 should be replaced by the formula for radiotelegraphy used at the beginning of No. 1070, in the amended form approved by the Plenary Meeting, viz. :

2.2 MOD 1302 (3) : "The call to all stations announcing the traffic list may be sent on a calling frequency in the following form : ...".

The proposal was supported by the delegate of France and approved.

2.3 MOD 1295 : The delegate of Brazil said that, to bring No. 1295 into line with No. 1352A (see Document No. 250), the end of the sentence after "/ 6204 kc/s /" should be replaced by the following : "... in that part of the tropical zone situated in Region 2 and extending to parallel 34°S and in that part of the tropical zone situated in Region 3 and extending to parallel 50°S on the carrier frequency / 4133 kc/s /."

The delegate of the United States supported the proposal, which was approved.

2.4 The report contained in Document No. 269, thus amended, was adopted.

3. Adoption of the Report of Working Group 6B (Document No. 252)
Draft Resolution relating to the examination of pertinent portions of the revised International Code of Signals, draft resolution (I.M.C.O. - adequate watch, 2182 kc/s)

Document No. 252 was adopted.

4. Adoption of 3rd Report of Working Group 6C (Document No. 260)
Draft Resolution relating to the introduction of a radiocommunication operator's general certificate for the maritime mobile service.

4.1 The delegate of Belgium said that the procedure adopted by the Committee for incorporating the proposed Resolution in the Radio Regulations was abnormal. The situation could be remedied by introducing a new number, No. 860A, as follows :

"There is also an optional general certificate for radio-communication operators in the maritime mobile service". Only thus would it be possible to deal with the problem by means of a resolution.

4.2 The proposal was supported by the delegate of the Netherlands and the delegate of the United Kingdom, the latter suggesting that, the word "optional" should be altered to "alternative" and the French and Spanish texts amended accordingly. The new No. 860 should contain a reference to the Resolution appearing in Document No. 260.

4.3 The delegate of Canada said there was a precedent for including a reference to a resolution in a provision of the Radio Regulations - namely, No. 748. The Chairman asked the Committee to vote on the Belgian proposal as amended by the delegate of the United Kingdom.

4.4 By 21 votes in favour, 2 against and with 10 abstentions, the proposal was approved.

4.5 The delegate of Japan made the following statement :

"The Japanese delegation fully appreciates the intention of the United Kingdom proposal and has listened to the discussions of Working Group 6C with much concern. However, we are not in a position to agree to this draft Resolution. The reasons are, in short, the following two points :

- 1) We too recognize the facts mentioned in this draft Resolution, particularly in the clause a) on page 3 of Document No. 260.

As far as Japan is concerned, our Administration has already adopted the necessary measures to meet this specific need. Therefore, we expect that Administrations which desire to introduce the new system will adopt similar measures, if necessary.

In other words, this need may, we think, be met by national regulations under the present system of the Radio Regulations.

- 2) Mr. Chairman, the adoption of this resolution would result in the introduction of a new epoch-making system without any substantial change made to the present provisions of the Radio Regulations.

Therefore, we cannot accept the fact that a fundamental and important amendment to the Radio Regulation concerning operators' certificates be made by the means of a resolution."

4.6 The delegate of France, who had indicated his intention of reopening discussion on the question, referred to the requirement that operators should be able to send correctly by hand and receive correctly by ear, in the Morse code, code groups (mixed letters, figures, etc.) at a speed of 16 groups a minute and a plain language text at a speed of 20 words per minute (see page 5 of Document No. 260). The tendency was towards a single certificate testifying that an operator had been found capable of carrying out the service on board ship irrespective of the radio equipment provided. He fully agreed with paragraph c) in the consideranda on page 3 and felt that the use of Morse should be subject to caution to take account of the current and future position. Experience in his country had shown that, for the same transmission speed, errors occurred less frequently in code groups than in plain language, presumably because operators were more attentive in handling code groups. Consequently, the French Administration had come to the conclusion that it was no longer necessary to make a distinction between plain and secret language in keying and reading tests. The question of transmission or reception speed thus had no relevance and he proposed that only one speed, e.g. 20 groups per minute, should be adopted for either type of language.

4.7 The delegates of Belgium and Italy seconded the proposal.

4.8 The delegate of the United Kingdom very much regretted that he could not share the views expressed by the French delegate for the following reasons. Most operators possessed a second class certificate, which meant that they worked at the lower speed: very few were capable of operating at the higher speed. On the other hand, in view of the steady increase in the volume of traffic and the growing congestion thus created, a higher speed of operation was hardly possible. The Committee would therefore be justified in adopting the lower speed. Generally speaking, moreover, it was less difficult to receive messages in plain language, when the operator could guess some short words, than in code groups. It would therefore be logical to require a lower speed for groups and a higher speed for plain language.

4.9 The delegate of France pointed out that his proposal was concerned merely with the optimum conditions prevailing during examinations to obtain the certificate. It would, however, provide a margin of safety in so far as an operator who was capable of operating at 20 words a minute at an examination would have no difficulty in maintaining a rate of 12 words a minute on the job.

4.10 The delegate of the United Kingdom stressed that his Administration had made an extremely thorough study of conditions at sea and had found that the average transmission speed for code groups was actually in the neighbourhood of 12 words per minute. The proposed standard of 16 words per minute thus ensured an adequate margin between examination conditions and practice. As most code messages were repeated, and repeated at a reduced speed, there seemed no need to require a higher standard than the speed mentioned in point 6 on page 5 of Document No. 260.

4.11 The delegate of the Netherlands shared these views.

4.12 The Chairman put the French proposal to adopt a speed of 20 groups per minute to the vote.

The proposal was rejected by 18 votes to 5, with 14 abstentions.

4.13 The delegate of the United States of America made the following statement :

"In accepting No. 860A and the Resolution with respect to the Radiocommunication Operator's General Certificate, the United States does not subscribe to the implication contained in paragraph 4 of Annex I that the ship radio operator should have any responsibility for calibration of the Radio Direction Finder Apparatus.

In addition, acceptance of the Resolution is with the understanding that nothing is intended or implied that would abridge the rights of an administration to determine the type of examination necessary to assess the ability of certificate holders to operate, maintain and repair radio equipment. In the United States such tests may consist of oral and/or written examination material."

4.14 The delegate of Norway said that, although he had abstained from voting, he considered the French proposal of considerable merit and might have been able to support it had there been a fuller discussion in Working Group 6C.

4.15 Page 5 of Document No. 260

The delegate of Canada pointed out that the word "operator's" had been omitted after "radiocommunication" in the first line of the English text.

The Chairman said that the omission would be corrected.

Subject to the amendments mentioned above, the Report in Document No. 260 was approved.

The meeting rose at 1550 hours.

A.A. MATTHEY

Secretary of Committee 6

Konstantin [✓]COMIĆ

Chairman of Committee 6

E

**INTERNATIONAL TELECOMMUNICATION
UNION**

MARITIME CONFERENCE

Geneva, 1967

Document No. 291-E

20 October, 1967

**PLENARY MEETING
(FIRST READING)**

B. 5

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Assembly for a first reading.

Comm.	Doc. No.	Pages	Subject	Comments
5	272		Nos. 985, 986, 987, 985-1, 985-2, 996	
—	202	4	Resolution A	Abrogation of resolutions
4	294		App. 3 Resolution E	Direct-printing systems
6	289	11-16	Resolution G	International Code of Signals
		17-18	Resolution H	Invitation to IMCO
	289	1-11	Art. 23 (sect. II), 33 (sect. III to VI), 34, 20, 30	
6	289	19-24	Resolution F	Operator's general certificate

Habib BEN CHEIKH

Chairman of the Editorial
Committee

Annex; pages B.5/1—28



ARTICLE 28

MOD 985

b) send, in addition, class:

i) A3 or

ii) A3H, A3A and A3J¹

emissions on at least two working frequencies.² However, after [..... (date).....] class A3 and A3H emissions are no longer authorized on working frequencies;

MOD 986

c) receive, in addition, class:

i) A3 and A3H or

ii) A3, A3H, A3A and A3J

emissions on all other frequencies necessary for their service. However, after [..... (date)], the ability to receive class A3 and A3H emissions is no longer required.

NOC 987

MOD 996

— *in the bands between 1 605 and 2 850 kc/s*, be able to transmit on carrier frequency 2 182 kc/s using class A3 or A3H emissions. If a receiver is provided for any of these bands, it shall be able to receive class A3 and A3H emissions on carrier frequency 2 182 kc/s;

ADD 985.1

¹ Up to [.....(date).....] administrations may, in certain areas, reduce this requirement to class A3H and A3J emissions on working frequencies.

(MOD) 985.2

² In certain areas, administrations may reduce this requirement to one working frequency.

ARTICLE 35

NOC Use of Frequencies for Radiotelephony in the Maritime Mobile Service

NOC

Section I. General Provisions

NOC 1319-1321

ADD 1321A § 1A. Frequencies on which single sideband emissions are sent shall be designated by the carrier frequency, followed, in brackets, by the assigned frequency.

NOC 1322

ADD 1322A § 2A. Single sideband apparatus in radiotelephone stations of the maritime mobile service operating in the bands between 1 605 and 4 000 kc/s allocated to this service and in the bands allocated exclusively to this service between 4 000 and 23 000 kc/s shall satisfy the technical and operational conditions specified in [Appendix 17A and Resolution No....].

Section II. Bands between 1 605 and 4 000 kc/s

ADD A. Mode of Operation of Stations

ADD 1322B § 2B. (1) The classes of emissions to be used in the bands between 1 605 and 4 000 kc/s shall be:

- a) A3 or
b) A3H, A3A and A3J.

However, unless otherwise specified in the present Regulations (see Nos. 984, 996, 1323, [1336] and [1337]):

- after [..... date, e.g. 1.1.75] class A3 emission shall no longer be authorized for coast stations and
- after [..... date, e.g. 1.1.80] class A3H emission for coast stations and class A3 and A3H emissions for ship stations shall no longer be authorized.

ADD 1322C (2) The normal mode of operation for each coast station shall be indicated in the List of Coast Stations.

(MOD) A.A. *Distress*

MOD 1323 § 3. (1) The frequency 2 182 kc/s¹ is the international distress frequency for radiotelephony; it shall be used for this purpose by ship, aircraft, survival craft stations and by emergency position-indicating radio beacons using frequencies in the authorized bands between 1 605 and 4 000 kc/s when requesting assistance from the maritime services. It is used for the distress call and distress traffic, for signals of emergency position-indicating radio beacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted, where practicable, on a working frequency after a preliminary announcement on 2 182 kc/s. The class of emission to be used for radiotelephony on the frequency 2 182 kc/s shall be A3 or A3H (see Nos. 984 and 987). The class of emission to be used by emergency position-indicating radio beacons is specified in Appendix 20A [Document No. 206, page 11].

NOC 1324

MOD 1325 (3) Except for transmissions authorized on carrier frequency 2 182 kc/s, all transmissions on the frequencies between 2 173.5 and 2 190.5 kc/s are forbidden.

MOD 1326 (4) Any coast station using carrier frequency 2 182 kc/s for distress purposes shall be able to transmit the radiotelephone alarm signal described in No. 1465 (see also Nos. 1471, 1472 and 1473).

ADD 1323.1

¹ Whatever the class of emission used, the frequency 2 182 kc/s always designates the carrier frequency of the emission.

RESOLUTION No. A

**Relating to the abrogation of Resolution No. and
Recommendations Nos. 27 and 30 of the
Administrative Radio Conference, Geneva, 1959**

The World Administrative Radio Conference, Geneva, 1967,

considering

that the texts of the undermentioned Resolutions and Recommendations of the Administrative Radio Conference, Geneva, 1959, are now obsolete:

resolves

that the said Resolutions and Recommendations are abrogated.

APPENDIX 3

Table of Frequency Tolerances

NOC	Frequency Bands (lower limit exclusive, upper limit inclusive) and Categories of Stations	Tolerances applicable until 1st January 1966* to transmitters in use and to those to be installed before 1st January, 1964	Tolerances applicable to new transmitters installed after 1st January, 1964 and to all transmitters after 1st January, 1966*
		* 1st January, 1970 in the case of all tolerances marked with an asterisk.	
	<i>Band: 4 to 29.7 Mc/s</i>		
	<i>2. Land Stations:</i>		
	a) Coast Stations:		
MOD	— power 500 W or less	50	50 l)
MOD	— power above 500 W and less than or equal to 5 kW	50 *	30 * l)
MOD	— power above 5 kW	50	15 l)
MOD	<i>3. Mobile Stations:</i>		
	a) Ship Stations:		
	1) Class A1 emission		
	— low traffic ships	200	200 j)
	— high traffic ships		50 **
ADD	2) Emission other than Class A1		
ADD	— power 50 W or less	50 c)	50 c) k)

** Effective upon the entry into force of the revised Regulations.

Frequency Bands (lower limit exclusive, upper limit inclusive) and Categories of Stations	Tolerances applicable until 1st January 1966* to transmitters in use and to those to be installed before 1st January, 1964	Tolerances applicable to new transmitters installed after 1st January, 1964 and to all transmitters after 1st January, 1966*
	* 1st January, 1970 in the case of all tolerances marked with an asterisk.	
— power above 50 W	50	50 <i>k)</i>
b) Survival Craft Stations:	200	200
bA) Emergency Position- Indicating Radiobeacons	—	300
c) Aircraft Stations	200 *	100 *
d) Land Mobile Stations	200	200

ADD

Footnotes to the Table of Frequency Tolerances

ADD *j)* A frequency tolerance of 50 parts per million shall apply to assignments made after the entry into force of the revised Radio Regulations to ship stations using the lowest or highest series of calling frequencies and working frequencies for low traffic ships [see Appendix 15A].

ADD *k)* For ship station transmitters used for direct-printing telegraphy or for data transmissions, the tolerance is 100 c/s (with a maximum deviation of 40 c/s for short periods of the order of 15 minutes).

ADD *l)* For coast station transmitters used for direct-printing telegraphy and for data transmissions, the tolerance is 40 c/s.

RESOLUTION No. E

Relating to the notification of ship station frequencies used for narrow-band direct-printing telegraph systems and for data transmission systems

The World Administrative Radio Conference, Geneva, 1967,

considering

- a)* that in [Appendix 15A] certain sections of the HF bands allocated to the maritime mobile service are reserved for narrow-band direct-printing telegraph systems and for data transmission systems;
- b)* that the development by Administrations of radiotelegraph services between ship and shore using the above-mentioned systems is at an early stage;
- c)* that in consequence the present Conference is not in a position to decide whether it is necessary to have a basis for regulating the orderly use of frequencies for the transmission by ship stations of direct-printing telegraph signals or what this basis should be;
- d)* that these questions should be considered by the World Administrative Radio Conference referred to in Recommendation No....;
- e)* that the existing provisions of the Radio Regulations do not provide Administrations with appropriate guidance for the period between the coming into force of the Final Acts of the present Conference and the coming into force of the Final Acts of the Conference mentioned in *d)* above;

resolves

1. that, during the period referred to in *e)* above, any Administration operating or bringing into operation a narrow-band direct-printing telegraph service or a data transmission service for ships shall notify to the International Frequency Registration Board, for recording in the Master Inter-

national Frequency Register, and to the Secretary-General for inclusion in the List of Coast Stations, the frequencies on which ships wishing to participate in the service will be required to transmit;

2. that these notices concerning frequencies used for reception by coast stations shall not be subject to technical examination by the Board, and that the assignments in question shall be recorded in the Master Register for information only, bearing no date in Column 2, but with a suitable remark in the Remarks Column;

3. that these entries in the Master Register shall not prejudice any decisions which may be taken by the World Administrative Radio Conference referred to in Recommendation No....

RESOLUTION No. G

Relating to the Examination of Pertinent Portions of the Revised International Code of Signals

The World Administrative Radio Conference, Geneva, 1967,

considering

- a)* that the Intergovernmental Maritime Consultative Organization (I.M.C.O.) has prepared a revised International Code of Signals which is designed to be used in all methods of signalling, including radio;
- b)* that the revised International Code of Signals was adopted by the I.M.C.O. Assembly at its 4th Session in 1965, to come into effect on first of January 1968 (later amended to be first of January 1969);
- c)* that the I.M.C.O. Assembly at its 4th Session invited the International Telecommunication Union (I.T.U.) to comment on the pertinent portions of the revised International Code of Signals at an Administrative Radio Conference for the maritime mobile service;
- d)* that the present Conference has amended certain portions of the Radio Regulations by adopting Appendix 13A and Appendix 16 (revised), and in so doing has attempted to reduce to a minimum the differences between the Radio Regulations and the International Code of Signals;
- e)* that it is necessary to determine the responsibility of the I.M.C.O. and the I.T.U. regarding the choice and conditions of use of international signals related to radiocommunication;
- f)* that it is advisable to bring the revised International Code of Signals and the Appendices 13A and 16 (revised) to the Radio Regulations into force on the same date;

recognizing

- a) that the I.T.U. is responsible for determining the choice and conditions of use of international signals relating to radiocommunication procedures;
- b) that the I.M.C.O. is responsible for determining the choice and conditions of use of international signals relating to other matters, such as navigation, and search and rescue operations;

resolves

- 1. that, where considered desirable, signals within the responsibility of the International Telecommunication Union may be reproduced in the publications of the Intergovernmental Maritime Consultative Organization suitably annotated to indicate their source;
- 2. that the attention of the Intergovernmental Maritime Consultative Organization should be invited to differences existing between the Radio Regulations and the revised International Code of Signals (see Annex);

requests the Secretary-General

to communicate the present resolution together with the annex to the Intergovernmental Maritime Consultative Organization.

Annex: 1

ANNEX

**Differences between the Provisions of Appendices 13A and 16 (revised)
to the Radio Regulations and those of the International Code of Signals**

1. Phonetic Alphabet and Figure Code

The figure spelling table in Appendix 16 (revised) contains in addition to the figures 0 to 9 and the mark "Decimal Point", the mark "Full Stop" * as follows:

* The mark "Full Stop" appears in the International Code of Signals but not in the figure spelling table of that Code.

Figure or mark to be transmitted	Code word	Spoken as
Full Stop	STOP	STOP

2. *Abbreviations in Appendix 13A pertaining to use of emergency position-indicating radio beacons not appearing in the International Code of Signals*

QOJ	Will you listen on...kc/s (or Mc/s) for signals of emergency position-indicating radio beacons?	I am listening on...kc/s (or Mc/s) for signals of emergency position-indicating radio beacons.
QOK	Have you received the signal of an emergency position-indicating radio beacon on ...kc/s (or Mc/s)?	I have received the signal of an emergency position-indicating radio beacon on ...kc/s (or Mc/s).

3. *Signals with identical or almost identical meaning but with different abbreviations or signals*

App. 13A	International Code of Signals	Meaning **
QOE	YI	I have received the safety signal sent by... (<i>name and/or call sign</i>).
QOE?	YJ	Have you received the safety signal sent by... (<i>name and/or call sign</i>)?
QRX	YL	I will call you again at... hours (on...kc/s (or Mc/s)).
QRZ?	YM	Who is calling me?
QTA	YN	Cancel telegram (or message) No....

** In cases of slight differences of meanings, the wording in Appendix 13A is given.

App. 13A	International Code of Signals	Meaning **
QOA?	YR7	Can you communicate by radiotelegraphy (500 kc/s)?
QOB?	YR8	Can you communicate by radiotelephony (2 182 kc/s)?
QOC?	YR9	Can you communicate by radiotelephony (channel 16-156-80 Mc/s)?
QTQ	YU	I am going to communicate with your station by means of the International Code of Signals.
QSW	YW	I am going to send on this frequency (<i>or</i> on...kc/s (<i>or</i> Mc/s)) (with emissions of class...).
QSW	YX	I am going to send on this frequency (<i>or</i> on...kc/s (<i>or</i> Mc/s)) (with emissions of class...).
QSW	YY	I am going to send on this frequency (<i>or</i> (<i>or</i> Mc/s)) (with emissions of class...). on...kc/s
QOD	ZB	I can communicate with you in... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish
QOD?	ZC	Can you communicate with me in... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish
QRS	ZM	Send more slowly (... words per minute).

App. 13A	International Code of Signals	Meaning **
QRS?	ZM1	Shall I send more slowly?
QSZ	ZN	Send each word or group twice (<i>or... times</i>).
QRT	ZO	Stop sending.
QRT?	ZO1	Shall I stop sending?
4.	<i>Identical abbreviations or signals having quite different meanings</i> BK, BQ, BT, CL, CP, DF, DO, KA, NW, NX, OL, TU, WD, WX, XQ, MIN, MSG.	
5.	<i>Identical abbreviations or signals having only a slight difference of meaning</i> CQ K (no confusion possible, if signal K is given with numerals)	

* * *

Note: The following provisions of the Radio Regulations refer to the International Code of Signals:

No. 1386A,
Appendix 13A, Section I, abbreviation QTQ,
Appendix 13A, Section II, abbreviation INTERCO.

RESOLUTION No. H

Relating to the need to ask the Intergovernmental Maritime Consultative Organization to consider including in the International Convention for the Safety of Life at Sea, London, 1960, the amendments necessary to ensure that ship stations keep adequate watch on the International Distress Frequency for Radiotelephony

The World Administrative Radio Conference, Geneva, 1967,

considering

- a)* that this Conference has adopted the necessary amendments to the Radio Regulations, Geneva, 1959, concerning the operation of emergency position-indicating radio beacons on the international distress frequency for radiotelephony;
- b)* that ship stations which are equipped for radiotelegraphy but are also equipped with radiotelephony are required to keep watch only on the international distress frequency for radiotelegraphy;
- c)* that ship stations keeping watch only on the international distress frequency for radiotelegraphy will not hear distress calls from small craft calling on the distress frequency for radiotelephony;
- d)* that if radiotelegraph ship stations in a position to do so would keep watch on both international distress frequencies—for radiotelephony as well as radiotelegraphy—it would increase the safety of ships and especially of those fitted for radiotelephone only and improve the efficacy of assistance to the survivors from any maritime distress incident,

is of the opinion

that an increased watch is necessary by ship stations on the radiotelephone distress frequency,

resolves

that the Intergovernmental Maritime Consultative Organization be invited to consider this matter, as part of the study currently being undertaken on maritime safety system,

requests the Secretary-General

to communicate this resolution to the Intergovernmental Maritime Consultative Organization.

ARTICLE 23, SECTION II

ADD 860A (2A) There is also a radiocommunication operator's general certificate for the maritime mobile service (Resolution No. F refers).

ARTICLE 33, SECTION III (continued)

ADD 1252A *[held in abeyance]*

MOD 1253 *[held en abeyance]*

MOD 1254 § 15. If contact is established on the carrier frequency 2 182 kc/s, coast and ship stations shall transfer to working frequencies for the exchange of traffic.

MOD 1255 *[held in abeyance]*

MOD 1256 *[NZL/131(27) held in abeyance]*

NOC 1257 *[held in abeyance]*

ADD 1257A *[held in abeyance]*

1258 *[held in abeyance]*

1258A *[Delegation of U.S.A. to draft the text for discussion in the light of related decisions of Committees 4 and 5]*

1259- *[held in abeyance]*

1265

MOD 1266 § 20. (1) If the station called is unable to accept traffic immediately, it should reply to the call as indicated in No. 1241 followed by "Wait . . . minutes" (or AS spoken as ALFA SIERRA . . . (minutes) in case of language difficulties), indicating the probable duration of waiting time in minutes. If the probable duration exceeds ten minutes the reason for the delay shall be given. Alternatively the station called may indicate, by any appropriate means, that it is not ready to receive traffic immediately.

NOC 1267-1268

ARTICLE 33, SECTION IV

NOC 1269-1272

MOD 1273

- the call sign or other identification of the station called;
- the words “THIS IS” (or “DE” spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station.

NOC 1274-1279

(MOD) 1280 (*French version only*)

NOC 1281-1283

SUP 1284

MOD 1285

(6) In transmitting groups of figures each figure shall be spoken separately and the transmission of each group or series of groups shall be preceded by the words “in figures”.

NOC 1286

MOD 1287 § 24. (1) The acknowledgement of receipt of a radiotelegram or a series of radiotelegrams shall be given by the receiving station in the following manner:

- the call sign or other identification of the sending station;
- the words “THIS IS” (or “DE” spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the receiving station;
- “Your No.... received, over” (or “R” spoken as ROMEO... (No.), “K” spoken as KILO in case of language difficulties); or
- “Your No.... to No.... received, over” (or “R” spoken as ROMEO... (No.), “K” spoken as KILO in case of language difficulties).

NOC 1288

MOD 1289 (3) The end of work between two stations shall be indicated by each of them by means of the word “out” (or “VA” spoken as VICTAR ALFA in case of language difficulties).

ARTICLE 33, SECTION V

MOD 1290 § 25. (1) Calling, and signals preparatory to traffic, shall not exceed two minutes when made on the carrier frequency 2 182 kc/s or on 156·80 Mc/s, except in cases of distress, urgency or safety to which the provisions of Article 36 apply.

NOC 1291-1292

ARTICLE 33, SECTION VI

NOC 1293-1294

MOD 1295 (2) Any signals sent for testing shall be kept to a minimum, particularly:

- on the carrier frequency 2 182 kc/s,
- on the frequency 156.80 Mc/s,
- in the part of Region 3 which lies in the Tropical Zone, on the carrier frequency [6 204 kc/s],
- in the part of Region 2 which lies between the northern boundary of the Tropical Zone and parallel 34° S, on the carrier frequency [4 133 kc/s],
- in the part of Region 3 which lies between the northern boundary of the Tropical Zone and parallel 50° S, on the carrier frequency [4 133 kc/s].

ARTICLE 34

NOC 1296-1300

MOD 1301 (2) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. The transmission shall be preceded by a general call to all stations.

MOD 1302 (3) The general call to all stations announcing the traffic lists may be sent on a calling frequency in the following form:

- “Hello all ships” (or “CQ” spoken as CHARLIE QUEBEC in case of language difficulties) not more than three times;
- the words “THIS IS” (or “DE” spoken as DELTA ECHO in case of language difficulties);
- “... Radio” not more than three times;
- “Listen for my traffic list on...kc/s”.

In no case may this preamble be repeated. [MOD 1302 and SUP 1303, Proposal No. NZL/133(14) held in abeyance].

SUP 1303 [*Proposal No. NZL/133(14) held in abeyance*].

NOC 1304-1308

ADD 1308A (1A) However, in the maritime mobile service, when a station called does not reply, the call may be repeated at three-minute intervals.

(MOD) 1309 (2) In the case of a communication between a station of the maritime mobile service and an aircraft station, calling may be renewed after an interval of five minutes.

NOC 1310-1311

ADD 1311A (5) However, in the maritime mobile service, before renewing the call, the calling station shall ascertain that further calling is unlikely to cause interference to other calls in progress and that the station called is not in communication with another station.

NOC 1312-1313

MOD 1314 § 8. (1) The land station may, by means of the abbreviation "TR" (spoken as TANGO ROMEO in case of language difficulties), ask the mobile station to furnish it with the following information:

NOC 1315-1316

MOD 1317 (2) The information referred to in Nos. **1314** to **1316**, preceded by the abbreviation "TR", should be furnished by mobile stations, whenever this seems appropriate, without prior request from the coast station. This information is furnished on the authority of the master or the person responsible for the mobile station.

SUP 1318

ADD 1318A [*F/109 (102, 103), DT/2, pages 322/3 held in abeyance*].

ARTICLE 20

NOC 789-804

MOD 805 (IV) *List IV. List of Coast Stations*

There are annexed to this list a table and a chart showing the zones and hours of service of ships of the second and third categories (see Appendix 12) and a table of inland telegraph rates, limitrophic rates, etc.

MOD 806 (V) *List V. List of Ship Stations*

This list shall contain particulars of:

- a) ship stations fitted with radiotelegraph installations;
- b) ship stations fitted with radiotelegraph and radiotelephone installations;
- c) ship stations fitted with radiotelephone installations only, which communicate with stations of the maritime mobile service other than those of their own nationality or make international voyages.

This list shall contain a table and a chart showing the zones and hours of service of ships of the second and third categories (see Appendix 12).

NOC 807-810

ADD 810A [F/109 (93) held in abeyance].

NOC 811-814

MOD 815 § 2. (1) The Secretary-General shall publish the amendments to be made in the documents listed in Nos. 790 and 814 inclusive. Once a month administrations shall inform him, in the form shown for the lists themselves in Appendix 9, of the additions, modifications or

deletions to be made in Lists IV, V and VI using for this purpose the appropriate symbols shown in Appendix 10. Furthermore, in order to make the necessary additions, modifications and deletions to Lists I, II, III and VIIIA, he shall use the data provided by the International Frequency Registration Board, obtained from the information received in application of the provisions of Articles 9, 9A and 10. He shall make the requisite amendments to List VII by using the data he has received for Lists I to VI and VIIIA. Lists V and VI shall be co-ordinated with the information appearing in List I. The Secretary-General shall refer any discrepancies to the administrations concerned.

NOC 816-823

MOD 824 § 6. The List of Coast Stations (List IV) shall be republished every two years and kept up to date by recapitulative supplements issued every six months.

MOD 825 [*held in abeyance*]

NOC 826-837

ARTICLE 30

MOD 1086 (2) The information referred to in Nos. 1083 to 1085, preceded by the abbreviation "TR", should be furnished by mobile stations, whenever this seems appropriate, without prior request. This information is furnished on the authority of the master or the person responsible for the mobile station.

SUP 1087

RESOLUTION No. F

**Relating to the Introduction of a
Radiocommunication Operator's General Certificate
for the Maritime Mobile Service**

The World Administrative Radio Conference, Geneva, 1967,

considering

- a)* that Article 23 of the Radio Regulations, Geneva, 1959, provides for two classes of certificate as well as a special certificate for radiotelegraph operators;
- b)* that many radiotelegraph operators are the holders of the second class certificate;
- c)* that it is doubtful if the higher Morse code speed qualification of the first class certificate will be necessary in the future;
- d)* that there is a future need for greater emphasis on the practical maintenance of radiocommunication equipment in service;

is of the opinion

- a)* that administrations should consider the desirability of replacing the present two classes of radiotelegraph operator's certificate with a general class of certificate for radiocommunication operators, which is more closely related to future needs;
- b)* that in considering the introduction of such a certificate, administrations should take into account the certificate qualification as appended hereto in Annexes 1, 2 and 3;

resolves

1. that administrations wishing to issue a radiocommunication operator's general certificate for the maritime mobile service are authorized to do so;

2. that the radiocommunication operator's general certificate shall maintain at least the practical technical standards of the present first class radiotelegraph operator's certificate;
 3. that the Morse code speed shall not be less than specified in No. 884 of the Radio Regulations;
 4. that, for the purposes of the Radio Regulations, such a general certificate shall be recognized as an alternative to the present first and second class certificates;
 5. that a country which does not issue the general certificate and which employs an operator of a foreign nationality who holds this certificate may decide upon the status of the radiocommunication operator in so far as employment in its own ships is concerned.
-

ANNEX 1

**Conditions for the Issue of the Radiocommunication Operator's
General Certificate—Maritime**

The radiocommunication operator's general certificate is issued to candidates who have given proof of the technical and professional knowledge and qualifications enumerated below.

- a)* Knowledge of the principles of electricity and the theory of radio sufficient to meet the requirements of paragraphs *b)*, *c)* and *d)* below.
- b)* Theoretical knowledge of marine radiotelegraph and radiotelephone transmitters and receivers, marine ariel systems, automatic alarm devices, radio equipment for lifeboats and other survival craft, direction-finding equipment, together with all auxiliary items including power supply (such as motors, alternators, generators, inverters, rectifiers, and accumulators), with particular reference to maintaining the equipment in service.
- c)* Practical knowledge of the operation, adjustment and maintenance of the apparatus mentioned in paragraph *b)* above, including the taking of direction-finding bearings and knowledge of the principles of the calibration of radio direction-finding apparatus.
- d)* Practical knowledge necessary for the location and remedying (with the means available on board) of faults which may occur during a voyage, in the apparatus mentioned in paragraph *b)* above.
- e)* Ability to send correctly by hand and to receive correctly by ear, in the Morse code, code groups (mixed letters, figures and punctuation marks), at a speed of sixteen groups a minute, and a plain language text at the speed of twenty words a minute. Each code group shall comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language shall contain five characters. The duration of each test of sending and receiving shall be, as a rule, five minutes.

- f)* Ability to send correctly and to receive correctly by telephone
 - g)* Knowledge of the Regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications and knowledge of the provisions of the Convention for the Safety of Life at Sea which relate to radio.
 - h)* A sufficient knowledge of world geography, especially the principal shipping and the most important telecommunication routes.
 - i)* Knowledge of one of the working languages of the Union. Candidates should be able to express themselves satisfactorily in that language, both orally and in writing. Each administration shall decide for itself the language or languages required.
-

ANNEX 2

Qualifying service

1. An operator holding a radiocommunication operator's general certificate may be authorized to embark as chief operator of a ship station of the fourth category (see No. 932 of the Radio Regulations).
 2. Before becoming chief operator of a ship station of the second or third category (see Nos. 931 and 931A of the Radio Regulations) an operator shall hold a radiocommunication operator's general certificate and shall have had, as operator on board ship or in a coast station, at least six months' experience, of which at least three shall have been on board ship.
 3. Before becoming chief operator of a ship station of the first category (see No. 930 of the Radio Regulations) an operator shall hold a radiocommunication operator's general certificate and shall have had, as operator on board ship or in a coast station, at least two years' experience of which at least one shall have been on board ship.
-

ANNEX 3

**Conditions of Employment of Holders of Radiocommunication Operator's
General Certificates on Ship Stations**

The holder of a radiocommunication operator's general certificate may carry out the radiotelegraph or radiotelephone service of any ship station and, having regard to the requirements of paragraphs 1, 2 and 3 of Annex 2, may act as chief or sole operator on any ship station in the circumstances detailed in Nos. 914-918 of the Radio Regulations.

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 292-E

21 October 1967

Original : English

COMMITTEE 6

TENTH REPORT OF WORKING GROUP 6B TO COMMITTEE 6 (OPERATION)

Designation of the frequency 156.8 Mc/s as a distress frequency (NZL proposal Document No. 131)

1. Working Group 6B in a full discussion of the principle embodied in the proposal of New Zealand to designate 156.8 Mc/s as a world-wide distress frequency which included participation by a majority of delegations,

agreed

a) that while the principle of the use of 156.8 Mc/s for distress communications was well founded, it was premature to amend the Radio Regulations at this time, noting that

i) the Radio Regulations (see Nos. 1240, 1359, 1368) now refer to the use of 156.8 Mc/s for distress purposes under some conditions;

ii) full use of VHF communication systems are only at this time being generally implemented in some countries;

b) that a study of the maritime mobile distress systems has been initiated by the I.M.C.O., in which the I.T.U. will cooperate, and that the results of this study should be available for consideration before additional provisions are made for a new distress system in the Radio Regulations;

c) with several delegations who indicated their administrations planned to initiate national use of 156.8 Mc/s for distress use and that the results of this experience would be valuable in future consideration of proposals for revision of the Radio Regulations.



d) that, at this time, problems concerning adequate distress coverage and watch-keeping by coast stations on 156.8 Mc/s would be very difficult to solve;

e) that in the immediate future, the use of 156.8 Mc/s for distress communications would require relay of distress information to and between other distress systems, i.e. 500 and 2182 kc/s, since all ships will not be equipped with VHF equipment.

2. After the discussion of the principles involved in the designation of 156.8 Mc/s as a distress frequency, the delegate of New Zealand, taking into account the points raised, withdrew NZL/131 (27, 28, 29).
3. The Working Group agreed that proposal NZL/131 (25) should be adopted either
 - a) in a manner proposed by New Zealand or
 - b) as a reference to Appendix 18 [18A] for the use of the band 156 to 174 Mc/s by the maritime mobile service.
4. In considering NZL/131 (26), the Working Group was of the opinion that no need existed at this time for designation of 156.8 Mc/s as a survival craft frequency.
5. The attention of Committee 5 is invited to this report.

H.A. FEIGLESON

Chairman

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 293-E
20 October 1967
Original : English

COMMITTEE 5

SUMMARY RECORD

of the

SIXTH MEETING OF COMMITTEE 5

Saturday, 14 October 1967, at 0930 hours

Chairman : Mr. P. MORTENSEN (Norway)

Vice-Chairman : Mr. A. de SOUZA COELHO (Brazil)

Subjects discussed

Documents Nos.

1.	Fourth Report of Working Group 5A	236, DT/74
2.	Third Report of Working Group 5B	238
3.	First Report of Working Group 5C	242



1. Fourth Report of Working Group 5A (Documents Nos. 236, DT/74)

The Chairman of Working Group 5A, referring to Document No. 236, said that the Group recommended no change for Nos. 1324 and 1327 to 1333, and that the new texts proposed for Nos. 1322B, 1323, 1325 and 1326 appeared in the annex. The Group considered that the opinion of Committee 6 should be requested on Nos. 1326A, 1326B, 1334 and 1335 and also on the Polish proposal relating to the watch on frequency 2182 kc/s (Document No. 83). The Working Group had approved the first part of a paragraph on proposals concerning Nos. 1325.1, 1329A and 1330AA, but had decided to defer its decision on the second part of that paragraph. Finally, it suggested that Committee 7 be asked to insert the words "carrier frequency" before "2182 kc/s" in all texts where reference was made to that frequency.

No. 1322B

The Chairman said that the words "in the bands between 1605 and 4000 kc/s" should be transposed from the third line to the second line, after the word "operating", and that the words "and operational conditions" should be put in square brackets, as the Working Group had considered referring to operational conditions to another part of the Radio Regulations.

The Chairman of Working Group 5A agreed with the first suggestion. With regard to the second suggestion he said that the words already in square brackets should read "Appendix 17A and". Hence, there would not be any need for additional square brackets.

The Delegate of Poland thought that reference should be made to the fact that the provision related only to SSB telephone stations.

After a brief discussion, the delegate of Australia, supported by the delegates of Denmark, New Zealand and the Federal Republic of Germany suggested that the paragraph should begin with the words "SSB apparatus ...".

No. 1322B, as amended, was approved.

No. 1323

The Chairman of Working Group 5A said there should be a full stop after the words "safety signal" in the tenth line.

No. 1323, as amended, was approved.

Nos. 1323.1, 1324 and 1325

The Working Group's suggestions were approved.

No. 1326

The Chairman said that the words "for distress purposes" should be inserted after "2182 kc/s".

No. 1326, as amended, was approved.

Nos. 1327 to 1333, 1326A, 1326B, 1334 and 1335

The Working Group's suggestions were approved.

Nos. 1325.1, 1329A and 1330AA

The Chairman said that it had not yet been decided where to replace the new paragraph designed to locate the reference carrier in the two new channels freed by the reduction of the guard band of frequency 2182 kc/s and to limit transmissions in the bands concerned to class A3A and A3J emissions. If Committee 4 decided that the lower channel might be used for selective calling, class A2H emissions could also be used.

The delegate of Denmark pointed out that Committee 4 was considering permitting the transmission of safety messages on the lower of the new channels. If such messages were to be permitted on frequency 2170 kc/s, class A3H emissions could not be excluded.

The delegate of the Federal Republic of Germany said that the consensus in Committee 4 was to use frequency 2182 kc/s for selective calling in the near future, and to transfer it to the lower channel later, if experience with 2182 kc/s proved unsatisfactory.

The delegate of the United States of America said that these decisions related to Region 1 and possibly to Region 3.

The Chairman drew attention to Document No. DT/74, which gave 2170.5 kc/s as an alternative nominal carrier for the channel. It might be wise to locate that carrier 0.5 kc/s from the band edge.

The delegate of Denmark, supported by the delegate of Australia, proposed that the nominal carrier should be 2170.5 kc/s.

It was so decided.

The Chairman said that the Committee would have to decide in principle whether selective calling should be permitted on the channel.

The delegate of India said he had no objection to that course, provided it was made clear that selective calling would be allowed on a secondary basis, since frequency 2182 kc/s was used for distress and safety services.

The delegates of the Netherlands and Sweden thought that the channel might be used exceptionally for the transmission of safety messages.

The Chairman suggested that it might be premature to hold a full discussion on the use of the channel for safety messages. A general debate might be held on whether the channel should be used for shore-to-ship transmission only or for both shore-to-ship and intership communication.

The delegate of the United States of America said he could agree to the latter system, provided that the power of all coast stations was limited to 400 W peak to peak and that transmissions were limited to class A3A and A3J emissions.

The delegate of the U.S.S.R. said that, where Region 1 was concerned, the provisions of No. 442 should be followed, thus the lower channel should be used for ship-to-shore and the upper channel for intership transmissions.

The delegate of France said that his Administration saw the main purpose of the reduction of the guard band to be the release of frequency 2182 kc/s for calling signals as soon as possible. It had therefore proposed one frequency for selective calling and another as an assigned working frequency for ship-to-shore transmission.

The delegate of the United Kingdom said that the two channels could be reserved exclusively for calling purposes, the lower for shore-to-ship selective calling, and the upper for ship-to-shore calling. In his opinion, it was highly dangerous to use either channel as a working frequency. A case could, however, be made for using the lower channel for safety messages in exceptional circumstances, where there was congestion of frequency 2182 kc/s.

The delegates of the Netherlands and the Federal Republic of Germany endorsed those views.

The delegate of New Zealand said that, although his Administration preferred one of the additional frequencies to be used as a supplementary calling frequency, it saw no objection to the simultaneous use of that frequency as a supplementary working frequency. The channel should be used for both shore-to-ship and intership transmission. Finally, since the carrier frequency had been fixed at 2170.5 kc/s, there seemed to be nothing against the use of A3H class of emission if it was limited to safety messages and perhaps to selective calling.

The delegate of Denmark, referring to the use of the lower channel for safety messages, pointed out that those messages were sometimes transmitted in the ship-to-shore direction.

The delegate of France said his Administration would be prepared to support proposals for the transmission of safety messages on 2170.5 kc/s with class A3H emissions as an exceptional measure.

The Chairman suggested that the problem might be discussed on a regional basis. Region 3 countries seemed to prefer to use the channels for shore-to-ship and intership transmission, and also as a supplementary calling channel.

The delegate of Japan considered that the channels could be used not only for shore-to-ship selective calling, but also on an intership basis as a supplementary working frequency.

The delegate of New Zealand, supported by the delegate of India, thought that the second part of the paragraph in the Working Group's report might be expanded by adding the words "and exceptionally, with A3H emissions for the transmission of safety messages from coast stations" at the end of the first sentence. That provision might be acceptable on a world-wide basis.

The delegate of Australia said that, for the time being, he would prefer not to specify the uses to which the frequencies should be put in Region 3, other than their allocation for the maritime mobile service.

The delegate of the United States of America said he thought that the administrations of Region 2 countries would prefer not to specify A2H emissions and selective calling on the frequencies and not to permit the use of A3H for safety messages, as that would place the whole carrier in a disadvantageous position from the point of view of interference.

The Chairman observed that opinions differed considerably on the use of the channels in Region 1.

The delegate of Denmark reiterated that if transmission of safety messages from coast stations was permitted on an exceptional basis, it would be logical also to allow safety messages from ship stations.

The delegates of France and the United Kingdom considered that that would be unnecessary, as safety messages from ships were always received and re-transmitted by coast stations.

The delegate of Denmark said he could not agree with that view, but would not press his point.

The Chairman said that, since it seemed to be impossible to obtain world-wide agreement on the use of the frequencies, further discussions should be based on a draft text.

He invited the Committee to designate the carrier frequency for the upper channel, observing that the first variant for that frequency in Document No. DT/74 should read "2190.5", not "2190".

The delegate of France, supported by the delegates of Australia and the U.S.S.R., proposed 2191 kc/s as the carrier frequency for the upper channel.

It was so decided.

The suggestion in the last paragraph of the Working Group's report was approved.

Document No. 236, as a whole, as amended, was approved.

2. Third Report of Working Group 5B (Document No. 238)

The Chairman of Working Group 5B pointed out that the proposal for a new 1358A had been withdrawn. The Working Group had decided to deal with frequency tolerances by adding two footnotes, h) and i), to the relevant part of Appendix 3; the dates to be inserted in those footnotes would depend on the calendar which was still being studied. Finally, the Working Group had continued its study of Appendix 17A on technical characteristics.

No. 1358A

The Working Group's action was approved.

Appendix 3

The delegate of Sweden, supported by the delegates of New Zealand and the Federal Republic of Germany, proposed that the words "installed after [.....]" should be deleted from both footnotes, to take into account the tolerances applicable to equipment installed before the hypothetical date.

It was so decided.

The delegate of South Africa, supported by the delegate of Sweden, suggested that footnote i) should also refer to the short-term limits, to obviate the risk of those limits being overlooked by designers of apparatus who consulted Appendix 3.

The Chairman of Working Group 5B, supported by the delegate of the Federal Republic of Germany, said that that risk was minimal and that the homogeneity of Appendix 3 should be preserved.

The delegate of the United States of America suggested that the words "(see also Appendix 17A)" should be added at the end of footnote i).

It was so decided.

Appendix 3, as amended, was approved.

Appendix 17A

The Chairman said that the words "Appendix 17A" should appear in square brackets on pages 1 and 5 of the Report.

Appendix 17A was approved.

Document No. 238, as amended, was approved.

3. First Report of Working Group 5C (Document No. 242)

The Chairman of Working Group 5C drew attention to the Working Group's unanimous decision to reduce the channel spacing from 50 to 25 kc/s, referred to in paragraph 1 of the report. The draft resolution in the annex related to the conversion procedure; it would be seen that the Working Group had been unable to agree upon a date for sub-paragraph 8 e) of the draft. In paragraph 5 of the Report, the Working Group recommended that the opinion of Committee 6 should be sought on the operational aspects of designating 156.8 Mc/s as a distress frequency on a world-wide basis.

Paragraph 1

The Working Group's recommendations were approved.

Paragraph 2

The delegate of Sweden, referring to the draft resolution, said that his Administration regretted the late date agreed on in "resolves" sub-paragraph 8 d) for conversion of all new equipment to conform with 25 kc/s spacing, but understood that the need for more space in the maritime mobile service was not as great as had originally been thought. He asked the Chairman of the Working Group whether the Scandinavian proposal for the introduction of easily convertible apparatus had been considered in connection with the sub-paragraph.

The Chairman of Working Group 5C said that a detailed discussion in the Working Group had resulted in the adoption of a decision to discuss the question on the basis of the United Kingdom proposal in Document No. 112.

Paragraph 2 was approved.

Paragraphs 3, 4 and 5

The Working Group's recommendations were approved.

Draft Resolution

The "considering" paragraphs and "resolves" paragraphs 1 to 5 were approved.

"Resolves" paragraph 6

The delegate of the United Kingdom, supported by the delegate of Denmark, proposed that the words "25 kc/s channel spacing in" be inserted after the words "equipment for".

"Resolves" paragraph 6, as amended, was approved.

"Resolves" paragraphs 7, 8 a) and 8 b) were approved.

"Resolves" sub-paragraph 8 c)

The delegate of the United Kingdom proposed that, since there were no specified selectivity requirements, the last part of the paragraph should be altered to read "to meet selectivity requirements for a channel spacing of 25 kc/s may commence".

The delegate of the Federal Republic of Germany supported that proposal.

The delegate of Sweden said that the existing wording of the sub-paragraph did not make it clear whether a country which wished to use 25 kc/s receivers would be allowed to do so if it also had 50 kc/s receivers.

The delegates of the Netherlands, Austria and Poland agreed that the wording was ambiguous.

After a brief discussion, the Chairman suggested that the decision on sub-paragraph 8 c) be deferred until a proposal was submitted in writing.

It was so agreed.

"Resolves" sub-paragraph 8 d)

The Chairman observed that the Scandinavian proposal for a separate draft resolution on the introduction of easily convertible equipment had not been used as a basis for discussion in the Working Group, which had considered that such a resolution would be unnecessary if a date were fixed by which all new equipment should conform to the new standards.

The delegate of Sweden said that the Scandinavian countries would have withdrawn their proposal if the date decided on had been an early one. Since the date finally fixed was very late, they maintained their proposal.

The delegate of Poland said he was not in favour of the Scandinavian proposal, since the requirement of easy convertibility was a matter for administrations to include in their orders if they saw fit to do so, not a matter for inclusion in the Radio Regulations.

The Chairman of Working Group 5C observed that the question had been discussed in great detail in the Working Group and that the delegate of Sweden had attended all the relevant meetings. The Committee should decide by vote whether it wished to refer the question back to Working Group 5C.

The delegate of Sweden said that he would prefer that the Scandinavian proposal was considered in the full Committee.

The Chairman invited the Committee to vote on the motion that the point was adequately covered by sub-paragraphs 8 a), 8 b), 8 c) and 8 d), on the understanding that, if the motion was defeated, the question of the requirement of easy convertibility of equipment would be referred back to Working Group 5C.

The motion was carried by 26 votes to none, with 7 abstentions.

The delegate of Sweden explained that he had abstained from voting on the motion because he did not wish the question to be referred back to Working Group 5C.

"Resolves" sub-paragraph 8 d) was approved.

Resolves sub-paragraph 8 e)

The delegates of Denmark, the Federal Republic of Germany, who also spoke on behalf of the Swiss delegation, the Netherlands, Sweden and the United States of America considered that the sub-paragraph should be deleted, as it was covered by "resolves" paragraphs 4 and 5.

The delegate of Canada, supported by the delegate of Italy, considered that, if the date by which channel allocations on interleaved channels might commence for international use was not fixed, there would be nothing to prevent administrations from implementing those allocations immediately the Final Acts of the Conference came into force.

The delegates of Denmark, the U.S.S.R. and Norway considered that the Canadian delegate's point was fully covered by paragraphs 4 and 5.

The delegate of Mexico considered that the use of the word "allocated" in "resolves" paragraph 3 and of the word "allocations" in sub-paragraph 8 e) was confusing and made it difficult to decide whether or not sub-paragraph 8 e) should be deleted.

The Chairman put to the vote the proposal to delete sub-paragraph 8 e).

The proposal was approved by 26 votes to 3, with 3 abstentions.

"Resolves" sub-paragraph 8 f) was approved.

Document No. 242, as amended, was approved, on the understanding that a new text of "resolves" sub-paragraph 8 c) would be submitted.

The meeting rose at 1335 hours.

Secretary of Committee 5
J. BALFROID

Chairman of Committee 5
P. MORTENSEN

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 294-E

19 October 1967

Original : French/English
Spanish

PLENARY MEETING

SIXTH REPORT OF COMMITTEE 4

Subjects : Appendix 3

Resolution relating to notification of ship station frequencies
used for narrow-band direct-printing telegraph and data systems.

1. The modifications and additions in Appendix 3 shown in Annex I have been adopted by a majority of Committee 4.
2. The text of the Resolution relating to notification of ship station frequencies used for narrow-band direct-printing telegraph and data systems has been adopted by a majority of Committee 4.

F.G. PERRIN

Chairman of Committee 4

Annexes : 2



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A N N E X I

APPENDIX 3

Table of Frequency Tolerances

NOC

	Frequency Bands (lower limit exclusive, upper limit inclusive) and Categories of Stations	Tolerances applicable until 1 January 1966 * to transmitters in use and to those to be installed before 1 January 1964	Tolerances applicable to new transmitters installed after 1 January 1964 and to all transmitters after 1 January 1966 *
		*) 1 January 1970 in the case of all tolerances marked with an asterisk	
	<u>Band : 4 to 29.7 Mc/s</u>		
	2. <u>Land stations :</u>		
	a) Coast stations :		
MOD	- power 500 W or less	50	50 <u>l)</u>
MOD	- power above 500 W and less than or equal to 5 kW	50 *	30* <u>l)</u>
MOD	- power above 5 kW	50	15 <u>l)</u>
MOD	3. <u>Mobile stations :</u>		
	a) Ship Stations :		
	1. Class A1 emission		
ADD	Low traffic ships	200	200 <u>j)</u>
ADD	High traffic ships		50**
	2. Emission other than Class A1		
	- power 50 W or less	50 <u>c)</u>	50 <u>c)</u> <u>k)</u>

** Effective upon the entry into force of the revised Regulations

Table of Frequency Tolerances (Cont'd)

	- power above 50 W	50	50 <u>k)</u>
	<u>b)</u> Survival craft stations :	200	200
ADD	<u>ba)</u> Emergency position-indicating radiobeacons	-	300
	<u>c)</u> Aircraft stations	200 *	100
	<u>d)</u> Land mobile stations	200	200

Footnotes to the Table of Frequency Tolerances

- ADD j) A frequency tolerance of 50 parts per million shall apply to assignments made after the entry into force of the revised Radio Regulations to ship stations using the lowest or highest series of calling frequencies or working frequencies for low traffic ships [see Appendix 15A].
- ADD k) For ship station transmitters used for direct-printing telegraph and data systems, the tolerance is 100 c/s (40 c/s for short periods of the order of 15 minutes).
- ADD l) For coast station transmitters used for direct-printing telegraph and data systems, the tolerance is 40 c/s.

Note for the Editorial Committee

The amendments in Table 2 - Land stations - and the final additional Note refer to the letter el.

A N N E X II

RESOLUTION No....

relating to the notification of ship
station frequencies used for narrow-band
direct-printing telegraph and data systems

The World Administrative Radio Conference, Geneva, 1967,

considering

- a) that in [Appendix 15A] certain sections of the HF bands allocated to the maritime mobile service are reserved for narrow-band direct-printing telegraph and data systems;
- b) that the development by Administrations of radiotelegraph services between ship and shore using narrow-band direct-printing telegraph and data systems is at an early stage;
- c) that in consequence it is not practicable for this conference to decide whether it is necessary to have a basis for regulating the orderly use of frequencies for the transmission by ship stations direct-printing telegraph signals and what basis it should be and that this matter should be considered by the World Administrative Radio Conference referred to in Recommendation No.;
- d) that the existing provisions of the Radio Regulations do not provide Administrations with appropriate guidance for the period between the coming into force of the Final Acts of the

present Conference and the coming into force of the Final Acts of the World Administrative Radio Conference referred to in Recommendation No.;

resolves

1. that, during the period referred to in d) above, any Administration operating or bringing into operation a narrow-band direct-printing telegraph and data service for ships shall notify to the International Frequency Registration Board, for inclusion in the Master International Frequency Register, and to the Secretary-General for inclusion in the List of Coast Stations, the frequencies on which ships wishing to participate in the service will be required to transmit;
 2. that these notices concerning frequencies used for reception by coast stations shall not be subject to technical examination by the Board, and that the assignments concerned shall be recorded in the Master Register for information only, bearing no date in Column 2, but with a suitable remark in the Remarks Column;
 3. that these entries in the Master Register shall not prejudice any decisions to be taken by the World Administrative Radio Conference referred to in Recommendation No.
-

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 295-E
19 October 1967
Original : French

STATEMENT BY THE DELEGATIONS OF THE PEOPLE'S REPUBLIC OF BULGARIA AND THE CZECHOSLOVAK SOCIALIST REPUBLIC

In view of the fact that only the delegates of the People's Republic of China can represent China legally at conferences of the International Telecommunication Union, we consider the presence of persons sent by the Chang-Kai-Shek group to the World Administrative Maritime Radio Conference to be illegal.

M. STAMATOV

For the Head of the Delegation
of the P.R. of Bulgaria

M. ZAHRADNÍČEK

For the Head of the Delegation
of the Czechoslovak S.R.



INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 296-E
20 October 1967
Original : English

PLENARY MEETING

SEVENTH REPORT OF COMMITTEE 6 (OPERATION)

Article 32, Section V, D, 2, f)

Abbreviations for the indication of working frequencies :

SUP 1205, SUP 1206 (Proposal No. AUS/122(41)).

Article 36, Distress Signal and Traffic. Alarm, Urgency and Safety Signals.

Section III, Distress Call and Message (continued from Document No. 250)

Sections IV-VI and VII (in part).

1. Committee 6 unanimously adopted the provisions appearing in the Annex hereto.
2. By arrangement between the Chairmen of Committees 4 and 6, Proposal No. AUS/122(41) was considered by Committee 6. Furthermore, since this was the only proposal relating to paragraph 45 of Article 32 (RR 1203-1206), Committee 6 assumed the responsibility for disposing of this portion of Article 32.
3. The attention of Committee 4 is invited to paragraph 2 above and the related page of the annex to the present report.

Konstantin COMIC

Chairman

Annex : 1



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A N N E X

Article 32, Section V, D, 2,f)

NOC 1203-1206

Note to the Editorial Committee

Proposals to ADD 1206A etc., on the subject of oceanography,
remained the responsibility of Committee 4.

Article 36, Section III (Continued from Document No. 250)

NOC 1394-1400

Article 36, Section IV

NOC 1401-1407

MOD 1408 (2) However, when time is vital, the second step of this procedure (No. 1403) or even the first and second steps (Nos. 1402 and 1403), may be omitted or shortened. These two steps of the distress procedure may also be omitted in circumstances where transmission of the alarm signal is considered unnecessary.

NOC 1409-1424

Article 36, Section V

NOC 1425

MOD 1426 (2) However, in areas where reliable communications with one or more coast stations are practicable, ship stations should defer this acknowledgement for a short interval so that a coast station may acknowledge receipt.

NOC 1427

ADD 1427A (4) However, stations in the maritime mobile service which receive a distress message from a mobile station which, beyond any possible doubt, is a long distance away, need not acknowledge receipt of messages except as specified in No. 1455.

NOC 1428-1429

Article 36, Section V (Cont.)

MOD 1430 b) Radiotelephony :

- the call sign or other identification of the station sending the distress message, spoken three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the station acknowledging receipt, spoken three times;
- the word RECEIVED (or RRR spoken as ROMEO ROMEO ROMEO in case of language difficulties);
- the distress signal.

NOC 1431

ADD 1431A - Additionally, if the position of the ship in distress appears doubtful, ship stations should also transmit, when available, the true bearing of the ship in distress preceded by the abbreviation QTE (or classification of bearings, see Appendix 23).

MOD 1432 (2) Before transmitting the message of Nos. 1431 and 1431A, the station shall ensure that it will not interfere with the emissions of other stations better situated to tender immediate assistance to the station in distress.

Article 36, Section VI

NOC 1433-1435

MOD 1436 § 27. The station in distress or the station in control of distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions "to all stations" (CQ) or to one station only, according to circumstances. In either case, it shall use :

Article 36, Section VI (Cont.)

NOC 1437-1448

MOD 1449 § 34. (1) When distress traffic has ceased, or when silence is no longer necessary on a frequency which has been used for distress traffic, the station which has controlled this traffic shall transmit on that frequency a message addressed "to all stations" (CQ) indicating that normal working may be resumed.

NOC 1450

MOD 1451 (3) In radiotelephony, this message consists of :

- the distress signal MAYDAY;
- the call "Hello all stations" or "CQ" (spoken as CHARLIE QUEBEC) spoken three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the station sending the message;
- the time of handing in of the message;
- the name and call sign of the mobile station which was in distress;
- the words SEELONCE FEENEE pronounced as the French words "silence fini".

ADD 1451A § 34 bis. If the person in charge of a station in distress which has delegated to another station control of the distress working, considers that silence is no longer justified, he should immediately inform the controlling station which will act in accordance with provision No. 1449.

Article 36, Section VII

NOC 1452-1459

MOD 1460 b) Radiotelephony :

- the signal MAYDAY RELAY pronounced as the French expression "m'aider relais", spoken three times;
 - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
 - the call sign or other identification of the transmitting station, spoken three times.
-

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 297-E
24 October 1967
Original: English

COMMITTEE 6

SUMMARY RECORD

of the

SEVENTH MEETING OF COMMITTEE 6

Friday, 20 October 1967, at 1645 hours

Chairman : Mr. K. ČOMIĆ (Federal Socialist Republic of Yugoslavia)

Vice-Chairman : Mr. J. JIPGUEP (Federal Republic of Cameroon)

Subjects discussed

Documents Nos.

1. Adoption of the Seventh Report of Working Group 6A	274
Article 32, Section V, D, 2, f)	
Abbreviations for the indication of working frequencies	
SUP 1205, SUP 1206 (Proposal No. AUS/122(41))	
2. Adoption of the Eighth Report of Working Group 6B	277
Article 36, Distress Signal and Traffic Alarm, Urgency and Safety Signals.	
Section III, Distress Call and Message (continued from Document No. 250)	
Sections IV - VI and VII (in part)	



1. Adoption of the Seventh Report of Working Group 6A (Document No. 274)

Article 32, Section V, D. 2. f)

Abbreviations for the indication of working frequencies
SUP 1205, SUP 1206 (Proposal No. AUS/122(41))

Document No. 274 was adopted.

2. Adoption of the Eighth Report of Working Group 6B (Document No. 277)

Article 36, Distress Signal and Traffic
Alarm, Urgency and Safety Signals.
Section III, Distress Call and Message
(continued from Document No. 250)
Sections IV - VI and VII (in part)

Page 3

The delegate of France pointed out that in the French text the word "étape" in lines 3 and 5 of MOD 1408 should be in the plural.

Page 4

The delegate of France said that in the French text of MOD 1430, line 6, "difficulté de langue" should read "difficultés de langage".

It was agreed that "langue" should be replaced by "langage" wherever it appeared in the document.

The delegate of the Federal Republic of Germany proposed adding the following phrase at the end of 1431A :

"... abbreviation QTE (for classification of bearings see Appendix 23)".

That amendment was approved.

Page 5

The delegate of Canada said that, in MOD 1451, line 4, the bracket should be placed after "QUEBEC" and not after "times".

It was so agreed.

Document No. 277 was adopted.

The meeting rose at 1655 hours.

Secretary of Committee 6
A.A. MATTHEY

Chairman of Committee 6
K. ČOMIĆ

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967

Document No. 298-M
20 October 1967
Original : English

COMMITTEE 5

SEVENTH REPORT OF WORKING GROUP 5A TO COMMITTEE 5

1. Designation of common frequencies in the MF bands for use by the radiotelephone coast stations for their communications with ships of other nationality

The Working Group considered the report of the ad hoc group it had set up to study the proposal HOL/183 (37) concerning a new paragraph No. 1336A to be inserted in the Radio Regulations to the effect that some specific frequencies should be designated for common use by radiotelephone coast stations for their communications with ships of other nationality. However, the ad hoc group, after having examined the Master International Frequency Register, concluded that it was not possible, for the time being, to designate such frequencies. Consequently, the Working Group 5A adopted a draft recommendation to the effect that proposals should be made by the administrations to the next administrative radio conference and that, in the meantime, such frequencies should be used according to special or regional arrangements. This draft recommendation appears in Annex.

2. Proposal concerning the continuation of DSB mode of operation after the transition period on small fishing ship using one single frequency for intership communications with low power (Proposal DMK 248)

This proposal was not seconded. The Working Group was of the opinion that such operations should be made under the provisions of No. 115 of the Radio Regulations.

P. AAKERLIND

Chairman

Annex : 1



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A N N E X

DRAFT RECOMMENDATION

Relating to the Designation of Common Frequencies in the MF Bands for Use by the Coast Radiotelephone Stations for their Communications with Ships of Other Nationality

The World Administrative Radio Conference to deal with matters relating to the Maritime Mobile Service (Geneva, 1967),

noting

- a) that on small ships, equipped with a single sideband installation, a crystal controlled spot frequency receiver is essential in order to facilitate correct tuning;
- b) that such ships, which make international voyages and communicate with coast stations of another nationality, need to be provided with a considerable number of additional crystals;
- c) that reducing the number of receiver crystals required, the cost of single sideband receivers is kept to an satisfactory level;

considering

- a) that international working frequencies should be assigned to all coast stations for working with ships of another nationality such use of these frequencies not precluding the possibility of using them also for national purposes;
- b) that an examination of the Master International Frequency Register has revealed that no frequencies appear to be available for common use by all coast stations for working with ships of another nationality either on a world-wide or on a regional basis;

recommends

1. that administrations study this matter at the earliest opportunity with a view to formulating proposals for consideration by the next administrative radio conference competent to deal with the matter;
 2. that, in the meantime, countries should explore the possibility of concluding regional, bilateral or multilateral arrangements to provide common working frequencies for coast stations for working with ship stations of another nationality.
-

INTERNATIONAL TELECOMMUNICATION UNION
MARITIME CONFERENCE

GENEVA, 1967

Document No. 299-E
24 October 1967
Original: French

PLENARY MEETING

MINUTES

of the

SECOND PLENARY MEETING

Wednesday, 18 October 1967, 0930 hours

Chairman: Mr. R.M. BILLINGTON (United Kingdom of Great Britain
and Northern Ireland, the Channel
Islands and the Isle of Man)

Subjects discussed

Documents Nos.

1. Approval of the Minutes of the First Plenary Meeting	163
2. Election of a Vice-Chairman of Committee 6	-
3. Date by which the Credentials Committee should report on its conclusions	-
4. Report by Committee 7	241
5. Texts submitted by Committee 7 - Series B2	240
6. Texts submitted by Committee 7 - Series B1	231
7. Texts submitted by Committee 7 - Series B3	245



Present :

The delegations from the following countries :

Members :

Algeria (Algerian Democratic and Popular Republic); Argentine Republic; Australia (Commonwealth of); Belgium; Brazil; Bulgaria (People's Republic of); Cameroon (Federal Republic of); Canada; Ceylon; Chile; China; Cyprus (Republic of); Colombia (Republic of); Congo (Democratic Republic of) (Kinshasa); Korea (Republic of); Ivory Coast (Republic of the); Cuba; Denmark; Group of Territories represented by the French Overseas Post and Telecommunications Agency; Spain; United States of America; Ethiopia; Finland; France; Ghana; Greece; Guyana; Hungarian People's Republic; India (Republic of); Indonesia (Republic of); Ireland; Iceland; Israel (State of); Italy; Japan; Jordan (Hashemite Kingdom of); Kuwait (State of); Liberia (Republic of); Malaysia; Malta; Mexico; Monaco; Norway; New Zealand; Pakistan; Netherlands (Kingdom of the); Poland (People's Republic of); Portugal and Portuguese Overseas Provinces; Federal Republic of Germany; Roumania (Socialist Republic of); United Kingdom of Great Britain and Northern Ireland, the Channel Islands and the Isle of Man; Singapore (Republic of); South Africa (Republic of); Sweden; Switzerland (Confederation); Czechoslovak (Socialist Republic); Territories of the United States of America; Tunisia; Turkey; Union of Soviet Socialist Republics; Venezuela (Republic of); Yugoslavia (Federal Socialist Republic of).

Private operating agencies :

Cable and Wireless

Specialized agencies :

World Meteorological Organization
United Nations Educational, Scientific and Cultural Organization
Intergovernmental Maritime Consultative Organization

International Organizations :

International Radio Maritime Commission (C.I.R.M.)
International Chamber of Shipping

I.F.R.B. : Mr. Berrada, Vice-Chairman
Mr. Petit, Member

C.C.I.R. : Mr. Herbstreit, Director

Secretary of the Conference : Mr. Clifford Stead

The Chairman welcomed the delegations that had arrived since the First Plenary Meeting and read out the following extract from a letter from the Secretary-General a.i. of 11 October 1967.

"As you know, I am obliged to leave on Sunday next to attend the meeting of the Administrative Committee on Coordination in New York and the meeting of the Plan Committee in Mexico. It is therefore unlikely that I shall be able to return to Geneva before the end of your Conference.

I should have liked to say farewell to the delegates, but since no plenary meeting is scheduled this week, I should be grateful if you could convey to them my sincere wishes for a successful conclusion of the work of the Conference and a safe return to their home countries."

1. Approval of the Minutes of the First Plenary Meeting (Document No. 163)

Approved unchanged.

2. Election of a Vice-Chairman of Committee 6

On a proposal of the Chairman, Mr. JIPGUEP, Head of the Cameroon delegation, was elected Vice-Chairman of Committee 6, since the Togolese Republic had decided not to send a delegation.

3. Date by which the Credentials Committee should report on its conclusions

The Chairman said that, following discussions with the Chairman of the Credentials Committee, he wished to propose 20 October as the date on which the Committee should report on its conclusions.

After a brief discussion, the meeting approved the date suggested. In reply to a question by the delegate of Mexico, the Secretary of the Conference said there would be a few days between the preparation of the Report (20 October) and its submission to the Plenary Meeting during which delegations whose credentials had not yet been examined would be able to continue voting. Moreover, the Plenary Meeting would be able to express its views on any credentials that might be submitted at the last moment and decide whether the delegations concerned should be entitled to sign the Final Acts.

The Chairman said that the Conference would do everything in its power to give full satisfaction to the parties concerned.

4. Report by Committee 7 (Document No. 241)

The Chairman of Committee 7, said that, at the request of the Steering Committee, the Editorial Committee had studied the proposals submitted by various administrations on the form of the Final Acts of the Conference. A Working Group under the chairmanship of Mr. Fryer (United Kingdom) had in particular studied Document No. 117 (United Kingdom), which contained suggestions for rearranging in logical sequence the Radio Regulations appertaining to the maritime mobile service. Such a rearrangement had been envisaged as early as 1962 and the problem had been studied both by the Administrative Council and the I.F.R.B. The proposals in Document No. 117 had given rise to a legal problem since their acceptance would have involved making substantive as well as purely formal changes in the texts approved in 1959, a task that did not fall within the competence of the present Conference. The Editorial Committee had come to the conclusion that the Final Acts of the Maritime Conference should have the same form as those of the two previous conferences. The regrouping of the Radio Regulations appertaining to the maritime mobile service was dealt with in Recommendation No. EB, which appeared on page 9 of blue Document No. 240.

Committee 7 had also studied the possibility of publishing a Manual for the use of the maritime mobile service and had prepared a draft Resolution on the subject (see Resolution No. B on page 6 of Document No. 240).

It had also taken account of the proposal of the People's Republic of Poland in Document No. 187 to prepare an up-to-date edition of the Radio Regulations, in loose-leaf form, which would include the partial revisions carried out in 1963, in 1966 and by the present Conference (see Recommendation No. AA, page 8 of Document No. 240).

In reply to a comment by the delegate of the U.S.S.R., the Chairman of Committee 7, said he had used the term "Final Protocol" to follow the example of the Plenipotentiary Conference (Montreux 1965).

The delegate of Mexico wondered whether it was necessary to repeat the list of signatures each time. It would save a lot of space if the signatures appeared once only, following the example of the Geneva Administrative Radio Conference of 1959. The Secretary of the Conference replied that for legal reasons the signatures had to appear in three places in the archives copy. In the version published after the Conference, the 1959 practice would be followed.

There were no other comments and Document No. 241 was approved.

5. Texts submitted by Committee 7 - Series B.2 (Document No. 240)

Page 1

On a proposal by the delegate of New Zealand, which was supported by the delegate of Mexico, it was decided to delete the word "superseded" at the end of the third paragraph.

At the request of the delegate of New Zealand, it was decided that the Editorial Committee should modify the English version to ensure that references to the Radio Regulations, Geneva, 1959 were uniform.

Page 3

The Chairman said that, to bring the text into line with page 1, the word "superseded" should be deleted at the end of the third paragraph and the date "1959" should be added at the end of the first line of the last paragraph of the English text.

Pages 6-7

The Chairman proposed that consideration of pages 6-7 be deferred until Committee 6 had indicated whether the Manual in question should be carried or not by ships.

Page 8

In reply to a question raised by the delegate of Norway regarding the date on which the new edition of the Radio Regulations, and if necessary the Manual, would be published, the Secretary of the Conference said that everything would be done to see that the documents were available by the date of entry into force of the Final Acts of the Conference.

The delegate of Italy asked in what form the re-edition of the Radio Regulations would be presented. The Secretary of the Conference explained that the Secretary-General would decide on the question in the light of replies received from Administrations.

Following another statement by the delegate of Italy, it was decided that Committee 7 should ensure that the texts showed clearly that Recommendation AA referred to the Radio Regulations and the Additional Radio Regulations.

Subject to the amendments mentioned above, the Recommendation on page 8 was approved.

Pages 9 and 10

Following comments made by the delegate of Sweden, it was decided, on the proposal of the Secretary of the Conference, to amend the beginning of considerandum a) to read "that it is desirable that those provisions..."

The delegate of Sweden, supported by the delegate of India, suggested that a paragraph be included in Recommendation No. BB asking the General Secretariat and the I.F.R.B. to study the question for the rearrangement in more logical sequence of the provisions of the Radio Regulations which related to the maritime mobile service and to submit the results of their study to administrations in good time.

As there was no objection, it was so decided. The drafting of the required paragraph was entrusted to the Editorial Committee.

Subject to the amendments and additions mentioned above, Recommendation No. BB was approved.

Subject to the foregoing, the B.2 series of texts (Document No. 240) - except for pages 6 and 7 - was approved.

The Chairman asked delegates to bring any typographical errors observed to the notice of the Conference Secretariat.

6. Texts submitted by Committee 7 - Series B.1 (Document No. 231)

Document No. 231 was considered page by page.

Page 2

The Chairman of Committee 4 drew attention to several amendments which were required as a result of decisions adopted by the Committee:

MOD 978 : In the second line, the figures should be amended to read
"2089.5 - 2092.5"

MOD 992 : The square brackets at the end of the text and the sentence
in italics should be omitted

MOD 995 : Delete the phrase between brackets

MOD 997 : The delegate of New Zealand, supported by the delegate of Norway suggested that the figures "8320 to 8745 kc/s" at the end of the text should be placed within square brackets as they were still being considered by Committee 4.

The delegate of the Czechoslovak Socialist Republic agreed with the suggestion and added that the figures should be checked. As there was no objection, it was so decided.

Subject to the amendments and comments mentioned above, series B.1 (Document No. 231) was approved.

7. Texts submitted by Committee 7 - Series B.3 (Document No. 245)

Page 2

ADD 1019A : In order to clarify the text, the delegate of the Republic of South Africa, proposed that it should be amended to read: "..... this indicates that the calling coast station proposes to use for traffic"

The proposal was seconded by the delegates of the United States of America, Italy, Australia and Denmark, and was approved.

The delegate of Denmark, suggested further that the words "of a coast station" should be inserted in the second line of No. 1019A after "the call".

The suggestion was seconded by the delegates of Australia, Greece and Japan, and was approved.

Page 3

MOD 1070 : On the proposal of the delegate of Portugal, supported by the delegate of France and the representative of the I.F.R.B., it was decided to delete "éventuellement" and "eventualmente" in the 2nd line of the French and Spanish texts, respectively.

Page 6

At the request of the delegate of Cuba, it was decided to correct in the Spanish text, the reference "MOD 2218" to read "MOD 2118".

Subject to the above amendments and comments series of texts B.3 (Document No. 245) was approved.

The meeting rose at 1115 hours.

C. STEAD

Secretary of the Conference

R.M. BILLINGTON

Chairman

INTERNATIONAL TELECOMMUNICATION UNION MARITIME CONFERENCE

GENEVA, 1967



Document No. 300-E
26 October 1967
Original : French/English
Spanish

PLENARY MEETING

LIST OF THE DOCUMENTS PUBLISHED BY THE CONFERENCE

(Documents Nos. 1 to 300)

Document No.	Title	Origin	Destination
1 (Rev.)	Agenda of the Conference	S.G.	Plenary Meeting
2 and Corr.	Recommendations and Opinion of the C.C.I.R. relevant to Items 5 and 7.2 of the Agenda of the Conference	S.G.	Plenary Meeting
3	Proposal concerning Agenda Item 2.3	F.R. of Germany	Plenary Meeting
4	Proposal concerning Agenda Item 1	F.R. of Germany	Plenary Meeting
5	Proposal concerning Agenda Item 7.4	F.R. of Germany	Plenary Meeting
6	Proposal concerning Agenda Item 6	F.R. of Germany	Plenary Meeting
7	Proposal concerning Appendix 16 of the Radio Regulations	F.R. of Germany	Plenary Meeting
8 and Corr.	Proposals concerning Agenda Item 1	France	Plenary Meeting
9	Proposals concerning Agenda Item 2	France	Plenary Meeting
10	Proposals concerning Agenda Item 3	France	Plenary Meeting
11	Proposals concerning Agenda Item 4	France	Plenary Meeting
12	Proposals concerning Agenda Item 5	France	Plenary Meeting



Document No.	Title	Origin	Destination
13	Proposals concerning Agenda Item 6	France	Plenary Meeting
14	Proposals concerning Agenda Item 7	France	Plenary Meeting
15	Proposals concerning use on board ships of frequencies of the order of 27 Mc/s	France	Plenary Meeting
16	Proposals concerning Agenda Item 1	U.S.A.	Plenary Meeting
17	Proposals concerning Agenda Items 2.1 to 2.5	U.S.A.	Plenary Meeting
18	Proposals concerning Agenda Item 3	U.S.A.	Plenary Meeting
19	Proposals concerning Agenda Item 4	U.S.A.	Plenary Meeting
20	Proposals concerning Agenda Item 5	U.S.A.	Plenary Meeting
21	Proposals concerning Agenda Item 6	U.S.A.	Plenary Meeting
22 and Add.	Proposals concerning Agenda Items 7.1 to 7.6	U.S.A.	Plenary Meeting
23	Proposals concerning the Amendment of Article 32 of the Radio Regulations (additional Agenda Item)	U.S.A.	Plenary Meeting
24	Proposals concerning the Amendment of No. 981 of the Radio Regulations (additional Agenda Item)	U.S.A.	Plenary Meeting
25	Proposals concerning the Amendment of Article 5 of the Radio Regulations (additional Agenda Item)	U.S.A.	Plenary Meeting

Document No.	Title	Origin	Destination
26	Proposals concerning the examination of the need for the retention of the calling frequency 143 kc/s and its associated guard band, 140 - 146 kc/s (additional Agenda Item)	U.S.A.	Plenary Meeting
27	Proposals concerning the modification of the maximum power authorized for coast telegraph stations when using other than A1 and single channel F1 emissions (additional Agenda Item)	U.S.A.	Plenary Meeting
28	Proposals concerning the establishment and use of a Manual for use by the Maritime Mobile Service (additional Agenda Item)	U.S.A.	Plenary Meeting
29	Proposals concerning the amendment of Nos. 863 and 903 of the Radio Regulations (additional Agenda Item)	U.S.A.	Plenary Meeting
30	Proposals concerning Agenda Item 7.2	Denmark, Norway and Iceland	Plenary Meeting
31 and Corr.	Proposals concerning Agenda Item 1	Italy	Plenary Meeting
32	Proposals concerning Agenda Items 2.3 and 2.4	Italy	Plenary Meeting
33 and Corr.	Proposals concerning Agenda Item 3	Italy	Plenary Meeting
34	Proposals concerning Agenda Item 4	Italy	Plenary Meeting
35	Proposals concerning Agenda Item 5	Italy	Plenary Meeting
36	Proposals concerning Agenda Item 7.2	Italy	Plenary Meeting
37	Proposals concerning Agenda Item 3	Denmark, Iceland, Norway and Sweden	Plenary Meeting

Document No.	Title	Origin	Destination
38	Proposals concerning Agenda Item 6	Denmark	Plenary Meeting
39	Proposals concerning Agenda Item 1	Canada	Plenary Meeting
40	Proposals concerning Agenda Item 2.1	Canada	Plenary Meeting
41	Proposals concerning Agenda Item 3	Canada	Plenary Meeting
42	Proposals concerning Agenda Item 4	Canada	Plenary Meeting
43	Proposals concerning Agenda Item 5	Canada	Plenary Meeting
44 and Corr.	Proposals concerning Agenda Item 6	Canada	Plenary Meeting
45	Proposals concerning Agenda Items 7.1 to 7.6	Canada	Plenary Meeting
46	Proposals concerning the amendment of Nos. 158 and 167 of the Radio Regulations (additional Agenda Item)	Canada	Plenary Meeting
47	Proposals for the work of the Conference	Malagasy Republic	Plenary Meeting
48	Proposals concerning Agenda Item 1	U.S.S.R.	Plenary Meeting
49	Proposals concerning Agenda Items 2.1 to 2.5	U.S.S.R.	Plenary Meeting
50	Proposals concerning Agenda Item 3	U.S.S.R.	Plenary Meeting
51	Proposals concerning Agenda Item 5	U.S.S.R.	Plenary Meeting
52	Proposals concerning Agenda Item 6	U.S.S.R.	Plenary Meeting
53	Proposals concerning Agenda Item 7.4	U.S.S.R.	Plenary Meeting

Document No.	Title	Origin	Destination
54	Proposals for the work of the Conference	Australia	Plenary Meeting
55	Proposals concerning Agenda Item 4	U.S.A.	Plenary Meeting
56	Proposals concerning Agenda Item 2	United Kingdom	Plenary Meeting
57	Proposals concerning Agenda Item 4	United Kingdom	Plenary Meeting
58	Proposals concerning Agenda Item 5	United Kingdom	Plenary Meeting
59 and Corr.	Proposals concerning Agenda Item 6	United Kingdom	Plenary Meeting
60	Proposals concerning Agenda Items 7.1 to 7.6	United Kingdom	Plenary Meeting
61	Proposals relating to the use of 143 kc/s (additional Agenda Item)	United Kingdom	Plenary Meeting
62	Proposals relating to the Establishment of a Manual for use by the Maritime Mobile Services (additional Agenda Item)	United Kingdom	Plenary Meeting
63	Proposals concerning the deletion of Class B emissions (additional Agenda Item)	United Kingdom	Plenary Meeting
64	Proposals relating to a Re-classification of International Public Correspondence Categories of Ship Stations (additional Agenda Item)	United Kingdom	Plenary Meeting
65	Proposals relating to a revision of calling procedure (additional Agenda Item)	United Kingdom	Plenary Meeting
66	Proposals relating to the use of class A2H emissions on working frequencies	United Kingdom	Plenary Meeting

Document No.	Title	Origin	Destination
67	Proposals relating to amendments to the Additional Radio Regulations (additional Agenda Item)	United Kingdom	Plenary Meeting
68 and Corr.	Proposals relating to Operators' Certificates for Ship Stations (additional Agenda Item)	United Kingdom	Plenary Meeting
69	Proposals concerning Agenda Item 2.4	U.S.A.	Plenary Meeting
70	Proposals concerning Agenda Item 1	Netherlands	Plenary Meeting
71	Proposals concerning Agenda Items 2.1 to 2.5	Netherlands	Plenary Meeting
72	Proposals concerning Agenda Item 3	Netherlands	Plenary Meeting
73	Proposals concerning Agenda Item 5	Netherlands	Plenary Meeting
74	Proposals concerning Agenda Item 6	Netherlands	Plenary Meeting
75	Proposals concerning Agenda Items 7.1 to 7.6	Netherlands	Plenary Meeting
76 Add.1 (Rev.) Corr. 1 and 2	Proposals concerning Agenda Item 1	United Kingdom	Plenary Meeting
77	Proposals concerning Agenda Item 3	United Kingdom	Plenary Meeting
78	Proposals concerning Agenda Item 9 (additional Agenda Item)	United Kingdom	Plenary Meeting
79	Proposals relating to the reduction of the guard-band for the International Distress and Calling Frequency, 2182 kc/s (RR 1325)	United Kingdom	Plenary Meeting
80	Proposals concerning Agenda Item 3	Netherlands	Plenary Meeting
81	Proposals concerning Agenda Item 1	Poland	Plenary Meeting

Document No.	Title	Origin	Destination
82	Proposals concerning Agenda Item 2.3	Poland	Plenary Meeting
83	Proposals concerning Agenda Item 5	Poland	Plenary Meeting
84	Proposals concerning Agenda Item 1	Japan	Plenary Meeting
85	Proposals concerning Agenda Item 2.3	Japan	Plenary Meeting
86	Proposals concerning Agenda Item 3	Japan	Plenary Meeting
87	Proposals concerning Agenda Item 4	Japan	Plenary Meeting
88	Proposals concerning Agenda Item 6	Japan	Plenary Meeting
89	Proposals concerning Agenda Item 7.2	Japan	Plenary Meeting
90	Proposals concerning other problems in the maritime mobile service (additional Agenda Item)	Japan	Plenary Meeting
91	Proposals concerning Agenda Item 7.3	United Kingdom	Plenary Meeting
92	Proposals concerning Agenda Item 6	F.R. of Germany	Plenary Meeting
93	Proposals concerning Agenda Item 7	F.R. of Germany	Plenary Meeting
94	Proposals concerning Agenda Item 7.2	F.R. of Germany	Plenary Meeting
95	Proposals concerning Technical Characteristics for transmitters and receivers used in the Maritime Mobile Service in the 156-167 Mc/s bands (additional Agenda Item)	F.R. of Germany	Plenary Meeting

Document No.	Title	Origin	Destination
96	Proposals concerning Agenda Item 1	India	Plenary Meeting
97	Proposals concerning Agenda Item 2.1	India	Plenary Meeting
98	Proposals concerning Agenda Item 2.4	India	Plenary Meeting
99	Additional Agenda Item	India	Plenary Meeting
100	List of the documents of the Conference	S.G.	Plenary Meeting
101	Proposal concerning Article 29 (additional Agenda Item)	Switzerland	Plenary Meeting
102	Proposal concerning Article 23	Israel	Plenary Meeting
103	Suggestions on the organization of the Conference and the structure of committees	S.G. and I.F.R.B.	Plenary Meeting
104	Proposal concerning radio frequencies for ocean data collecting stations	Denmark, Norway and Sweden	Plenary Meeting
105	Proposal concerning the preparation for a future transition into 25 kc/s channel spacing in the VHF bands for radiotelephony in the International Maritime Mobile Service	Iceland, Norway and Sweden	Plenary Meeting
106	Proposal concerning Agenda Item 6	Canada	Plenary Meeting
107	Proposal concerning Agenda Item 7.3	Canada	Plenary Meeting
108	Proposal concerning Article 20 (additional Agenda Item)	Canada	Plenary Meeting

Document No.	Title	Origin	Destination
109	Proposal concerning Agenda Item 7.3	France	Plenary Meeting
110	Proposal concerning additional Radio Regulations	France	Plenary Meeting
111	Proposal concerning amendments of Articles 12, 20, 29, 30, 32, 33, 34, 35, 36 and 40 of the Radio Regulations	France	Plenary Meeting
112 and Add.	Proposal concerning Agenda Item 4	Royaume-Uni	Plenary Meeting
113	Proposal concerning Agenda Item 7.3	Royaume-Uni	Plenary Meeting
114	Proposal relating to the Maritime use of the band 450-470 Mc/s for Radiotelephone Communication (additional Agenda Item)	Royaume-Uni	Plenary Meeting
115	Proposal concerning the use of calling frequencies in the HF maritime mobile radiotelephony service	Denmark and Norway	Plenary Meeting
116	Proposal for the Committee Structure of the Conference	United Kingdom	Plenary Meeting
117	Rearrangement of the Radio Regulations appertaining to the Maritime Mobile Service (Resolution No.12) (Additional Agenda Item)	United Kingdom	Plenary Meeting
118	On-board procedure (Additional Agenda Item)	United Kingdom	Plenary Meeting
119	Suggestions concerning the compilation and publication of the List of Ship stations (List V) with the aid of the I.T.U. computer	Secretary-General	Plenary Meeting

Document No.	Title	Origin	Destination
120	Proposal concerning Agenda Item 7	Austria	Plenary Meeting
121	Corrigendum to Documents 1 - 115	General Secretariat	Plenary Meeting
122	Proposal concerning Agenda Item 3	Australia	Plenary Meeting
123	Proposal concerning Agenda Item 3	U.S.A.	Plenary Meeting
124	Proposal concerning Agenda Item 3	U.S.A.	Plenary Meeting
125	Proposal concerning Agenda Item 1	U.S.A.	Plenary Meeting
126	Draft Recommendation relating to the utilization of space communication techniques in the Maritime Mobile Service	U.S.A.	Plenary Meeting
127	Convening of the Conference	Secretary-General	Plenary Meeting
128	Proposals concerning Agenda Item 2.4	France	Plenary Meeting
129	Proposal concerning Agenda Item 7.4	Israel	Plenary Meeting
130 and Corr.	Proposal relating to special calling and watch keeping system in the HF bands	Israel	Plenary Meeting
131	Proposal concerning modification of Articles 7, 27, 28, 33 and 35 (Additional Agenda Item)	New Zealand	Plenary Meeting

Document No.	Title	Origin	Destination
132	Proposal concerning Agenda Item 2.1	New Zealand	Plenary Meeting
133	Proposals concerning Agenda Item 3	New Zealand	Plenary Meeting
134	Proposal concerning Agenda Item 3	New Zealand	Plenary Meeting
135	Proposal concerning Agenda Items 7.2 and 7.4	New Zealand	Plenary Meeting
136	Proposal concerning Agenda Item 1	Brazil	Plenary Meeting
137	Proposal concerning Agenda Items 2.1, 2.2, 2.3, 2.4 and 2.5	Brazil	Plenary Meeting
138	Proposal concerning Agenda Item 3	Brazil	Plenary Meeting
139	Proposal concerning Agenda Item 4	Brazil	Plenary Meeting
140	Proposal concerning Agenda Item 5	Brazil	Plenary Meeting
141	Proposal concerning Agenda Item 6	Brazil	Plenary Meeting
142	Proposal concerning Agenda Items 7.1 to 7.6	Brazil	Plenary Meeting
143	Proposals concerning the modification of Articles 5, 23 and 35	Brazil	Plenary Meeting
144	Budget of the Conference	S.G.	Budget Control Committee

Document No.	Title	Origin	Destination
145	Proposal concerning Agenda Item 1	Canada	Plenary Meeting
146	Situation of certain countries with respect to the Convention	S.G.	Plenary Meeting
147	Communication from Administration of Jordan	S.G.	Plenary Meeting
148	Proposal for the Organization of the Conference	France	Plenary Meeting
149	Proposal for the Organization of the Conference	France - United Kingdom	Plenary Meeting
150	Implementation of Resolution No. 15	I.F.R.B.	Plenary Meeting
151	Some comments on Section B of Appendix 15	I.F.R.B.	Plenary Meeting
152	Working frequencies for ship stations employing class A1 or A2 emissions in the authorized bands between 405 and 535 kc/s	I.F.R.B.	Plenary Meeting
153	Application of the provisions of Article 9 of the RR in the frequency bands allocated exclusively to coast radiotelegraph stations between 4000 kc/s and 28 000 kc/s	I.F.R.B.	Plenary Meeting
154	Implementation of the panel of experts' Recommendations on replacement of double-sideband systems by single sideband systems in the radiotelephone maritime mobile service	I.F.R.B.	Plenary Meeting
155	Implementation of the frequency allotment Plan in Appendix 25 to the Geneva RR	I.F.R.B.	Plenary Meeting

Document No.	Title	Origin	Destination
156	Committee Structure	-	Plenary Meeting
157 (Rev)	Organization of work of the Conference	-	Plenary Meeting
158	The use of frequencies in the bands allocated exclusively to the Maritime Mobile Service	Japan	Committee 4 and 5
159	Proposals concerning Agenda Item 2.4	U.S.A.	Committee 4 and 5
160	Proposal concerning Agenda Item 2.4	Greece	Committee 4, 5 and 6
161	Summary Record of the First Meeting of Committee 5	Committee 5	Committee 5
162	Summary Record of the First Meeting of Committee 6	Committee 6	Committee 6
163	Minutes of the First Plenary Meeting	-	Plenary Meeting
164	Alternative proposals for the terms of Reference of Working Group 5D	-	Committee 5
165 (Rev)	Proposals concerning Agenda Item 2.4	U.S.S.R.	Plenary Meeting
166	Alternative proposals for the terms of reference of Working Group 5D	United Kingdom	Committee 5
167	Proposal concerning the modification of Article 23 (Additional Agenda)	Netherlands	Plenary Meeting
168	Summary Record First Meeting of Committee 4	Committee 4	Committee 4
169	Summary Record of the Second Meeting of Committee 4	Committee 4	Committee 4

Document No.	Title	Origin	Destination
170	Terms of Reference of Working Group 5D	-	Committee 5
171	Summary Record of the Second Meeting of Committee 5 (1st part)	Committee 5	Committee 5
172	Summary Record of the Third Meeting of Committee 4	Committee 4	Committee 4
173	Proposals concerning Agenda Item 2.4	Japan	Plenary Meeting
174	Summary Record of the Second Meeting of Committee 5 (second part)	Committee 5	Committee 5
175	Summary Record of the Fourth Meeting of Committee 4	Committee 4	Committee 4
176	Note by the Secretary-General (communication from Senegal)	S.G.	Plenary Meeting
177	Further explanation of the U.S. proposal for designation of a frequency for use on a world-wide basis for navigation communications	U.S.A.	Committee 5
178	Proposals concerning Revision of Appendix 15	United Kingdom	Committee 4
179	Proposal concerning the modification of the Table of allocation of international call sign series	Algeria	Plenary Meeting
180	Summary Record of the First Meeting of Committee 7	Committee 7	Committee 7
181	First Report of Working Group 6A	Working Group 6A	Committee 6
182	Summary Record of the Second Meeting of Committee 5 (third and last part)	Committee 5	Committee 5

Document No.	Title	Origin	Destination
183	Proposal concerning modification of Article 35 (Additional Agenda Item)	Netherlands	Plenary Meeting
184	Proposal concerning Agenda Item 4	Germany	Committee 5
185	Summary Record of the Fifth Meeting of Committee 4	Committee 4	Committee 4
186 and Add.	First Report of Working Group 6B	Working Group 6B	Committee 6
187	Draft Resolution on the structure and drafting of the RR	Poland	Committee 7
188	First Report of Working Group 6C to Committee 6	Working Group 6C	Committee 6
189	Second Report of Working Group 6A to Committee 6	Working Group 6A	Committee 6
190	Summary Record of the Sixth Meeting of Committee 4	Committee 4	Committee 4
191	First Report of the Working Group established to consider the form of the Final Acts of the Conference	-	Committee 7
192	First Report of Working Group 5A to Committee 5	Working Group 5A	Committee 5
193	Second Report of the Working Group 6B to Committee 6	Working Group 6B	Committee 6
194	Third Report of Working Group 6A to Committee 6	Working Group 6A	Committee 6
195	Summary Record of the First Meeting of Committee 2	Committee 2	Committee 2

Document No.	Title	Origin	Destination
196	Summary Record of the Seventh Meeting of Committee 4	Committee 4	Committee 4
197	Summary Record of the Eighth Meeting of Committee 4	Committee 4	Committee 4
198	Note by the Secretariat (communication of Togolese Republic)	S.G.	Plenary Meeting
199	First Report by Working Group 5B to Committee 5	Working Group 5B	Committee 5
200	List of the documents of the Conference	S.G.	Plenary Meeting
201 and Corr.	First Report of Committee 5	Committee 5	Plenary Meeting and Committee 6
202	First Report of Committee 6	Committee 6	Plenary Meeting
203	Report by Working Group 4 Ad Hoc	Working Group 4 Ad Hoc	Committee 4
204	Working Group to consider the form of the Final Acts of the Conference. Second Report to Committee 7	Working Group Committee 7	Committee 7
205	Working Group to consider the form of the Final Acts of the Conference. Third Report to Committee 7	Working Group Committee 7	Committee 7
206	Second Report of Committee 6	Committee 6	Committees 4 and 5
207	Second Report of Working Group 5A to Committee 5	Working Group 5A	Committee 5
208	Statement of expenditure for Maritime Conference at 30 September 1967	S.G.	Committee 3
209	First Report of Committee 4	Committee 4	Plenary Meeting and Committee 5

Document No.	Title	Origin	Destination
210	Summary Record of the Second Meeting of Committee 6	Committee 6	Committee 6
211	Summary Record of the Ninth Meeting of Committee 4	Committee 4	Committee 4
212	Second Report of Working Group 6C to Committee 6	Working Group 6C	Committee 6
213	Summary Record of the Third Meeting of Committee 5	Committee 5	Committee 5
214	Second Report by Working Group 5B to Committee 5	Working Group 5B	Committee 5
215	Summary Record of the Tenth Meeting of Committee 4	Committee 4	Committee 4
216	Fourth Report of Working Group 6A to Committee 6	Working Group 6A	Committee 6
217	Third Report of Working Group 5A to Committee 5	Working Group 5A	Committee 5
218	Third Report of Working Group 6C to Committee 6	Working Group 6C	Committee 6
219	Summary Record of the Eleventh Meeting of Committee 4	Committee 4	Committee 4
220	Note by the Chairman of the Conference concerning the International Association of Physical Oceanography	Chairman	Plenary Meeting
221	Summary Record of the Second Meeting of Committee 7	Committee 7	Committee 7
222	Note from the Secretariat concerning the Republic of Chad.	Secretariat	Plenary Meeting

Document No.	Title	Origin	Destination
223	Third Report of Working Group 6B to Committee 6	Working Group 6B	Committee 6
224	Summary Record of the First Meeting of Committee 3	Committee 3	Committee 3
225	Third Report of Committee 6	Committee 6	Plenary Meeting
226	Note from the Secretariat concerning the Hachemite Kingdom of Jordan	Secretariat	Plenary Meeting
227	Summary Record of the Twelfth Meeting of Committee 4	Committee 4	Committee 4
228(Rev.)	Note by the Secretary-General concerning the Table of Allocation of International Call Sign Series	S.G.	Plenary Meeting
229	Summary Record of the Thirteenth Meeting of Committee 4	Committee 4	Committee 4
230	First Report by Working Group 5D to Committee 5	Working Group 5D	Committee 5
231	B.1	Committee 7	Plenary Meeting
232	Summary Record of the Fourteenth Meeting of Committee 4	Committee 4	Committee 4
233	Summary Record of the Third Meeting of Committee 6	Committee 6	Committee 6
234	Fifth Report of Working Group 6A to Committee 6	Working Group 6A	Committee 6
235	Proposal concerning Article 35	Denmark	Committee 5
236	Fourth Report of Working Group 5A to Committee 5	Working Group 5A	Committee 5

Document No.	Title	Origin	Destination
237	Fourth Report of Working Group 6B to Committee 6	Working Group 6B	Committee 6
238	Third Report of Working Group 5B to Committee 5	Working Group 5B	Committee 5
239	Summary Record of the Fifteenth Meeting of Committee 4	Committee 4	Committee 4
240	B.2	Committee 7	Plenary Meeting
241	Report by Committee 7	Committee 7	Plenary Meeting
242	First Report of Working Group 5C to Committee 5, concerning modification of Appendix 18	Working Group 5C	Committee 5
243	Monitoring of the use of bands allocated exclusively to the Maritime Mobile Service between 4 000 kc/s and 28 000 kc/s and guard bands of international calling and distress frequencies 500 kc/s and 2 182 kc/s	I.F.R.B.	-
244	Proposal concerning Appendix 17	U.S.A.	Committee 5
245	B.3	Committee 7	Plenary Meeting
246	Report of the Committee 2 Working Group	Working Group Committee 2	Committee 2
247	Fifth Report of Working Group 5A to Committee 5	Working Group 5A	Committee 5
248	Proposals concerning Article 28, Section IV.	Denmark	Committee 5
249	Fifth Report of Working Group 6B to Committee 6	Working Group 6B	Committee 6
250	Sixth Report of Working Group 6B to Committee 6	Working Group 6B	Committee 6

Document No.	Title	Origin	Destination
251	Fourth Report of Committee 6	Committee 6	Plenary Meeting
252	Seventh Report of Working Group 6B to Committee 6	Working Group 6B	Committee 6
253	Harmonic relationship in the ships' radiotelegraph high frequency bands	Guyana	Committee 4
254	Proposals for consideration for Working Group 5B	U.S.A.	Working Group 5B
255	Summary Record of the Third Meeting of Committee 7	Committee 7	Committee 7
256 and corr.	Second Report of Committee 4	Committee 4	Plenary Meeting
257	Summary Record of the Fourth Meeting of Committee 6	Committee 6	Committee 6
258	Summary Record of the Sixteenth Meeting of Committee 4	Committee 4	Committee 4
259	Summary Record of the Seventeenth Meeting of Committee 4	Committee 4	Committee 4
260	Third Report of Working Group 6C to Committee 6	Working Group 6C	Committee 6
261	Fifth and last Report of Working Group 6C to Committee 6	Working Group 6C	Committee 6
262	Fifth Report of Committee 6	Committee 6	Plenary Meeting and Committee 5
263	Summary Record of the Fifth Meeting of Committee 6	Committee 6	Committee 6
264	Fourth Report of Working Group 5B to Committee 5	Working Group 5B	Committee 5
265	Sixth Report of Working Group 5A to Committee 5	Working Group 5A	Committee 5

Document No.	Title	Origin	Destination
266	Fifth Report by Working Group 5B to Committee 5	Working Group 5B	Committee 5
267 and Corr.	B.4	Committee 7	Plenary Meeting
268	Statement by the Delegation of the Union of Soviet Socialist Republics	U.S.S.R.	
269	Sixth Report of Working Group 6A to Committee 6	Working Group 6A	Committee 6
270	Third Report of Committee 4	Committee 4	Plenary Meeting
271	Second Report of Working Group 5C to Committee 5	Working Group 5C	Committee 5
272	Second Report of Committee 5	Committee 5	Plenary Meeting
273	Summary Record of the Joint Meeting of Committees 4 and 5	Committees 4 and 5	Committees 4 and 5
274	Seventh Report of Working Group 6A to Committee 6	Working Group 6A	Committee 6
275 and Corr.	Fourth Report of Committee 4	Committee 4	Committees 5 and 6
276	Calling channels in the HF Maritime Mobile Telephony bands	Norway	Committee 5
277	Eighth Report of Working Group 6B to Committee 6	Working Group 6B	Committee 6
278	Ninth Report of Working Group 6B to Committee 6	Working Group 6B	Committee 6
279	Summary Record of the Fourth Meeting of Committee 5	Committee 5	Committee 5
280	Summary Record of the Fifth Meeting of Committee 5	Committee 5	Committee 5

Document No.	Title	Origin	Destination
281	Resolution relating to the Implementation of the new arrangement of Radiotelegraphy and Radiotelephony Bands allocated to the Maritime Mobile Service between 4 000 and 23 000 kc/s.	U.S.A.	Committee 4
282	Statement by the Delegation of the Republic of China	China	-
283	Statement by the Delegation of the Hungarian People's Republic	Hungarian People's Republic	-
284	Summary Record of the Eighteenth Meeting of Committee 4	Committee 4	Committee 4
285	Summary Record of the Nineteenth Meeting of Committee 4	Committee 4	Committee 4
286	Summary Record of the Twentieth Meeting of Committee 4	Committee 4	Committee 4
287	Summary Record of the Twenty-First Meeting of Committee 4	Committee 4	Committee 4
288	Summary Record of the Twenty-Second Meeting of Committee 4	Committee 4	Committee 4
289	Sixth Report of Committee 6	Committee 6	Plenary Meeting
290	Summary Record of the Sixth Meeting of Committee 6	Committee 6	Committee 6
291	B.5	Committee 7	Plenary Meeting
292	Tenth Report of Working Group 6B to Committee 6	Working Group 6B	Committee 6
293	Summary Record of the Sixth Meeting of Committee 5	Committee 5	Committee 5

Document No.	Title	Origin	Destination
294	Sixth Report of Committee 4	Committee 4	Plenary Meeting
295	Statement by the Delegations of the People's Republic of Bulgaria and the Czechoslovak Socialist Republic	Bulgaria and Czechoslovak Socialist Republics	-
296	Seventh Report of Committee 6	Committee 6	Plenary Meeting
297	Summary Record of the Seventh Meeting of Committee 6	Committee 6	Committee 6
298	Seventh Report of Working Group 5A to Committee 5	Working Group 5A	Committee 5
299	Minutes of the Second Plenary Meeting	Plenary Meeting	Plenary Meeting
300	List of the documents of the Conference	S.G.	Plenary Meeting